



TERMINAL TARIFF

As at March, 2019

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1. DEFINITIONS INTERPRETATION AND GENERAL INFORMATION

Tariff Book:	Means the charges book for ship, cargo and passengers as published by Ports & Cargo Handling Services Limited (hereafter called “The Port Operator” for Terminal”C” concession in Port of Tin Can Island, Lagos (hereafter called “The Port”)
Charges:	Include all charges, rates and service fees to The Port Operator and any other charges which would be included in this meaning, which are payable under this tariff.
Port Operator:	Ports & Cargo Handling Services Limited.
The Port:	Terminal”C” concession in Port of Tin Can Island, Lagos
Port Premises:	Means all wharves, piers, landing places, docks, storage areas, roads, passageways, buildings and any installation or facilities under the operational or administrative control of Ports & Cargo Handling Services Limited.
Interpretation:	In this ordinance except where the context otherwise requires “AGENT” or “SHIPPING AGENT” or “OWNERS REPRESENTATIVE” means any company or person appointed by the owners, or Master of a ship to act on their behalf or on behalf of any one of them in the Port Premises and who has accepted such appointment.
Vessel:	Means description of watercraft or contrivance capable of navigation on, under, or across water, whether or not self-propelled whatever the nature or purpose for which constructed, including non-displacement craft (hovercraft and a hydrofoil vessel) and seaplanes on the water, used or capable of being used as a means of transportation on water.
Master:	Means any person having lawful command of any ship whether by appointment or operation of law; other than a pilot.
Month, Year:	Means a month or a year according to the Gregorian calendar.
Owner:	When used in relation to any ship shall include any operator, manager, part owner, demise charterer, mortgagee in possession or other beneficial owner.
Cargo:	Means all goods carried or to be carried on board a ship and includes all general cargo, cement, timber, bagged cargo, passenger’s moveable property of every description, baggage, animals and birds,

whether alive or dead, and commodities which in the opinion of the Port Operator could be classed as cargo in Breakbulk, Containers or Bulk. Oil in Bulk is included in this description.

- Container:** Is a fully enclosed re-usable cargo carrying unit constructed of metal, plywood, fibre, wood or fibreglass used for the purpose of transporting packaged, loose or bulk articles and capable of being lifted as a complete unit from fixed special castings by ships' gear or container cranes.
- Perishable Goods:** Means goods liable to rapid deterioration without special care or handling and in particular means fish, fruit, vegetables, potatoes, bread, meat, game, butter, eggs, milk, cheese, poultry and any other similar item.
- Cargo Handling:** Means loading /discharging or shifting of cargo from location to another within the Port limits.
- Documentation:** The documents in respect of cargo must be in the possession of the Port Operator at least 24 hours prior to arrival of vessels. Vessels will not normally be berthed without receipt of all such documents.
- Hygiene:** The Port provides garbage bins at various points for use by vessels. Use of these bins is compulsory and will be charged for.
- Pollution:** Means the unlawful deposit or discharge by any means of oil, LPG, refuse or any other substance liable to cause offence or damage in the Port.
- Labor:** Labor on both vessel and quay is provided and controlled by The Port or its nominated contractor. Requests for labor should be made in advance by Agents to the Operations Department.
- Dangerous Cargo:** No dangerous, offensive or harmful goods likely to cause personal injury or damage to property may be brought into the port premises without specific written approval to that effect.
- Disposal of Cargo:** The port reserves the right to remove and dispose of cargo to cover accrued charges in accordance with the rules and regulations of the Nigerian Customs Services and its frustrated cargo policy.

Agreement to Terms of the Tariff: The use of services and equipment within the port shall constitute consent to the terms & conditions of this tariff and evidences an agreement on the part of all vessels, their owners and agents and any other users to charges specified in the tariff and to be governed by all Rules and Regulations herein contained.

Alterations to Tariff: The port reserves the right to alter, change or amend any or all charges, terms and conditions or interpretations contained in the tariff without prior notice.

Port Operator Held Harmless: Each vessel owner, operator, charterer or agent whose vessel calls at the port and each owner or agent of the cargo handled there at, as a condition to receiving services at the port agrees to indemnify and hold harmless the port, any of its agents or employees from and against all losses, claims, demands and suits for damages, for death or personal injury or property damage that may be imposed upon the ports or any of its agents, employees or representatives by any owner, operator, charterer or cargo owner (or their agents or employees) as a consequence of services at the port.

Liability of Ship

1. The Owner and Master of a ship including an Excepted Ship, shall be jointly and severally liable irrespective of the cause thereof for all loss or damages to piers, jetties, buoys, or other port installations or port facilities, property or machinery whatsoever and for loss of life or personal injury to any person lawfully within the limits of the Port, in connection with the navigation by such ship with or without a pilot within the limits of the Port or its use of the port facilities. No ship shall be permitted to leave the port unless and until security acceptable to the Port Operator has been given for the amount of any loss or damage so caused.
2. The Port Operator shall not be liable, whether resulting from its negligence or from any other cause whatsoever, for :
 - i. Any loss, damage or delay to any ship using the Port or port facilities or to her cargo on board or to any other property ashore or afloat, fixed or moveable whatsoever.
 - ii. Any loss of life or personal injury to the Master or crew using the Port as aforesaid.
 - iii. Any ship or person using any port facility shall indemnify and save harmless all losses, claims, demands and suits for damages, including death or personal injury and including court costs and attorney's fees incident to or resulting from their operations in the Port and the use of port facilities.

Production of documents

The Master of any ship arriving in the Port shall produce such information and documents in relation to the ship, passengers and cargo thereof, particularly cargo of a hazardous nature, as may be required by the Port Rules. The Port Operator shall have power to order any ship to leave the Port if in its opinion the ship has on board cargo or other matters injurious to health or offensive in any respect and may take any reasonable measures either to remove the ship or to dispose of the said cargo or other injurious or offensive matter.

The owner shall be liable for all expenses incurred by the Port Operator in connection therewith.

Liability for Payment of Charges

The shipping agent shall be liable for payment of all charges incurred by any ship for which he is agent, such payment to be made in accordance with the Port Rules and Port Tariff.

Power of Arrest and Detention

1. In the event of any such charges in respect of any ship remaining unpaid, the ship may be arrested together with its tackle, apparel and furniture and may be retained until such time as the amounts of such charges are paid.
2. Where after such arrest, any such charges remain unpaid for a period exceeding thirty(30) days, the ship together with its tackle, apparel and furniture may be sold by public auction and the proceeds of sale thereof shall be payable to the owner or his agent only after deduction of the amount of any charges which are owing and the expenses of the said detention and sale.
3. The courts of Lagos, Nigeria, shall have jurisdiction in respect of arrest, detention and sale under this clause.

Refusal of Outward Clearance

The master of any ship may be refused a Customs Certificate until such time as all charges due in respect of the ship and all penalties and expenses to which the ship and her Master are liable under this ordinance or the Port Rules or Port Tariff have been paid or satisfactorily secured.

No Liability for Demurrage

The Port Operator shall not be liable for demurrage which may occur or be done in respect of any ship; however such demurrage may have been caused.

Responsibility of Master for Contravention of Ordinance

The Master of a ship shall be responsible for the compliance by such ship with the provisions of this ordinance and the Port Rules and in the event of any contravention thereof, he may be held liable for such contravention and proceedings may be brought against him.

Non-Liability of the Port

- 1.** The Port Operator shall be exempt from all liability whatsoever for any deficiency loss, damage or miss-delivery of or to goods, or for any consequential loss or delay however, arising out of the following:
 - i.** Act of God, force majeure
 - ii.** Fire, lightning, explosion, impact by aircraft including articles dropped therefrom, earthquake and impact.
 - iii.** Storm, tempest, flood and burst pipes.
 - iv.** Riots, civil commotion, malicious damage and theft, strikes, lockouts stoppage or restraint of labour from whatever cause whether partial or general.
 - v.** Scarcity of labour, plant and machinery.
 - vi.** Any consequence of war, invasion, act of foreign enemy, hostilities, civil war, rebellion or insurrection
 - vii.** Seizure under legal process
 - viii.** Inherent liability to wastage in bulk or weight, latent or inherent defect, vice or natural deterioration of the goods, or vermin or other pests.
 - ix.** Insufficient, indistinct or erroneous marking or addressing of the goods.
 - x.** The absence or the insufficiently or unsuitable packaging of the goods.
 - xi.** Any act of the Port Operator, its servants or agents reasonably necessary for the safety or preservation of persons, premises or goods.
 - xii.** Late receipt of customs entries or landing orders, disputes in respect of documents or declarations made for entry purposes by or on behalf of any person. Delay in passing customs entries or in obtaining clearance of the goods or omission of information from or a misstatement in any order to the Port Operator relating to the goods.

2. Without prejudice to any other provisions contained in this ordinance the Port Operator shall be exempt from all liability whatsoever for any deficiency, loss, damage, or miss-delivery of or to goods or any consequential loss or delay howsoever arising or caused except where the claimant proves that the deficiency, loss, damage, miss-delivery or delay arose out of or was caused by the negligent or unlawful act or omission of the Port Operator, its servants or agents.

Notice of Loss to be given

Notwithstanding anything herein contained the Port Operator shall be discharged of all liability unless notice of loss or damage to the goods and the general nature thereof be given in writing to the port at the time of removal of the goods into the custody of the person entitled thereto (or in case of total loss at the time the goods would otherwise have been so removed by production of the proper documents). Or if the loss or damage be not then apparent, within six consecutive days thereafter.

Terms and Conditions of Acceptance and Storage

- i. The goods will be received according to their loading marks and numbers and kept in such suitable and reasonable storage space as may be available.
- ii. No responsibility will be assumed for notifying consignee of goods of the arrival thereof.
- iii. The consignee may be required to tender an account of the goods to establish their suitability or otherwise for storage.
- iv. Where no such account is then provided or at any other time that the PCHS Terminal "C" in its absolute discretion deems it necessary the consignee may be required to permit an examination of the goods in order to establish either the rate of charges applicable or their suitability or otherwise to storage.
- v. The storage of goods may be refused where it is considered that such storage would be detrimental to the operation of the Port or to the safety of the Port, its installations or other cargo.

Conditions of Delivery

- i. Goods received at the PCHS Terminal "C" shall be delivered to the consignee thereof or his agent only against written delivery instructions of the Master of the carrying ship or his agent.
- ii. The person named in such delivery instructions shall be deemed to be consignee of the goods or his agent.
- iii. No goods shall be delivered before the completion of the necessary customs and Port formalities and payment of any customs duty and other charges due provided that authority may be given to the Master of the carrying vessel or his agent or the lighterage contractor to deliver goods direct to consignee but only after consignees

have satisfied the customs as to the nature and dutiable value of the goods and after completion of the necessary direct delivery formalities as prescribed in the Port Rules.

Special Terms and Conditions

In addition to the foregoing terms and conditions further special terms and conditions shall apply to bullion, coin, jewelry, gems, glass, china, works of art, documents, securities, bank notes or stamps and the PCHS Terminal "C" will only accept such goods subject to these terms and conditions and these special terms and conditions and application should be made to PCHS for details of those special terms and conditions.

Goods Delivered against an Indemnity

The Port Operator may withhold delivery of any goods which are in its possession in the following cases unless and until the person claiming to be entitled (or any one such) has given and indemnity acceptance to the Port Operator against the claims of any other person to such goods or proceeds.

- i. Where any such goods or proceeds are claimed by two or more persons.
- ii. Where any person claiming any such goods or proceeds does not produce the document showing that he is entitled to take delivery thereof.

Conditions for Acceptance of Dangerous Goods

No person shall deliver to the Port any dangerous or offensive goods or any goods which are likely to cause damage to person or property without giving notice in writing of the nature of such goods to the Port Operator.

- i. Such goods may be refused or accepted only under special conditions as to their storage.
- ii. The owner of dangerous or offensive goods may be required to remove them immediately from the Port if the Port Operator, in its discretion, determines that such goods may cause damage to person or property.
- iii. If the owner of dangerous or offensive good does not comply with the requirement of Sub-clause(b) hereof, the Port Operator shall have the right to dispose thereof as they see fit and without delay and costs shall be borne by the owner of the goods.
- iv. Any person who, in contravention of the provisions of this Schedule delivers inside the Port area any goods to which that clause applies to the Port for storage shall be guilty of an offence against this ordinance and liable to a penalty as mentioned in the appropriate section of the present tariff.
- v. Any person who is convicted of an offence under this Clause shall also be responsible for any loss, injury or damage, which may be caused by reason of such goods having been delivered to the Port for storage and shall also be responsible for the payment

of all expenses of handling and disposal incurred by the Port Operator and court, which convicts such offender may order him to pay the amount of any such loss, injury or damage to the person suffering it.

Detention of Goods in the event of unpaid Freight

Where the Master of a ship from which any goods have been landed at the Port and accepted by the Port Operator for delivery to the consignee notifies the Port Operator in writing that freight or other charges to the amount specified in the notice remain unpaid in respect of the goods, the goods may be retained and delivery thereof to the consignee or any other person refused until:

- i. The production of the receipt or a release from the payment of such amount signed by the Master or by or on behalf of the Ship's Owner or his agent or
- ii. Payment of such amount to the Port Operator has been made by the person entitled to take delivery thereof.

There any goods in respect of which a notice has been given under sub-clause(a) hereof are delivered to a person producing such receipt or release, or making such payment to the Port Operator as is referred to in that sub-clause the Port Operator shall thereupon be discharged from any liability in respect of those goods.

Explanatory Notes And Definitions

1. **Cargo Dues:** As charged in this Tariff shall cover:-
 - Stevedoring operations - charge and discharge of vessels
 - Security and Tally Clerk.

Note:

- *Labour - Services provided and not related to tonnage shall be charged accordingly. See pag. 15 "Extra Services"*
2. **Value Added Tax (VAT):** shall be charged on Cargo Dues Import.
 3. **Provisional Billing:** The amount in \$US to be paid to PC&H by the vessel Owner or their representative agents prior to commencement of cargo operations, based on value of Cargo Dues and Berth Rent.
 4. **Contingency InProvisional Billing:** Add 5% on Provisional Billing.
 5. **Berth Rent:** Shall be provisionally charged as soon as a vessel occupies a berth as follow:

$$\text{Formula} = \text{LOA} * \text{N}^{\circ} \text{ of Days} * \$1 \text{ US}$$

Provisional Number of days:

- i. Container and RORO Vessels.....2 days
- ii. Combo Vessels3 days
- iii. Liquid Bulk Cargo Vessels4dayS
- iv. Dry Bulk Cargo Vessels.....8days
- v. General Cargo Vessels10 days

6. Coastal Charges: Are applicable to vessels engaged in trade within Nigeria Territorial Waters exclusive of Service boats. Goods previously landed in any sea port in Nigeria and subsequently re-exported to another Nigeria Port will rank as coastal traffic and attract coastal charges.

7. Tropical West Africa Charges (T.W.A.): Applicable to vessels engaged in trade within the West Coast Africa lying between latitude 15⁰N and 15⁰S.

8. Documents To Be Furnished By Shipping Companies: For the purpose of provisional payment and pre-arrival arrangements, the following documents shall be required.

Manifest/Diskettes

- i. RORO Vessels; To submit Manifest (in paper or Digital Manifest)
- ii. Container Vessels; 5 copies of Manifest and 5 copies of Container Arrival List (CAL) - (in paper or Digital Manifest).
- iii. All other Vessels; 5 copies of Manifest in paper or Digital

9. Time To Submit Documents

- i. Foreign Vessels are to submit Manifest certified by Owner/ Representative 3 days before the arrival of the vessel, at berth.
- ii. TWA and Coastal Vessels to submit manifest (certified by Ship Master) 24 hours before the arrival of the vessels at berth.
- iii. Additional/Amendments of import manifest must be submitted not later than 24 hours after arrival at berth.
- iv. Export manifest must be submitted at berth of vessel.

10. Tonne:

- i. Where charges are assessed on Gross Weight, a tonne shall mean 1000kgs.
- ii. Where charges are assessed by measurement, a tonne shall mean 1cbm.

2. CARGO DUES

1. GENERAL CARGO (including all bagged cargo/tonne/wm)

	FOREIGN		TWA/COASTAL	
	Import	Export	Import	Export
General cargo per ton /cbm	\$7.85	\$5.15	\$3.86	\$3.86
Dry bulk cargo per ton/cbm	\$5.15	\$3.22	\$2.57	\$2.57
Liquid bulk Cargo per ton/cbm	\$5.15	\$3.15	\$2.57	\$2.57

Note:

- (*) For rebagging will be charged more \$ 1/ Tonne
- The rates are in US\$ and are exclusive of applicable VAT
- To fertilizer and rice and others expressed by Federal Government gazet they are exempted of VAT.

2. CONTAINER HANDLING

Description	Import		Export	
	20'	40'	20'	40'
Foreign Laden per unit	\$115.77	\$167.23	\$90.04	\$128.63
Foreign Empty per unit	\$32.16	\$51.45	\$32.16	\$51.45
TWA/COASTAL (Laden)	\$90.04	\$128.63	\$90.04	\$128.63
TWA/coastal (empty)	\$32.16	\$51.45	\$32.16	\$51.45

Note:

- the rates are in US\$ and are exclusive of applicable VAT

3. VEHICLES DUES

Vehicle per unit	FOREIGN		TWA/COASTAL	
	Import	Export	Import	Export
Up to 15 cbm	\$18.39	\$17.11	\$17.11	\$17.11
16 to 25 cbm	\$33.19	\$17.75	\$17.75	\$17.75
Over 25 cbm	\$71.78	\$22.90	\$22.90	\$22.99
Trailer/mafi	\$142.53	\$57.63	\$57.63	\$57.63

Note:

- the rates are in \$US and are exclusive of applicable VAT

3. STORAGE/ RENT CHARGES

1. GENERAL CARGO

Free rent period of three (3) days after completion of discharge.

1st Period of 5 days	Import	Export
a. Shed/Warehouse Cargo	100.00	30.96
b. Stacking Area Cargo	100.00	25.8

2nd Period of 5 days	Import	Export
a. Shed/Warehouse Cargo	150.00	46.44
b. Stacking Area Cargo	150.00	36.12

3rd Each day thereafter	Import	Export
a. Shed/Warehouse Cargo	250.00	77.40
b. Stacking Area Cargo	250.00	56.76

Note:

- *Unit in Tonne/ day*
- *the rates are in NAIRA and are exclusive of applicable VAT*

2. BULK CARGO

Free rent period of three (3) days after completion of discharge.

1st Period of 10 days	Import	Export
a. Shed/Warehouse Cargo	23.74	17.80
b. Stacking Area Cargo	11.87	11.87

2nd Period of 10 days	Import	Export
a. Shed/Warehouse Cargo	47.47	47.47
b. Stacking Area Cargo	23.74	23.74

3rd Each day thereafter	Import	Export
a. Shed/Warehouse Cargo	71.21	71.21
b. Stacking Area Cargo	47.47	47.47

Note:

- *Unit in Tonne/ day*
- *the rates are in NAIRA and are exclusive of applicable VAT*

3. VEHICLES

Free rent period of three (3) days after completion of discharge.

Naira Charges	1 st Period 5 days	2 nd Period 5 days	3 rd Period (Thereafter)
Up to 15cbm (car)	991.20	2,043.60	3,715.20
16 – 25cbm (bus, Jeep, Vans)	1,238.40	2,476.80	4,520.40
26 – 140cbm (trucks, Buses)	2,043.60	4,210.80	7,740.00
Over 140cbm (Trailer/Cat/Excavator)	3,591.60	7,306.80	13,126.80
Plants-Tracked Vehicle	6,192.00	12,384.00	22,291.20

Note:

- *Vehicle per day*
- *the rates are in NAIRA and are exclusive of applicable VAT*

4. CONTANERS

Free rent period of three (3) days after completion of discharge.

Days	20ft (Dry)	40ft (Dry)	45ft Con.	20ft (Reefer)	40ft (Reefer)	20ft (FR/OT)	40ft (FR/OT)	20ft (OOG)	40ft (OOG)
3 days	Free	Free	Free	Free	Free	Free	Free	Free	Free
4 – 8 days	900	1,800	2,700	5,000	9,000	4,050	8,100	4,050	8,100
9 – 13 days	4,400	8,800	13,200	8,000	15,000	19,800	39,600	19,800	39,600
14 – above	6,000	12,000	18,000	10,000	18,000	27,000	54,000	27,000	54,000

5. PALETISED/UNITISED CARGO (Stacking Area)

Free rent period of three (3) days after completion of discharge.

Naira Charges	Unit	Rate
Next 10 Days		
Up to 2Tons	Unit/day	47.47
Up 2 to 4 Tons	Unit/day	89.01
Up 4 to 6 Tons	Unit/day	123.84
Up 6 to 10 Tons	Unit/day	178.02
Up 10 to 15 Tons	Unit/day	237.36
Over 15 Tons	Unit/day	296.68
Next 10 Days		
Up to 2 Tons	Unit/day	59.34
Up 2 to 4 Tons	Unit/day	123.84
Up 4 to 6 Tons	Unit/day	178.02
Up 6 to 10 Tons	Unit/day	237.36
Up 10 to 15 Tons	Unit/day	474.72
Over 15 Tons	Unit/day	593.40
Each Day Thereafter		
Up to 2Tons	Unit/day	74.30
Up 2 to 4 Tons	Unit/day	185.76
Up 4 to 6 Tons	Unit/day	297.22
Up 6 to 10 Tons	Unit/day	371.52
Up 10 to 15 Tons	Unit/day	668.74
Over 15 Tons	Unit/day	990.72

Note:

- *the rates are in NAIRA and are exclusive of applicable VAT*

6. PALETISED/UNITISED CARGO (Shed Area)

Free rent period of three (3) days after completion of discharge.

Naira Charges	Unit	Rate
Next 10 Days		
Up to 2Tons	Unit/day	59.34
Up 2 to 4 Tons	Unit/day	94.94
Up 4 to 6 Tons	Unit/day	142.42
Up 6 to 10 Tons	Unit/day	189.89
Up 10 to 15 Tons	Unit/day	379.78
Over 15 Tons	Unit/day	807.02
Next 10 Days		
Up to 2Tons	Unit/day	94.94
Up 2 to 4 Tons	Unit/day	189.89
Up 4 to 6 Tons	Unit/day	284.82
Up 6 to 10 Tons	Unit/day	379.78
Up 10 to 15 Tons	Unit/day	474.72
Over 15 Tons	Unit/day	890.10
Each Day Thereafter		
Up to 2 Tons	Unit/day	123.84
Up 2 to 4 Tons	Unit/day	222.91
Up 4 to 6 Tons	Unit/day	346.75
Up 6 to 10 Tons	Unit/day	470.59
Up 10 to 15 Tons	Unit/day	594.43
Over 15 Tons	Unit/day	1,052.64

Note:

- *the rates are in NAIRA and are exclusive of applicable VAT*
- *All delivery/cargo charges are raised against receiver/approved agent.*

4. DELIVERY CHARGES

1. GENERAL CARGO TERMINAL HANDLING/DELIVERY CHARGES

Naira Charges	Direct	Indirect
Handling Charges/ton/Cbm	1,400.00	1,400.00
Delivery Charge ton/Cbm	191.00	191.00
Documentation & Customs Examination /BL	8,000.00	8,000.00
VEP & Tally Sheets & TPR/vehicle	278.64	278.64
VAT	5%	5%

2. BULK CARGO

Naira Charges	Direct	Indirect
Bulk cargo per tonne	60.89	208.46
Documentation & Customs Examination /BL	8,000.00	8,000.00
VEP & Tally Sheets & TPR/vehicle	278.64	278.64
VAT	5%	5%

3. BULK LIQUID

Naira Charges	Direct	Indirect
Bulk liquid per tonne	50.57	173.38
VEP & Tally Sheets & TPR/vehicle	233.20	233.20
VAT	5%	5%

4. VEHICLES TERMINAL HANDLING/DELIVERY CHARGES

Naira Charges	THC	Non-Drivable
Car	11,820.00	3,096.00
Bus/Jeep/Van	18,900.00	4,644.00
Truck/Big Bus	24,900.00	10,526.40
Trailer/Lux-Bus	37,200.00	11,764.80
Plant/Tractor	50,400.00	18,576.00

Naira Charges	Delivery Charges
Car	3,900.00
Bus/Jeep/Van	4,380.00
Truck/Big Bus	6,000.00
Trailer/Lux-Bus	6,900.00
Plant/Tractor	8,100.00
Documentation	8,000.00

Other Charges depending on condition(s) of vehicle

- Administrative
- Non-Starter
- Stamp Duty

Naira Charges	Direct	Indirect
Up to 15 cbm (car)	3,711.48	3,900.00
15 to 25 cbm (bus, Jeeps, Vans)	4,119.07	4,380.00
26 – 140 cbm (trucks/big bus)	5,259.48	6,000.00
Over 140cbm Trailer/Luxurious bus	5,761.08	6,900.00
Plants/Tractor	6,178.38	8,100.00

Note:

- *the rates are in NAIRA and are exclusive of applicable VAT*

Surcharges on RORO/Vehicle

DESCRIPTION	Percentage
One Vehicle on top	42%
Two Vehicles on top	52%
Three Vehicles on top	62%
Four Vehicles on top	72%

5. CONTAINERS CHARGES (without vat)

Naira Charges	Import		Export	
	20'	40'	20'	40'
Containers				
Foreign Laden per unit	5,175.48	6,468.57	3,804.99	5,745.14
Foreign Empty per unit	5,175.48	6,468.57	1,304.45	1,956.67
TWA/COASTAL (Laden)	5,175.48	6,468.57	5,211.60	6,468.57
TWA Coastal (empty)	4,644.00	5,676.00	2,772.98	5,745.14
Flat Containers Laden	5,351.95	6,921.62		
Delivery Charge-open top	7,299.30	9,835.10		
Delivery Charge-Reefer	6,981.48	9,177.57		
Electrical Charge (Reefer) per day	15,000.00	25,000.00		
Refers Monitoring per day/container	4,500.00	4,500.00		
Pre-trip Inspection (Reefer)	7,000.00	8,000.00		
THC-(Normal Container)	80,000.00	120,000.00		
Delivery (Normal Cont.)	5,515.00	6,895.00		
THC (OOG/Open Top/Reefers)	80,000.00	120,000.00		
Delivery(OOG/Open Top)	8,273.00	10,343.00		
Containers Stripping	35,000.00	55,000.00		
Customs Examination	25,000.00	38,750.00		
Unplugging per container	8,256.00	8,256.00		
Documentation per BL	8,000.00	8,000.00		
Fast Track Charges	10,000.00	10,000.00		
Stuffing/Unstuffing/equipt.charges	47,000.00	67,000.00		

6. PALETISED/UNITISED CARGO

Naira Charges	Unit	Rate
Import & Export		
Direct		1,680.10
Plus:		
Up to 2 Tons	ton	73.27
Above 2 to 4 Tons	ton	111.46
Above 4 to 6 Tons	ton	162.02
Above 6 to 10 Tons	ton	261.10
Above 10 to 15 Tons	ton	371.52
Over 15 Tons	ton	797.74
Equipment Charge	ton	309.60
VEP/TPR/Tally Sheet	ton	232.20
Documentation/Examination	B/L	2580.00
Indirect	ton	1,680.10
Plus:		
Up to 2 Tons	ton	93.91
Above 2 to 4 Tons	ton	162.02
Above 4 to 6 Tons	ton	236.33
Above 6 – 10 Tons	ton	368.42
Above 10 to 15 Tons	ton	532.51
Over 15 tons	ton	825.60
Equipment Charge	ton	516.00
VEP/TPR/Tally Sheet	ton	232.20
Documentation/Examination	B/L	5,800.00

Note:

- the rates are in NAIRA and are exclusive of applicable VAT

5. MISCELLANEOUS CHARGES

1. CONTAINERS

- i. **Restow In Yard:** On request by consignee or his representative after initial loading will attract a lift on/lift off charge of :

- ₦7,500.00 per 20' container
- ₦10,000.00 per 40' container

Other Charges:

- ₦10,000.00 – Cancellation of invoice
- ₦10,000.00 – Auction Documentation
- ₦12,500.00 – 20" Container Reposition
- ₦15,500.00 – 40" Container Reposition
- ₦12,000.00 - Trailer Overnight Parking
- ₦7,500.00 - Change of Agency

- ii. **Hazardous Cargo:** 100% Storage Surcharge on container per day/per container

iii. **Shifting**

Via shore:

- 150% of cargo dues import

On board:

- 100% of cargo dues import

2. **CONTAINER TRACKING/REPORTING FEES:** The terminal operator, in charge of tracking/recording/reporting container discharge and load reports, as well as terminal moves, shall be entitled to claim from Principals and/or their agents a container tracking fee per container handled at conditions as may be mutually agreed.

3. GENERAL CARGO

i. **Weighing trucks**

- Per Ton..... ₦72.00

4. VEHICLES

i. **Overnight trailer parking rate**

- Per vehicle..... ₦12,000.00

ii. **Towing of vehicle parked at non park space**

- Per vehicle..... ~~₦~~21,000.00

iii. **Removal of broken down vehicle**

- Per vehicle.....~~₦~~21,000.00

5. **OTHER CHARGES ON CONTAINERS**

i. **Auctioned containers**

- ~~₦~~8,000.00+THC+15days STORAGE

ii. **Export containers charges**

Description	20ft	40ft
Terminal Handling Charge on Export Containers(to shipper)	40,000.00	60,000.00
Weighing of Export Laden per TEUS/VGM	20,000.00	40,000.00
First 7days Storage-Laden	Free	Free
1 st 15days Storage-Laden	900.00	1,800.00
2 nd 15days Storage-Laden	4,400.00	8,800.00
3 rd 15days Storage-Laden	6,000.00	12,000.00

Note:

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6. **EXTRA SERVICES**

i. **Dock labour**

Where Dock Labour is used for services not accessed on tonnage e.g.:

- Discrepancy, **(pls note these are not yet enforced)**
- Sweeping,
- Rigging,
- Open hatches,
- Lashing/ Unlashing,

On request the consignee/representative shall be charged as follows:

- Onboard/man/hour..... \$50.00
- Ashore/Man/Hour..... ~~₦~~11,000.00

7. **SUPPLY FOOD STUFF TO VESSEL FLAT RATE OF**

- ~~₦~~6,000.00

8. **SUPPLY FOR FRESH WATER TO VESSEL USING ROAD TANKER**
 - Royalty fee of ~~₦~~12, 000.00 N per tanker.

9. **BUNKERING OF VESSELS**
 - Rate per Ton. ~~₦~~240.00

10. **OPTIONAL SERVICE OF 8 HRS**
 - Rate per Shift ~~₦~~5,400.00

11. **HAZARDOUS CARGO CHARGE**
 - Surcharge of 50% on all charges, including storage.

12. **SPECIAL CARGO (incl. out of gauge)**
 - Surcharge of 50% on all charges, including storage.

13. **SUPPLY OF LIQUID GAS**
 - Royalty Fee of ~~₦~~12, 000.00 per Supply

14. **CHANGE OF AGENCY**
 - Penalty of ~~₦~~7,500.00 per Bill Of Lading

15. **EXPRESS SERVICE ON EXAMINATION**
 - N20,000.00 for 20"
 - N30,000.00 for 30"

6. EQUIPMENT CHARGES

1. FORK LIFT “ON BOARD”

APPLICATION	Unit	Rate
Under 5 Ton.	hour	\$43.34
Minimum charge	4 hours	\$173.38
5 Ton to 10 Ton.	hour	\$72.24
Minimum charge	4 hours	\$288.96
Above 10 Ton	hour	\$92.88
Minimum charge	4 hours	\$371.52

Note:

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2. FORK LIFT “ASHORE”

Naira Charges	Unit	Rate
Under 5 Ton	hour	12,000.00
Minimum charge	4 hours	48,000.00
5 Ton to 10 Ton.	hour	15,000.00
Minimum charge	4 hours	60,000.00
10 Ton to 15 Ton.	hour	18,000.00
Minimum charge	4 hours	72,000.00
Above 15 Ton.	hour	21,600.00
	4 hours	86,400.00

Note:

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3. MECHANICAL EQUIPMENT CHARGES

Naira Charges	Unit	Rate
10 Ton to 15 Ton.	hour	19,200.00
Minimum charge	4 hours	76,800.00
15 Ton to 20 Ton.	hour	24,000.00
Minimum charge	4 hours	96,000.00
20 Ton to 25 Ton.	hour	30,000.00
Minimum charge	4 hours	120,000.00
Above 25 Ton.	hour	33,000.00
Minimum charge	4 hours	129,600.00
REACH STACKER		
Above 40 Ton.	hour	42,000.00
Minimum charge	4 hours	168,000.00
MAFI/TRAILER		
	hour	30,000.00
TRACTOR		
	hour	24,000.00

Note:

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4. CRANES HANDLING

Applications	Unit	Rate
Liebherr cranes.	1 st 4hours	₦6,000.00
Additional hour	1hour	₦1,000.00

50tons to 75tons 50%Surcharge
 76tons to 100tons 75%Surcharge
 101tons and above 100%Surcharge

Note:

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7. TRANSFER CHARGES

2. Container Terminal Charges

Naira Charges	20'	40'
Delivery Charge	5,515.00	6,895.00
Royalty	5,861.76	8,565.00

Note:

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8. PENALTIES - SURCHARGES

	Application	Unit	Rate
1.	Manifests Amendment – After Initial summation	b/l	\$ 50.00
2.	Additional Manifest	b/l	\$ 500.00
3.	Declaration of Tonnage shall attract a surcharge penalty on Cargo Dues of undeclared tonnage		100%
	Berthing Penalties:		
1.	Idle Time – If the vessel doesn't arrive and berth it was programmed, will be charged by each hour of delay	hour	\$500.00
2.	If a Vessel is not able to start Operations within 2 hours after clearance, due to its own negligence, a Berthing Penalty per hour, or part thereof, will be charged.	hour	\$500.00
3.	If a Vessel is unable to depart within 3 hours after completion of process, due to its own negligence, a Berthing Penalty per hour, or part thereof, will be charged.	hour	\$500.00

Note:

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1. ROYALTY CHARGES FOR TRANSFER TO OTHER TERMINALS

Royalty Charge for Car	₺7,996.97
Royalty Charge for Bus	₺9,000.07
Royalty Charge for Truck	₺12,294.22
Royalty Charge for Cat/Trailer/Excav	₺12,820.41
Royalty Charge for 20ft	₺5,861.76
Royalty Charge for 40ft	₺8,565.60

2. HIRE OF EQUIPMENT –ON BOARD OR ASHORE PER HOUR

Forklift- up to 5 mt	UNIT	USD	42.75
Forklift- up to 12mt	UNIT	USD	90.25
Forklift-above 12 mt	UNIT	USD	114.00
Forklift-above 22 to 33 mt	UNIT	USD	142.50
Container reach stacker	UNIT	USD	190.00
Maffi Trailer with truck	UNIT	USD	142.50
DOUGLAS or BOBCAT push	UNIT	USD	50.00
Mobile crane -82 mt	HOUR	USD	593.75
LIEBHERR tower crane LHM 420 – up to 120 mt	HOUR	USD	1,500
Heavy lift surcharge –for all lifts above 50 mt	UNIT	USD	See pg. 24
Opening and closing of Hatch covers on board	HATCH	USD	117.80
Use of Berth/Jetty other than for cargo operation	DAY	USD	4,500
Berth penalty – in case vessel not able to start off-loading/loading	UNIT	USD	500