



# **C. Steinweg Oman LLC**

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**C. Steinweg Oman LLC**

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# C. Steinweg Oman LLC

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## 1. Introduction and application

1.1 C. Steinweg Oman LLC is hereafter called The Operator or the Terminal Operating Company.

1.2 This Tariff includes all terms and conditions mentioned herein.

1.3 The Operator has been granted a concession to operate the general Cargo berths at the Port by the Port Authority. The Operator has been operating in Sohar since 2004 and offers Stevedoring, Shore Handling , warehousing, Container freight station and other Cargo related services for break-bulk, which includes Ro-Ro, and dry bulk Cargo at the Terminal. The Operator holds the concession to handle abovementioned Cargoes in the Port of Sohar, which has been granted by Sohar Industrial Port Company SAOC, hereinafter referred to as the 'Port Authority'.

1.4 These terms and conditions apply to all Users. Use of the Terminal or acceptance of the services shall constitute consent of these terms and conditions, and furthermore shall act as evidence and consent to each User of the Terminal to pay all Rates specified, and to be governed by all rules and regulations appertaining to the Terminal. Any deviation from these terms and conditions shall be agreed upon in writing between the Operator and a User, in the form of a written service agreement or the like.

1.5 These regulations have been made in accordance with the SIPC Rules and Regulations. The SIPC Rules and Regulations can be found on the website of the Port Authority, [www.soharportandfreezone.com](http://www.soharportandfreezone.com)

1.6 The Operator reserves the right to amend these terms and conditions from time to time, including the Rates, by submitting new terms and conditions to its website <http://www.oman.steinweg.com>

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## 2. Definitions and interpretation

2.1 The following definitions apply in this Published Tariff:

Clause	Clause Title
<a href="#">2.1.1</a>	Cargo
<a href="#">2.1.2</a>	Container
<a href="#">2.1.3</a>	Dangerous Goods and Hazardous Cargo
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<a href="#">2.1.21</a>	Terminal
<a href="#">2.1.22</a>	Terminal Facilities
<a href="#">2.1.23</a>	Freight Ton
<a href="#">2.1.24</a>	Transshipment
<a href="#">2.1.25</a>	User
<a href="#">2.1.26</a>	Vessel
<a href="#">2.1.27</a>	Additional Handling (inspection, surveys, etc.)
<a href="#">2.2</a>	Further definitions and interpretation

Click a clause number to be directed to the clause in this chapter.

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## 2.1.1 Cargo

Means Any solid, loose or containerized, product transported to, from, in or through the jurisdiction of the Terminal and involving the use of the terminals facilities.

## 2.1.2 Container

The term Container or Containerised when used in this Tariff refers to the standard ISO container, suitable for stacking and transportation of stowed Cargo, which confines its contents and must be capable of being handled as a unit and lifted by a crane with a Container spreader or similar lifting gear.

## 2.1.3 Dangerous goods and Hazardous Cargo

Hazardous Cargo means

Any substance that is listed, defined or otherwise designated as (a) hazardous substance under IMDG code; (b) any chemical or Volatile organic compound; (c) any hydrocarbons, petroleum products or waste; (d) any metabolite or chemical breakdown product or derivative or component part of substances identified above; and (e) any other chemical, substance or waste, that is regulated by, or may form the basis of liability under any Environmental Laws.

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Dangerous goods (Cargo) means

Any of the following Cargoes, whether packaged, carried in bulk packaging or in bulk, within the scope of the following instruments;

- Solid bulk materials possessing chemical hazards and solid bulk materials hazardous only in bulk, including waste, as per the Code of Safe Practice for Solid Bulk Cargoes (BC Code)
- Harmful substances in packaged form and dangerous substances, materials or articles (covered by the IMDG Code)

All other potential Hazardous and Dangerous Cargo not covered in above articles which will or may pose risk to health, safety, property or the environment during operations and/or transportation.

The term Dangerous Cargo includes any empty uncleaned packaging's, which previously contained Dangerous Cargo, unless the packaging's have been sufficiently cleaned of residue of the dangerous Cargoes and purged of vapors so as to nullify any hazard or have been filled with substances not classified as being dangerous.

## 2.1.4 Direct Delivery

Direct Delivery is the operation where exports are delivered directly to Vessel's hook or where imports are taken directly from Vessel's hook by the consignee or his agent onto road transport or other mode arranged. Direct Deliveries shall be delivered/received from or to the Vessel's hook as fast as the Vessel can deliver or receive.



Direct Deliveries are in principle only applicable for special break-bulk Cargoes, dry bulk Cargoes and dangerous goods and hazardous Cargoes, for reasons but not limited to;  
(a) Handling capacity; (b) exposure to the Terminal, environment and other Cargoes or; (c) health and safety aspects.

The Operator, at its sole discretion and capacity of terminal operator, might require from the user that the cargo will be handled on direct delivery concept.

Special break-bulk Cargo means Cargo which due to its dimensions, weight, or sensitivity to handling damage requires a special handling method.

### 2.1.5 Environmental Laws

All governmental, SIPC, Operator and municipal laws, rules, regulations, statutes, ordinances, permits or orders, and any judicial or administrative interpretations thereof, relating to (a) the prevention, control, or management of pollution, (b) the protection of the environment, included but not limited to, air, water, groundwater, land, soil, sediments, humans, animals, and vegetation, (c) waste generation, handling, treatment, storage, disposal, release, emission or transportation, or (d) regulation or exposure to Hazardous and dangerous products.

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Users of the terminal are obliged to inform other parties, be informed of regulations, and to act and/or operate in accordance of such laws and its limitations.

### 2.1.6 Free Time

The specified period during which Cargo or Containers handled over the quay may occupy space assigned to it in the Terminal, free of demurrage charges, either prior to the loading or subsequent to the discharge of such Cargo or containers. Export Cargo free period will start from the first date of receipt. Export and Transshipment Cargo demurrage charges will be raised to the Agent of the loading vessel. Import Cargo free period will start as from the General Landing Date.

Free Time is also granted for CFS activities.

Free Time is calculated in calendar days and shall not be affected by working days or national holidays.

After expiry of Free Time demurrage charges apply and will be charged accordingly.

### 2.1.7 General Landing Date

The General landing Date is the median date of the Stevedoring activities on board a vessel. As from this date the free storage on the Terminal will be calculated. Demurrage will start as from the next day after the free storage period.

### 2.1.8 Government

Means the Government of Oman or any agency, authority, department, Minister, Ministry or other element thereof: references to the Government shall be construed as references to the appropriate element thereof;

### 2.1.9 Oman

Means the Sultanate of Oman in its entirety;

All Rates governed in this Tariff are exclusive VAT (Value Added Tax). VAT will be charged in addition to the Rates when and where applicable by Oman Law.



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### 2.1.10 Point of Rest

An area at the Terminal, which is assigned for

- A) Receipt of inbound Cargo/Container from the Vessel and from which it may be delivered to the consignee ('s agent) or loaded on a Vessel in the case of transshipment.
- B) Receipt of outbound Cargo/Container from the Shipper ('s Agent) for loading on board of a Vessel

### 2.1.11 Port

Means the Port of Sohar, Oman;

### 2.1.12 Port Authority

Means Sohar Industrial Port Company SAOC;

### 2.1.13 Rates

Means the Operator's charges for the Services as set out in [clause 10](#).

Rates and payment conditions can be found in [clause 6](#).

### 2.1.14 Receive at Terminal

For import cargoes: Charges include all normal cargo handling as from vessel's hook until delivery on to the consignee's (or its agent's) trailer with temporary outdoor storage on the terminal (storage area, laydown area, etc.)

For export cargoes: Charges include all normal cargo handling as from arrival of the Cargo by the shipper's (or its agent's) trailer until delivered to vessel's hook with temporary outdoor storage on the terminal (storage area, laydown area, etc.)

The charges for storage of cargo on the terminal are not included in these rates. Transport from alongside the vessel to 'Dedicated storage area' may be debited separately (at the Operators discretion). All services exceeding standard cargo handlings will be debited separately, at the Operators discretion.

### 2.1.15 RO or OMR

Means Rials Omani, the lawful currency of Oman;

### 2.1.16 Services

Means any and all services conducted within the Terminal facilities.

### 2.1.17 SIPC Rules and Regulations

Means the rules and regulations issued by the Port Authority from time to time which apply to all members of the Port.



## 2.1.18 Shore handling

### 2.1.18.1 Shore Handling for General Cargo (non Ro-Ro)

Shore Handling is the service charge for the movement of Cargo from the hook of the Vessel to the Storage Area or Place of Rest, and up to presentation to/from consignee's/shippers transport in case of import, and vice versa for export. For heavy-lifts or units with unsuitable configuration for Handling with standard equipment the consignee or his Agent must make separate arrangements with the Operator. In the general Cargo section of this tariff the charges are based on 'received at terminal'.

### 2.1.18.2 Shore handling for Ro-Ro Cargoes

Shore handling for Ro-Ro Cargoes is the service charge for the movement of Cargo from the ramp of the Vessel to the place of rest, or vice versa in case of export, and from the Vessel ramp to the place of rest and consecutively back from the place of rest up to the Vessel ramp in case of transshipment.

The move from the place of rest up to the consignee's/shipper's truck is considered a separate move and not part of the Shore Handling activity and related charge. If such move is executed by the Operator, a transfer fee is applicable as per [clause 10.2.4](#)

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## 2.1.19 Stevedoring

The physical handling of Cargo on-board of the Vessel from or to the Vessel's hook or point of discharge or load. This includes supervision and management. Stevedoring charges for break bulk and general Cargo are based on loading or discharging with vessels' gear. Stevedoring rates include stevedores, winch/crane drivers, ships tally, foreman and signalmen (Vessel work only). Stevedoring rates exclude any lifting gears and equipment required inside vessels' hatch/hold and/or all additional labors required due to extraordinary operational circumstances.

Note: It is mandatory that ships gear are in a proper mechanical, hydraulic and operational condition. The Operator reserves the right to stop unloading operations, if cranes do not work in a safe, proper, efficient and productive manner and/or if cranes are technically malfunctioning, even if gear certificates are presented to the Operator. The consideration of the vessel cranes' condition will be as per the sole discretion of the Operator. In case the Operator deems vessel cranes' are not in an acceptable condition, it reserves the right to use the mobile shore crane(s) which will be debited to the vessel or her agent at published rates.

## 2.1.20 Storage Area

An open Storage Area at the Operator's Terminal, where Cargo or Containers may be held at the custody of the Operator as instructed by the Owner or Agent. Storage requests shall be submitted prior arrival of Cargo at the Terminal and will be offered for subject to availability.

When storage is mentioned in this Tariff it shall mean outdoor storage.





## 2.1.21 Terminal

Means the Operator's Terminal at the Port;

## 2.1.22 Terminal Facilities

Meaning any wharves, docks, piers, sheds, warehouses, land, structures, buildings, pipelines and extensions thereof and appurtenances there to, equipments and appliances of all kinds situated within the jurisdiction of and/or owned, operated or leased by the Operator.

## 2.1.23 Freight Ton

Unless otherwise specified, all 'Tons' shall be regarded as 'Freight Tons' and shall be determined by a weight of 1,000 kilograms or a measurement of one cubic meter, whichever is higher.

## 2.1.24 Transshipment

"Transshipment Cargo or Transshipment Container" means goods landed from a Vessel and placed in the custody of the Terminal Operating Company for the purpose of shipment on another vessel.

## 2.1.25 User

Includes (1) any person or entity using the Terminal Facilities or to/from whom any service, work or Labour is furnished, performed, done or made available by the Operator or any other person using the Terminal Facilities, (2) any person or entity owning or having custody of Cargo moving in, over or through the Terminal, (3) all vessels and their owners, operators, crew and agents, and (4) any other person, individual, firm or corporation that conducts business at the Terminal Facilities.

## 2.1.26 Vessel

Means floating craft of every description and shall include in its meaning the term owners, charterers, operators and mortgagees thereof.

## 2.1.27 Additional handling (inspection, surveys, etc.)

Stevedoring and Shore Handling rates are based on a single cargo manipulation. Any additional moves the Operator requires to execute are subject to additional handling charges at the discretion of the Operator. Such occasions may include but are not limited to the requirement for inspection, surveys, sorting and the like.

## 2.2 Further definitions and interpretation

**2.2.1 Clause and schedule headings** shall not affect the interpretation of this Published Tariff.

**2.2.2 A person** includes a natural person, corporate or unincorporated body (whether or not having separate legal personality) and that person's legal and personal representatives, successors and permitted assigns.

**2.2.3 The schedules and background** form part of this Published Tariff and shall have effect as if set out in full in the body of this Tariff. Any reference to this Tariff includes the schedules and background.

**2.2.4 Words in the singular** shall include the plural and vice versa.

All Rates governed in this Tariff are exclusive VAT (Value Added Tax). VAT will be charged in addition to the Rates when and where applicable by Oman Law.



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**2.2.5** A reference to **writing** or **written** includes faxes but not e-mail.

**2.2.6** A reference to the masculine includes the feminine.

**2.2.7** Where the words **include(s)**, **including** or **in particular** are used in this Tariff, they are deemed to have the words **without limitation** following them. Where the context permits, the words **other** and **otherwise** are illustrative and shall not limit the sense of the words preceding them.

**2.2.8** Any obligation in this Tariff on a person not to do something includes an obligation not to agree, allow, permit or acquiesce in that thing being done.

**2.2.9** References to clauses and schedules are to the clauses and schedules of this Published Tariff.

**2.2.10** References to **days** means to calendar days.

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### 3. Use of Terminal

Clause Number	Clause Title
<a href="#">3.1</a>	Designation and Regulation
<a href="#">3.2</a>	Acceptance of Cargo
<a href="#">3.3</a>	Terminal access
<a href="#">3.4</a>	Responsibility for damage to Facilities
<a href="#">3.5</a>	3 <sup>rd</sup> Party Equipment
<a href="#">3.6</a>	Vacate a Berth
<a href="#">3.7</a>	Inspection
<a href="#">3.8</a>	Unclaimed Cargo
<a href="#">3.9</a>	Direct Delivery
<a href="#">3.10</a>	Lashing
<a href="#">3.11</a>	Unlashing

Click a clause number to be directed to the clause in this chapter.

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### 3.1 Designation and regulation

The Operator reserves the right to designate and regulate the use of the Terminal and all facilities of the Terminal.

### 3.2 Acceptance of Cargo

The Operator reserves the right to handle and/or accept or reject any and all Cargo at the Terminal.

### 3.3 Terminal Access

Access to the Terminal will only be granted by the Operator after a written/faxed/e-mail request by the User. Any person expecting to dock a Vessel at the Terminal for the purpose of loading or discharging must give the Operator and the Port Authority such information as requested, including the information required by the SIPC Rules and Regulations.

### 3.4 Responsibility for damage to Facilities

Users are solely responsible for any damage to the Terminal or injury to any person resulting from their use of berths or any other Terminal facilities. The Operator reserves the right to repair, or otherwise cause to be repaired, such damage at the expense of such User.

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### 3.5 3<sup>rd</sup> Party Equipment

The Operator prohibits the placing and/or use within the Terminal of any mechanical equipment not owned by the Operator without prior written approval of the Operator and payment of any applicable charges. Users are solely responsible for any liability arising from any damage to any property or injury to any person caused by such mechanical equipment.

### 3.6 Vacate a berth

The Operator reserves the right to instruct a User to vacate its Vessel from its allocated berth at the Terminal on completion of discharging and/or loading. The User is obliged to meet the request at its own expense.

### 3.7 Inspection

The Operator reserves the right to move to another location and/or inspect any Cargo or container, which in its judgment is likely to damage other Cargo or property at the Terminal at the risk and expense of the User.

### 3.8 Unclaimed Cargo

Cargo remaining at the Terminal unclaimed for a period of more than:

- Six months for break bulk and dry bulk
- Three months for all containerized Cargo

and for which the Rates or customs charges have not been paid, may be auctioned and sold by Omani Customs or by the Operator.

### 3.9 Direct Delivery

The Operator may, at its sole discretion and capacity, handle Cargo on a Direct Delivery basis.



## 3.10 Lashing

For lashing work onboard a Vessel, When the Operator assists with lashing, it will be (a) for and on behalf; and (b) for risk; and (c) for expense of the party requesting such service. It will remain the responsibility of the requesting party, and the master of the Vessel that the work is executed as per required standards.

Lashing of trucks is always in the scope and responsibility of the transporter/receiver. IF the Operator is requested to provided assistance, ] it will be (a) for and on behalf; and (b) for risk; and (c) for expense of the party requesting such service. It will remain the responsibility of the requesting party, and the transporter that the work is executed as per required standards.

## 3.11 Unlashing

Unlashing work on board a Vessel, which the Operator deems can be executed by its staff, will in principle be executed by the Operator. Where the Operator deems unlashing work, for reasons such as but not limited to its technicality, safety/quality aspects or equipment requirement(s), cannot be executed by the Operator, such unlashing work shall be executed by the Vessel or its appointed service provider.

10 The disposal of lashing material, dunnage and other waste from a Vessel will be at Vessel expense.

Unlashing (from trailer) of cargo delivered to the Terminal for export or storage, shall in principle be executed by the shipper, its transporter or User appointed for such unlashing work. When the Operator is requested to assist with unlashing, it will be (a) for and on behalf; and (b) for risk; and (c) for expense of the party requesting such service.

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## 4. User's obligations

Clause Number	Clause Title
<a href="#">4.1</a>	User Co-operation
<a href="#">4.2</a>	Storage Requirements
<a href="#">4.3</a>	Vessel Requirements
<a href="#">4.4</a>	Cargo Requirements
<a href="#">4.5</a>	Documentation
<a href="#">4.6</a>	Licensing, Permits and Consent
<a href="#">4.7</a>	Notice of Arrival
<a href="#">4.8</a>	Insurance
<a href="#">4.9</a>	Insurance Certificate
<a href="#">4.10</a>	User Liability (Fraud, negligence, a.o)
<a href="#">4.11</a>	Environmental Laws
<a href="#">4.12</a>	User Registration

Click a clause number to be directed to the clause in this chapter.

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### 4.1 User co-operation

All Users must co-operate with the Operator at all times when at the Terminal and in all matters relating to the Services.

### 4.2 Storage Requirements

All Users must ensure that its Cargo meets the storage requirements as notified to the User by the Buyer from time to time.

### 4.3 Vessel requirements

All Users must ensure that Vessels are arranged as per the Vessel requirements notified to the User by the Operator from time to time. Vessels calling the Terminal shall have gear suitable to (off)-load Cargo on-board, unless agreed otherwise. Vessel gear shall have valid certification as per international standards being certified by a renowned maritime inspection and certification bureau. Such certification certificates may be requested by the Operator in advance of Cargo operations.

### 4.4 Cargo requirements

Break-bulk Cargoes should have suitable lifting points being directly accessible and clearly marked. Lashing points should be suitable for handling the Cargo. Central gravities and other instructions relevant for handling of the Cargo should be easily identifiable marked or provided to the stevedore before the commencement of Vessel and Terminal operations. Cargo or its packaging have to comply with international maritime standards for Cargo handling.



## 4.5 Documentation

All Users must provide, in a timely manner, such information, documents and materials as the Operator may require to provide the Services, and as are required to enter the Port under the SIPC Rules and Regulations.

## 4.6 Licensing, permits and consent

Each User must obtain and maintain all necessary licences, permits and consents and comply with all relevant legislation in connection with its Cargo for using the Terminal.

## 4.7 Notice of arrival

Each User must give the Operator sufficient notice of a Vessel arriving, and the notice must include information as set out in [clause 10.8](#)

## 4.8 Insurance

Each User should, at its own expense, obtain and maintain at least the following insurances with a reputable insurance company:

- insurance of its Cargo to a value not less than its full replacement value comprehensively against all usual risks of loss, damage or destruction, theft or accident;
- insurance for such amounts as a prudent owner of its Cargo would insure to cover any third party or public liability risks of whatever nature and however arising in connection with its Cargo;
- insurance against such other risks relating to its Cargo as may be required by law; and
- insurance which includes full coverage for any risk to and deriving from the Cargo during the stay of the Cargo on the Terminal (from arrival to up to departure from the Operators premises), which shall amongst other, but not limited to, cover handling, storage, transport and all other risks of external calamities and contingencies.

Charges published in this tariff do not include any expense for insurance covering the Cargo, containers, vessels or other equipment. It is the Terminal user's responsibility to provide such insurance coverage.

## 4.9 Insurance Certificate

Each User shall, on the Operator's request, produce both the insurance certificate giving details of cover and the receipt for payment of the current premium in respect of the insurances.

## 4.10 User liability (Fraud, negligence, a.o)

Users shall be liable to pay to the Operator, on demand, all reasonable costs, charges or losses sustained or incurred by the Operator (including any direct, indirect or consequential losses, loss of profit and loss of reputation, loss or damage to property and those arising from injury to or death of any person and loss of opportunity to deploy resources elsewhere) that arise directly or indirectly from the User's fraud, negligence, failure to perform or delay in the performance of any of its obligations under these terms and conditions, subject to the Operator confirming such costs, charges and losses to the User in writing.



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#### **4.11 Environmental Laws**

Users of the Terminal are obliged to act and/or operate in accordance with all Environmental Laws.

#### **4.12 User Registration**

Each User should register itself with the Operator prior receiving Services.

Users as an entity shall provide the Operator with the following details for receiving Services;

- Commercial Registration Copy and Tax Number
- Company details
- Contact details
- Mailing details

Users as an individual shall provide the Operator with the following details for receiving Services;

- Full name with passport or Omani resident card copy
- Contact, mailing and address details

Users visiting the Terminal for other reasons require to intimate their purpose of visiting in advance to the relevant department head which will advise further requirements for registration accordingly.

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## 5. Health and Safety (HSSE)

### 5.1 HSSE Compliance

Terminal Users must comply with all of the operators' HSSE rules and regulations (HSSE means health, safety, security and environment). By entering the operators Terminal the User automatically and indisputably acknowledges full knowledge of and compliance with these rules and regulations.

Parties using the Port are required to conform with all of the current safety and security rules and regulations. Please contact our HSSE department for safety inductions when visiting our Terminal.

### 5.2 Submittance of Dangerous Cargo information

All Users of the Port and Terminal have the obligation to report full details of all Dangerous and Hazardous Cargo at least 5 days prior to Vessel arrival. Acceptance of Cargo is subject the consent of the Port Authority and the Operator.

Users of the Port and Terminal failing to inform the Operator and Port Authority in advance of Cargo arrival will be held liable and may face penalties for such late notifications.

More specific information and requirements of the Port Authority (SIPC Rules and Regulations), can be found on <http://www.soharportandfreezone.com/en/hse/hse-policy>.

Full details of all Dangerous Goods must be submitted to the Operator by Users prior to arrival at the Terminal. The Operator has the right to reject or delay access to the Terminal or handling of Dangerous Goods. Rules and regulations of IMDG, BC Code, SIPC and/or Omani national legal bodies to apply.

### 5.3 Change of services

The Operator may, from time to time and without notice, change the Services in order to comply with any applicable safety or statutory requirements. The Operator may, from time to time, change the Services provided that such changes do not materially affect the nature or quality of the Services and, where practicable, it will give the User at least one month notice of any change.

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## 6 Rates and payment

Clause Number	Clause Title
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<a href="#">6.2</a>	Invoicing of Services
<a href="#">6.3</a>	Rate Increase - A
<a href="#">6.4</a>	Rate Increase - B
<a href="#">6.5</a>	Weight verification
<a href="#">6.6</a>	Volume measurement
<a href="#">6.7</a>	Idle Time / Detention
<a href="#">6.8</a>	Shore Handling Rates
<a href="#">6.9</a>	Stevedoring Rates
<a href="#">6.10</a>	Payment of Invoices
<a href="#">6.11</a>	Failing to Pay
<a href="#">6.12</a>	Card Payments
<a href="#">6.13</a>	Value Added Tax

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## 6.1 Rate Schedule

Users shall pay the Rates as set out in the chapters of [clause 10](#). Users must comply with all applicable requirements or obligations contained in [clause 10](#) concerning the provision of Services by the Operator or the User's use of the Terminal.

## 6.2 Invoicing of Services

The Operator shall invoice the User for all Services excluding storage, after the Operator has either:

- a) unloaded all available Cargo from a Vessel; or
  - b) been ordered to stop unloading Cargo by the User, Vessel captain or the Government.
- The Operators starts invoicing the User for storage or demurrage after expiry of Free Time.

## 6.3 Rate Increase A

The Operator may review and increase the Rates by a change to these terms and conditions at its discretion. The Operator shall give notice of any such increase prior to the increase by amending these terms and conditions on its website <http://www.oman.steinweg.com>

## 6.4 Rate Increase B

The Operator may immediately increase the Rates by giving notice if unforeseen additional costs are imposed on the Operator in performing the Services, including, but not limited to, statutory salary increases for the Operator's employees.

## 6.5 Weight verification

When the Operator weighs and finds the weight to be more than the weight declared by the User, by either weighbridge or draft survey, then the highest weight will be charged at the applicable Rate.

## 6.6 Volume measurement

Freight Tons will be normally considered based on the Cargo manifest. However, the Operator Company will carry out random or full verification of measurement of any Cargo and consider the highest volume for the purpose of calculating the Rates. Measurements shall be made based on extreme measurements.

Cost involved, in case of misdeclaration, will be charged to the Cargo.

## 6.7 Idle time / detention

Costs arising from obstructed or delayed operations due to matters beyond the control of the Operator will be charged to the User as further described in [clause 10.4.7 to 10.4.10](#) and [10.5.5](#), regardless the source of such obstruction or delay.



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### **6.8 Shore Handling Rates**

For import Cargoes: Rates include all normal Cargo handling as from vessel's hook until Delivery on to the consignee's (or its agent's) trailer with temporary outdoor storage on the Terminal (storage area, laydown area, etc.)

For export Cargoes: Rates include all normal Cargo handling as from arrival of the Cargo by the shipper's (or its agent's) trailer until delivered to vessel's hook with temporary outdoor storage on the Terminal (storage area, laydown area, etc.)

The Rates for storage of Cargo on the Terminal are not included in these rates. Transport from alongside the Vessel to 'Dedicated storage area' may be debited separately (at the Operators discretion). All services exceeding standard Cargo handlings will be debited separately, at the Operators discretion.

### **6.9 Stevedoring Rates**

Unless agreed otherwise in writing, Payment of Stevedoring and/or related Service Rates are the responsibility of the shipping line and/or its agent.

To qualify for the Transshipment Cargo Rates the Cargo must be discharged by the first carrier onto the Terminal and remain in the custody of the Terminal Operating Company until it is transhipped onboard the on-carrying Vessel at the Terminal.

### **6.10 Payment of invoices and advance collection of funds**

The Operator may at its sole discretion, estimate and collect in advance all expected cost which may accrue against Cargo operations. Use of the Terminal, and/or permission to sail, and/or release of Cargo may be denied until such advance charges have been paid.

The User shall pay each invoice submitted to it by the Operator, in full and in cleared funds, prior arrival of inbound or outbound Cargo and prior the start of the physical handling operation, or within 7 days after invoice receipt to a bank account nominated in writing by the Operator, whatever earliest. Payments may also be made at the administrative office of the Operator.



## 6.11 Failing to pay

Without prejudice to any other right or remedy that it may have, if the User fails to pay the Operator on the due date, the Operator may:

- Charge interest on such sum from the due date for payment at the monthly rate of 1.5%, accruing on a daily basis and being compounded quarterly until payment is made; and
- Suspend all Services until payment has been made in full.
- Suspend receiving or delivering Cargo and the use of the terminal.
- Place a lien on the Users goods.

Vessels which are awaiting commencement of handling operations or which can not sail due to absence of payment will be considered as unworkable vessel.

## 6.12 Card Payments

Payments made by (credit, smart, ATM, etc.,) card are subject to a surcharge of 2% on the invoice amount(s).

Cash Payments can be limited to a maximum amount by the Operator.

## 6.13 Value Added Tax

All Rates set out in this tariff and the Rates set by the Operator for any additional supplies are exclusive of VAT and where any such rate is the consideration for a supply which is subject to VAT, then the consideration is to be increased by the amount of VAT which is chargeable on that supply. In this Tariff, "VAT" means "Value added tax or any equivalent tax chargeable in Oman or any equivalent tax or duty which may be imposed in substitution for it or in addition to it at the rate applicable from time to time.

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## 7. Working hours

The Terminal working hours and overtime policies are as set out in [chapter 11](#).

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## 8. Limitation of liability

### 8.1 Indemnity (Operator held harmless)

Each User, Vessel owner, operator, charterer or their agents whose Vessel calls at the Terminal and each Owner or agent of Cargo handled thereat as a condition to receiving services at the Terminal hereby agrees to indemnify and hold harmless the Operator, any of its agents, servants or employees (and any other person, firm or corporation engaged by the Terminal operating company to furnish labour, materials or equipment relating to the receipt or handling of unit loads or containers, their Cargoes or vessels at the Terminal) from and against all losses, claims, demands and suits for damages (including court expenses and counsel fees), for death or personal injury or property damage that may be imposed upon the Operator or any of its agents, servants, employees or contractors by any User, Vessel owner, operator or charterer or such Cargo owner (or their agents or employees) as a consequence of the use of the Terminal or the Operator providing Services at the Terminal.

8.2 The Operator shall not be liable to any User under or in connection with the Services or the User's use of the Terminal for:

- Loss of profits;
- Loss of sales or business;
- Loss of contracts;
- Loss of or damage to goodwill;
- Any indirect or consequential loss; or
- The weight, volume, moisture levels or quality of the Cargo.

8.3 The Operator's total liability to a User under or in connection with the Services or the User's use of the Terminal shall be limited to, in respect of all claims (connected or unconnected) in any consecutive three month period, the equivalent of the total charges paid by the User to the Operator in that period.

8.4 If the Operator's performance of the Services is prevented or delayed by any act or omission of a User, agents, subcontractors, consultants or employees, then the Operator shall not be liable for any costs, charges or losses sustained or incurred by the User that arise directly or indirectly from such prevention or delay.



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8.5 If the Operator's performance of the Services is prevented or delayed by any force majeure event, then the Operator shall not be liable for any costs, charges or losses sustained or incurred by the User that arise directly or indirectly from such prevention or delay. The Operator will inform Users of the Terminal in the case of a force majeure event promptly and will make reasonable endeavours to resume its services as soon as reasonably possible. Force majeure events are amongst other, but not limited to

- Acts of God, including but not limited to fire, flood, earthquake, windstorm or other natural disaster;
- War, threat of or preparation for war, armed conflict, imposition of sanctions, embargo, breaking off of diplomatic relations or similar actions;
- Terrorist attack, civil war, civil commotion or riots;
- Nuclear, chemical or biological contamination or sonic boom;
- Fire, explosion or accidental damage;
- Loss at sea;
- Extreme adverse weather conditions;
- Collapse of building structures, failure of plant machinery, machinery, computers or vehicles;
- Any labour strikes, industrial action or lockouts; and
- Interruption or failure of Port service, including but not limited to electric power, gas or water.

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### 9. Governing law

9.1 Any dispute or claim arising out of or in connection with these terms and conditions shall be governed by, and construed in accordance with, the laws of Oman.

9.2 The parties irrevocably agree that the Oman courts shall have jurisdiction to settle any dispute or claim that arises out of or in connection with these terms and conditions.

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### 10 Rate Schedules

Clause Number	Clause Title
<a href="#">10.1</a>	Shore Handling (Non Ro-Ro)
<a href="#">10.2</a>	Shore Handling (Ro-Ro)
<a href="#">10.3</a>	Dry Bulk and Minerals (Shore Handling and Stevedoring)
<a href="#">10.4</a>	Stevedoring Rates (Non Ro-Ro)
<a href="#">10.5</a>	Stevedoring Rates (Ro-Ro)
<a href="#">10.6</a>	Equipment Charges and Administration Charges
<a href="#">10.7</a>	Container Freight Station Charges
<a href="#">10.8</a>	Vessel Documentation

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### 10.1 Shore Handling rates (Non Ro-Ro)

Each Ton is considered a Freight Ton (FRT), and is unless otherwise specified calculated on volume ( CBM – m3 ), calculated by length x width x height – all in meters) or metric ton, whatever highest.

Clause Number	Clause Title
<a href="#">10.1.1</a>	Shore Handling (Non-RoRo) Rate Table
<a href="#">10.1.2</a>	Volume Discounts
<a href="#">10.1.3</a>	Heavy Lifts and Oversized Cargo
<a href="#">10.1.4</a>	Dangerous, Hazardous or obnoxious Cargoes
<a href="#">10.1.5</a>	Distressed Cargo
<a href="#">10.1.6</a>	Damaged or Defective Goods
<a href="#">10.1.7</a>	Misdeclaration of Cargo Weights
<a href="#">10.1.8</a>	Overtime
<a href="#">10.1.9</a>	Storage / Demurrage Charges
<a href="#">10.1.10</a>	Other Services
<a href="#">10.1.11</a>	Transshipment
<a href="#">10.1.12</a>	Misdeclaration of Cargo Measurements
<a href="#">10.1.13</a>	Weighing Charges
<a href="#">10.1.14</a>	Cargo Handling on Terminal with Mobile Shore Cranes
<a href="#">10.1.15</a>	Cargo Sorting
<a href="#">10.1.16</a>	VAT (Value Added Tax)
<a href="#">10.1.17</a>	Operator's Mafi Rental
<a href="#">10.1.18</a>	Administration Fees
<a href="#">10.1.19</a>	Intimation of Cargo collection/delivery

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### 10.1.1 Shore Handling (Non Ro-Ro) Rate Table

SN	Category	Received at Terminal (OMR per FRT)	Direct Delivery (OMR per FRT)
A	Timber	2.085	N/A
B	Plywood Bundles	2.085	N/A
C	Jumbo Bags and pre-slunged bags (minimal 1 MT per unit)	1.645	On request
D	Palletized Cargo	2.085	N/A
E	Steel Coils, Billets, Rebar, Wire rod, Plates, Angles, etc.	3.125	N/A
F	Steel Pipes (coated and uncoated)	3.125	N/A
G	Ro-Ro Cargoes	<a href="#">As per clause 10.2.1</a>	<a href="#">As per clause 10.2.1</a>
H	General Cargo and not otherwise specified Cargoes	2.085	1.645
I	Dry Bulk solid Cargo and minerals	<a href="#">As per clause 10.3</a>	<a href="#">As per clause 10.3</a>
J	Aggregates and Limestone	On Request	On Request
K	Aluminium and other non-ferrous metals	On Request	N/A
L	Livestock	N/A	On Request
M	Any Unit over 20 Metric Ton	200% of A-F, H	200% of A-F, H
N	Any Unit out of gauge, exceeding one or more of the following dimensions in meters: length > 12.0, width > 2.40, height > 3.0	200% of A-F, H	200% of A-F, H

All Rates are VAT exclusive, as further described in clause [10.1.16](#)

All Rates governed in this Tariff are exclusive VAT (Value Added Tax). VAT will be charged in addition to the Rates when and where applicable by Oman Law.



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### 10.1.2 – Volume discounts

Volume discounts will be granted for items in [clause 10.1.1 for item A-F, H, M and N](#), as follows per consignee shipment

Shipment size	Volume discount
Up to 5,000 FRT	NIL
Between 5,001 – 10,000 FRT	10%
Between 10,001 – 15,000 FRT	20%
More than 15,001 FRT	30%

### 10.1.3 – Heavy Lifts and oversized Cargo

Single units over 20 Metric Ton and/or with dimensions exceeding one of the maximums of length (12.0 meter), width (2.4 meter) or height (3.0 meter) will be charged at 200% of the rates mentioned (as mentioned in 10.1.1 item M and N).

Units with excessive dimensions and/or with weights above 40 MT have to be co-ordinated between Agent's and Terminal operations well in advance of shipment arrival. Mobile shore cranes have to be requested in advance and are subject availability. Charges are applicable in addition to shore handling charges for Units delivered with mobile shore cranes, as mentioned under [clause 10.1.14](#)

Units which cannot be handled with mobile shore cranes should arrive in vessels with sufficient lifting gear.

Units which cannot be handled on shore with either mobile shore cranes or other Terminal equipment should generally be taken on direct Delivery basis. For all units over 40 MT (or with excessive dimensions) pre-permission is required from the Operator to receive units on 'Receive at Terminal' basis.

When Units can be received by the Operator but cannot be handled by Terminal equipment, the receiver/ shipper or its appointed transporter shall arrange for the transport from hook up to delivery (and vice versa for export) and for suitable storage means (such as stools, beams, elephant legs).



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### 10.1.4 Dangerous, Hazardous or obnoxious Cargoes

Full details of all dangerous, hazardous and/or obnoxious Cargo should be submitted to the Terminal Operator prior actual operations. Articles of a dangerous, hazardous or obnoxious will only be received at the Terminal by advance arrangement / prior approval with the Terminal Operator. The Terminal Operator reserves the right to refuse or handle any Cargo or provide storage which in its judgement is likely to damage human health, other Cargo or property.

**Shore handling charges shall be 150% of applicable Shore Handling rates.** Class 1 and 7 on request.

### 10.1.5 Distressed Cargo

Cargo that has been subjected to fire, water, shifting, or other causes that will cause the Cargo to be handled in another than the normal efficient manner, shall be subject to special rates.

### 10.1.6 Damaged or defective Goods

Damaged or defective Cargo which are likely to deteriorate must be cleared from the Terminal within 30 days of the date of discharge. The Terminal Operator will not assume any further responsibility for loss or damage. Any goods not cleared in accordance with the above may be removed by the Terminal Operator at Owner's and/or Agent's risk and expense.

### 10.1.7 Misdeclaration of Cargo Weights

The Terminal Operator will not permit its equipment be used in any way to lift, move or transport Cargo unit(s) weighing in excess of the Safe Working Load. Should the Terminal Operator's equipment be used in handling an overweight Cargo unit, the party or parties causing such unauthorized use shall be held liable for all losses, claims, demands and suits for damages including death and personal injury, legal and court expenses, directly or indirectly resulting from such unauthorized use.

Misdeclared Cargo unit(s) tendered to the Authority will be rejected.

### 10.1.8 Overtime

Overtime charges are applicable as per for cargo deliveries during overtime hours. Overtime deliveries require to be requested on a business day before 12.00 hours.

Overtime hours can be found in [clause 11](#).

Item	Charges in OMR
Overtime during normal working days	25% of shore handling charges
Overtime during weekends and holidays	50% of shore handling charges
Minimal Order Value	75.000

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### 10.1.9 Storage / Demurrage Charges

#### Import / Export

Free Storage will be provided for import as well as export for a period of minimum 10 days, provided the Cargo is handled over quay. First day of demurrage will be the 11<sup>th</sup> day after General Landing Date.

Demurrage Period Import / Export	Demurrage charge
First 10 days	Free of charge
Next 10 days, per 10 days or part thereof	OMR 0.535 per FRT
Next 10 days, per 10 days or part thereof	OMR 0.800 per FRT
Next 10 days, per 10 days or part thereof	OMR 1.070 per FRT
Thereafter, per 10 days or part thereof	OMR 1.600 per FRT

#### Transshipment

First demurrage day will be the 21<sup>st</sup> day after General Landing Data of the inbound Vessel.

Demurrage Period Transshipment	Demurrage charge
First 20 days	Free of charge
Next 5 days, per 5 days or part thereof	OMR 0.535 per FRT
Thereafter, per 5 days or part thereof	OMR 0.800 per FRT

#### Long Term Storage

Cargo storage on Terminal 'on long term basis' will be charged and quoted for separately on a case to case basis. Storage requirements must be known to the Terminal in advance.

For Cargo stored on long term basis Free Time is not applicable.

#### Dangerous Cargo Storage

Storage of dangerous Cargo is subject possibility, the Terminal Operator has the right to decide which Cargoes may be stored with respect to the Port Regulations.

Storage of dangerous Cargo is not entitled to an initial free storage period, unless agreed otherwise in writing.

Dangerous Cargo Class	Storage charges ( per FRT per day)
Class 1 and 7	On request
Other classes, packed in Jumbo Bags	OMR 2.250
Other classes, packed on pallets	OMR 2.850
Other classes, not specified above	OMR 2.900

#### Covered Storage

Rates for covered storage will be provided on request.

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### 10.1.10 Other services

The Operator will quote separately for other requested and non-specified services.

### 10.1.11 Transshipment

Applicable charges for transshipment Cargoes are as follows:

Charge Item	Charge
Shore Handling for inbound transshipment cargoes	<a href="#">100% of Shore Handling Rate</a>
Shore Handling for outbound transshipment cargoes	<a href="#">50% of Shore Handling Rate</a>
Stevedoring for inbound transshipment cargoes	<a href="#">100% of Stevedoring Rate</a>
Stevedoring for outbound transshipment cargoes	<a href="#">100% of Stevedoring Rate</a>

**Note: Special transshipment rates may be offered on request**

### 10.1.12 Misdeclaration of Cargo Measurements

The Operator will, randomly or in full, verify declared cargo measurements as per submitted packing list by the Vessel Agent or the shipping line. In the event the Operator finds measurements being under declared, the Shore Handling Charges will be adjusted and charged in addition to the receiver / shipper. In an event of misdeclaration, the expenses made for verification will be charged.

### 10.1.13 Weighing Charges

Weighbridge charges include weighing full and empty trucks to determine delivered weight and include a Delivery of weight receipt to the truck driver. In principle all Cargoes, exclusive Ro-Ro units, are weight upon delivery/collection of Cargo as required by law, unless physically not being able to go over the Operator's weighbridge. Weighbridges are calibrated up to 100 MT.

Service	Relevant charge in OMR
Weighment of Cargoes	0.200 per FRT
Weighbridge record per shipment	10.000 per report



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### 10.1.14 Cargo Handling on Terminal with Mobile Shore Cranes

Cargo requested by Users or Cargo required to handle with Mobile Shore Cranes are subject to additional charges per move per Unit. Multiple moves may be required during Terminal Operations in connection to Vessel and delivery operations (from quay up to delivery or vice versa).

Unit Weight	Delivery Charges by mobile shore crane
Units up to 60 Metric Ton (single lift)	OMR 350.000 per Unit
Units between 60 and 100 Metric Ton (single lift)	OMR 450.000 per Unit
Units between 100 and 130 Metric Ton (single lift)	OMR 550.000 per Unit
Units above 130 Metric Ton or Twin-Lifts	On request
Deliveries exceeding 3 hours	OMR 150.000 per hour extra

Note: Delivery rates include per move (a) maximum of 1 hour for the mobilization and demobilization of shore cranes and (b) 2 hours provision of shore cranes, lifting gears, crane operators and riggers. For Cargo Deliveries with Mobile Shore Cranes, a prior delivery appointment is required to be made with the Operator.

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Note: Cargo Handling on Terminal with Mobile Shore Crane require prior appointment which is to be requested at least 24 hours prior requirement.

### 10.1.15 Cargo Sorting

Cargo will in principle be stored per bill of lading, unless specifically agreed otherwise. An alternative agreement should be agreed between the User and Operator in writing.

If Cargo cannot be landed and segregated per bill of lading (or an alternative agreed segregating method) or in case of another sorting requirement by a User, Cargo sorting will be executed and charged to the User for the total amount of handled cargo FRT.

Cargo landing mixed, due to absence of clear marks, stowage or any other reasons, are subject to sorting charges.

### Cargo Sorting Charges

40% of applicable shore handling rates (clause [10.1.1](#))

### 10.1.16 VAT (Value Added Tax)

All Rates set out in this tariff and the Rates set by the Operator for any additional supplies are exclusive of VAT and where any such rate is the consideration for a supply which is subject to VAT, then the consideration is to be increased by the amount of VAT which is chargeable on that supply. In this Tariff, "VAT" means "Value added tax or any equivalent tax chargeable in Oman or any equivalent tax or duty which may be imposed in substitution for it or in addition to it at the rate applicable from time to time.

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### 10.1.17 Operator's Mafi Rental

Mafi Trailers of the Operator can be rented for storage requirements upon request and subject to availability. Rental of Mafi Trailers requires to be agreed between the Operator and the User prior commencement of Vessel and Terminal operations.

### Relevant Storage Charges

Mafi rental per calendar day (up to 100 MT)	Day 1-5: OMR 25.000 per unit per day
Mafi rental per calendar day (up to 100 MT)	Day 6+: OMR 50.000 per unit per day

**No free time shall be applicable for the equipment rental.**

### 10.1.18 Administration Fees

#### Cargo Charges and Removal Order (CCRO)

**RO 10.000 per document**

All Cargo will be delivered only on presentation of relevant CCRO. CCRO's are issued by the Terminal Operating Company (Tally Department) upon submission of Agents Delivery Order and Customs Declaration (Custom Clearance). Delivery order and Customs Declaration require to include relevant copies of the Bills of Lading and packing list(s).

CCRO documents are issued separately per bill of lading.

#### Terminal Entry Pass

As per [Clause 10.6.4](#)

### 10.1.19 Intimation of Cargo collection/delivery

For the purpose of efficient planning, co-ordination and truck turnaround times it is desirable if Users collecting or delivering goods intimate their plans to [delivery@om.steinweg.com](mailto:delivery@om.steinweg.com), preferably 24 hours prior requirement. Users not intimating their plans will be served, however it is to be noted that delays, if any, can occur.

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## 10.2 Shore handling rates for Ro-Ro Cargoes

Clause Number	Clause Name
<a href="#">10.2.1</a>	Shore Handling Rate table for Ro-Ro Cargoes
<a href="#">10.2.2</a>	Free Storage Time Ro-Ro Units and Demurrage Charges
<a href="#">10.2.3</a>	Special Services
<a href="#">10.2.4</a>	Transfer from marshalling yard to pre-loading area
<a href="#">10.2.5</a>	VAT (Value Added Tax)
<a href="#">10.2.6</a>	Working Hours
<a href="#">10.2.7</a>	Administration Charges
<a href="#">10.2.8</a>	Weighing Fees

Click a clause number to be directed to the clause in this chapter.

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### 10.2.1 Shore Handling Rate table for Ro-Ro Cargoes

SN	Unit type	Unit Range	Unit Rate (OMR)
<b>A</b>	Self-propelled, wheeled units (New units)	Units up to 3.0 Mton Units between 3.01 - 10 Mton Units between 10.01 - 20 Mton Units between 20.01 - 30 Mton Units between 30 Mton	12.800 14.400 19.150 38.250 1.800 per Mton
<b>B</b>	Trailers (truck/trailer combination) Note: Loaded trailers discharged from Vessel and re-shipped empty are not subject to further charges	Units up to 30 Mton Units above 30 Mton Out of Gauge Trailer	38.250 1.800 per Mton 200% of above
<b>C</b>	Tracked vehicles – Minimum charge For protection of Vessel and quay-wall rope to be used around tracks when driving units. It is the responsibility of relevant vessel's agent to arrange suitable ropes for discharge	Surcharge over rates mentioned in 10.2.1 A	30.800
<b>D</b>	Trailer without truck head (Includes towing of trailers)	In gauge Out of gauge	75.000 200% of above

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#### Remarks:

1. Vehicles, trailers and other wheeled or tracked units loaded on top of other units shall be considered as individual units (SN - A,B,C and D)
2. Other Cargo loaded on any wheeled or tracked unit, including Mafi trailer, shall be charged as general and break-bulk Shore Handling rates ([clause 10.1.1](#)).
3. General Cargo imported, exported or transshipped from/to Ro-Ro Vessel is charged as mentioned in ([clause 10.1.1](#)).
4. Shore handling charges for Transshipment vehicles / Ro-Ro units will be charged at 100% of the rates mentioned in SN – A,B,C and D for the inbound movement (ship side to place of rest) and at 50% of the rates mentioned in SN – A, B,C and D for the outbound movement (place of rest to ship side).

#### Conditions:

The above rates do not include Stevedoring charges and are based on the following conditions and services:

- a) All self-propelled units must start at once and be able to be driven under its own power.
- b) All wheeled units shall have sufficient air in their tires to be safely driven from/to Vessel and from/to Point of Rest. The Operator will not be responsible for damaged tires for those units which are removed or shifted with flat or under-inflated tires.
- c) Above rates cover movement of vehicle from ship-side to a Point of Rest in the marshaling yard for import units and vice/versa for export units, and from ship-side to marshaling yard and back to ship-side for transshipment units.

### 10.2.2 Free Storage Time Ro-Ro Units and Demurrage Charges:

#### For import and Export Units:

In case of import and export, the first 10 days from GLD are free of storage charges. Demurrage charges applicable thereafter will be charged as per below schedule:

Unit range	First 5 days of demurrage, charged per slab of 5 days (OMR/Unit)	Second 5 days of demurrage, charged per slab of 5 days (OMR/Unit)	Thereafter charged per slab of 5 days (OMR/Unit)
Up to 3.00 Mton	10.525	10.525	15.660
3.01 to 10.00 Mton	14.650	14.650	21.825
10.01 to 20.00 Mton	18.500	18.500	27.730
20.01 Mton to 30 Mton	23.880	23.880	35.690
Above 30 Mton	31.840	31.840	47.755

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#### For transshipment Units:

In case of transshipment or in transit, the first 20 days from GLD are free of storage charges. Demurrage charges thereafter will be charged as per below schedule:

Unit range	Demurrage per calendar day (OMR/Unit)
Up to 3.00 Mton	2.570
3.01 to 10.00 Mton	3.080
10.01 to 20.00 Mton	3.850
20.01 Mton to 30 Mton	4.880
Above 30 Mton	6.420

#### 10.2.3 Special services:

Service	Charges in OMR
Towing of Ro-Ro Cargo	38.500 per unit
Shifting of Ro-Ro units	10.800 per unit
Assistance to start units due to Mechanical defect	15.500 per hour or part thereof
Assistance to start units due to battery deficiency	10.000 per unit
Where work other than simple starting is required	Labor, material and fuel at cost + 10%

For each call out an administrative fee of OMR 10.000 is charged.

#### 10.2.4 Transfer from marshalling yard to pre-loading area

The Operator will provide, on request and subject to possibility and Operator's discretion, regular importers and/or exporters with a dedicated yard with adjacent truck loading areas. The shippers/consignees shall arrange for the move from the place of rest up to the truck loading areas and load the unit on truck for import shipments, and shall arrange unloading of units from truck at an appointed off-loading area and move the units up to place of rest for export shipments. Such a move is considered a 'transfer'.

For parties without a dedicated yard facility, the transfer from the place of rest up to the appointed truck loading point (in case of import) will be executed by the Operator, and vice versa in case of export. The loading or unloading of a truck will remain the responsibility of the transporter.

Such transfers are charged as follows;

Unit range	Transfer rate (OMR/Unit)
Up to 3.00 Mton	3.100
3.01 to 10.00 Mton	3.600
10.01 to 20.00 Mton	4.625
20.01 Mton to 30 Mton	6.150
Above 30 Mton	10.275

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### 10.2.5 VAT (Value Added Tax)

All Rates set out in this tariff and the Rates set by the Operator for any additional supplies are exclusive of VAT and where any such rate is the consideration for a supply which is subject to VAT, then the consideration is to be increased by the amount of VAT which is chargeable on that supply. In this Tariff, "VAT" means "Value added tax or any equivalent tax chargeable in Oman or any equivalent tax or duty which may be imposed in substitution for it or in addition to it at the rate applicable from time to time.

### 10.2.6 Working Hours

As per [clause 11](#).

Alternative working times for collection or delivery of RoRo units can be considered upon request.

### 10.2.7 Administration Charges

#### 10.2.7.1 Cargo Charges and Removal Order (CCRO)

**RO 10.000 per document**

All Cargo will be delivered only on presentation of relevant CCRO. CCRO's are issued by the Terminal Operating Company (Tally Department) upon submission of Agents Delivery Order and Customs Declaration (Custom Clearance). Delivery order and Customs Declaration require to include relevant copies of the Bills of Lading and packing list(s). CCRO documents are issued separately per bill of lading.

#### 10.2.7.2 Terminal Entry Pass

**[Charges As per clause 10.6.4](#)**

### 10.2.8 Weighing Fees

Weighbridge charges include weighing full and empty trucks to determine delivered weight and include a Delivery of weight receipt to the truck driver. In principle all Cargoes, exclusive Ro-Ro units, are weight upon delivery/collection of Cargo as required by law, unless physically not being able to go over the Operator's weighbridge. Weighbridges are calibrated up to 100 MT.

Service	Relevant charge in OMR
Weighment of Cargoes	0.200 per FRT
Weighbridge record per shipment	10.000 per report

General Cargoes off-loaded from or loaded on Ro-Ro Vessel are subject to weighing charges.

Ro-Ro Units off-loaded from or loaded on Ro-Ro Vessel are not subject to weighing charges.

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### 10.3 Dry Bulk and minerals (Shore Handling and stevedoring) rates

Dry bulk Cargo means the dry Cargo suitable for being discharged/loaded loose from/to the carrying Vessel by means of grabs, conveying systems or vacuum equipment. Dry Bulk or minerals handling concept for 'Received at Terminal' or 'Direct delivery' will be quoted for on a 'Case by Case' basis, taking in to account the specifications of the service and the nature of the Cargo.

The Operator needs to be in the possession of the following information in respect of the required service;

- A MSDS (Material Safety Data Sheet) of the Cargo
- Bulk density of the Cargo (metric ton per cubic meter)
- The required scope of service, including Vessel handling and storage requirements information
- Particle sizes and moisture information
- Any potential measures to be taken to avoid environmental pollution

Indicative rates are as follows;

Activity	Charge in OMR (Exclusive VAT)
Stevedoring	0.820 / MT
Terminal transportation	0.350 / MT
Shore handling	0.770 / MT
Weighbridge charges	0.200 / MT
Shore Crane surcharge	0.300 / MT

And are based on the following

- A minimal bulk density of 1.0 MT / CBM
- Non-lumpy Cargo
- Cargo should be Easy to access and to manipulate by grabs
- Allowing grab operations without use of other machinery
- Cargo manipulations can be executed without dust emissions and without the requirement to deploy dust suppressing measures/machinery
- Cargo is not considered dangerous or hazardous, nor having potential side effects to HSSE (health, safety, security and environment), facilities or Cargoes of other Terminal Users .

For dry bulk operations it is the liberty of the Operator to deploy shore cranes when and where deemed to be required for the optimization, efficiency and other reasons in the field of HSSE.

Rates exclude any cost related to the clearing up during Vessel operations and cleaning of residue after completion of Vessel operations in the Vessel and on the quay-wall, which are charged separately based on equipments and manpower used. It is the sole decision of the Operator to decide whether quay-wall requires being cleaned/cleared.

Subject to the nature of the Cargo an environmental surcharge might be applicable.

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### 10.4 Stevedoring rates (non Ro-Ro)

Clause Number	Clause Name
<a href="#">10.4.1</a>	Rate Table Stevedoring (non Ro-Ro)
<a href="#">10.4.2</a>	Volume Discounts
<a href="#">10.4.3</a>	Heavy Lifts and Oversized Cargo
<a href="#">10.4.4</a>	Dangerous, Hazardous and obnoxious Cargoes
<a href="#">10.4.5</a>	Distressed Cargo
<a href="#">10.4.6</a>	Discharging and Loading
<a href="#">10.4.7</a>	Readiness to work on Arrival
<a href="#">10.4.8</a>	Detention of Stevedoring Gangs and equipment
<a href="#">10.4.9</a>	Detention of handling equipment
<a href="#">10.4.10</a>	Gang and shift assignment
<a href="#">10.4.11</a>	Gang Allotment
<a href="#">10.4.12</a>	Rigging Derricks
<a href="#">10.4.13</a>	Opening and closing of hatches
<a href="#">10.4.14</a>	Transshipment Cargo
<a href="#">10.4.15</a>	Shifting Cargo on board (re-stow)
<a href="#">10.4.16</a>	Fresh Water for Labor
<a href="#">10.4.17</a>	Specialized Cargo Gear / Terminal Tackle
<a href="#">10.4.18</a>	Loading / Discharge Report
<a href="#">10.4.19</a>	Delay Report
<a href="#">10.4.20</a>	Cargo Sorting
<a href="#">10.4.21</a>	Locker / Deep Tank and Cabin Cargo
<a href="#">10.4.22</a>	Shift Identification
<a href="#">10.4.23</a>	Extra Services
<a href="#">10.4.24</a>	Overtime Surcharge
<a href="#">10.4.25</a>	Bad Stowage
<a href="#">10.4.26</a>	Unworkable Vessels
<a href="#">10.4.27</a>	Quay Dues
<a href="#">10.4.28</a>	Operational Vessel delays endangering delays of other Vessel arrivals
<a href="#">10.4.29</a>	Unlashing and Lashing
<a href="#">10.4.30</a>	Shore Crane Usage
<a href="#">10.4.31</a>	Shore Crane Usage for Steel Coils
<a href="#">10.4.32</a>	VAT (Value added Tax)
<a href="#">10.4.33</a>	Crew Changes
<a href="#">10.4.34</a>	Dhows and Country Crafts
<a href="#">10.4.35</a>	Supplies
<a href="#">10.4.36</a>	Garbage Collection and Garbage skips
<a href="#">10.4.37</a>	Misdeclaration of Weight and/or Measurements

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### 10.4.1 Rate Table Stevedoring (non Ro-Ro)

SN	Category	Received at Terminal (OMR per Ton)
A	Timber	1.980
B	Plywood Bundles	1.980
C	Jumbo Bags and pre-slunged bags (minimal 1 MT per unit)	1.850
D	Palletized Cargo	1.850
E	Steel Coils, Billets, Rebar, Wire rod, angles, etc.	1.980
F	Steel Pipes (coated and uncoated)	3.380
G	Ro-Ro Cargoes	<a href="#">As per clause 10.5.1</a>
H	General Cargo and not otherwise specified Cargoes	2.320
I	Dry Bulk and minerals	<a href="#">As per clause 10.3</a>
J	Aggregates and Limestone	On Request
K	Aluminium and other non-ferrous metals	On Request
L	Any Unit over 20 Metric Ton	200% of A-F,H
M	Any Unit out of gauge, exceeding one or more of the following dimensions in meters: length > 12.0, width > 2.40, height > 3.0	200% of A-F,H
N	Livestock	On Request



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### 10.4.2 Volume discounts

Volume discounts will be granted for items A-F, H, and L-M as follows per call:

Shipment size	Volume discount
Up to 5,000 FRT	NIL
Between 5,001 – 10,000 FRT	10%
Between 10,001 – 15,000 FRT	20%
More than 15,001 FRT	30%

### 10.4.3 Heavy Lifts and oversized Cargo

Single units over 20 Metric Ton and/or with dimensions exceeding one of the maximums of length (12.0 meter), width (2.4 meter) or height (3.0 meter) will be charged at 200% of the rates (as specified in clause 10.4.1 L and M).

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Note: Units with excessive dimensions and/or with weights above 40 MT have to be co-ordinated between Agent's and Terminal operations well in advance of shipment arrival. The use of Mobile shore cranes has to be requested in advance and are subject availability.

Units, which cannot be handled with mobile shore cranes, should arrive in a Vessel with self-sustained lifting gear. In case a Vessel is not self-sustained to (off)-load Cargo, arrangements should be made with the Operator prior loading on board or Delivery of Cargo to terminal. It remains the sole responsibility of the owner or the agent to ensure Cargo can be lifted from/to the vessel.

Units which cannot be handled on shore with either mobile shore cranes or other Terminal equipment should generally be taken on direct Delivery basis. For all units over 40 MT pre-permission is required from the Operator to receive units on 'Receive at Terminal' basis.

### 10.4.4 Dangerous, Hazardous or obnoxious Cargoes

Full details of all dangerous, hazardous and/or obnoxious Cargo should be submitted to the Terminal Operator prior actual operations. Articles of a dangerous, hazardous or obnoxious will only be received at the Terminal by advance arrangement / prior approval with the Terminal Operator. The Terminal Operator reserves the right to refuse or handle any Cargo or provide storage, which in its judgement is likely to damage human health, other Cargo or property.

**Stevedoring charges shall be 150% of applicable Stevedoring rates.**

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**Class 1 and 7 on request.**

#### 10.4.5 Distressed Cargo

Cargo that has been subjected to fire, water, shifting, or other causes that will cause the Cargo to be handled in another than the normal efficient manner, shall be subject to special rates.

(At the discretion of the Operator)

#### 10.4.6 Discharging and Loading

This shall include supplying Stevedoring gangs, winch men, signalmen and foremen for the performance of handling Cargo onboard the vessel.

#### 10.4.7 Readiness to work on arrival

Vessels berthing are deemed to be willing and workable to commence Cargo operations not later than 2 hour after being berthed. The Operator will allocate gangs on the Vessel based on the estimated time of arrival (24 hours' notice) provided by the Vessel owner or its agent.

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Requests submitted during office hours to deviate from the above will be considered on case basis but not on unreasonably withhold.

Detention of stevedoring gangs is applicable for Vessels which cannot commence discharge or loading operations from 2 hours after berthing till commencement of operations as per detention rates of [clause 10.4.8](#).

#### 10.4.8 Detention of Stevedoring Gangs and Equipment

Gangs kept waiting for the arrival of the Vessel and/or commencement of work, opening or replacing hatch covers, shifting Cargo, cleaning holds, dunnaging or other reasons attributable to the vessel, are for the account of the Vessel, with a minimum of 1 hour per shift. Overtime surcharge is applicable to this expense.

Detention of Gang	Relevant charge per gang per hook
Timber / Plywood	200.000
Jumbo Bags and pre-slinged Bags	250.000
Palletized Cargo	200.000
Steel Coils, Billets, Rebar, Wire Rods, Plates, Angles, Pipes, etc.	200.000
Ro-Ro Cargoes	<a href="#">As specified in Schedule 10.5.5</a>
General Cargo and not otherwise specified cargoes	300.000
Dry Bulk and Minerals	As per actual resources
Gang detention during overtime	135% of above rates

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#### Note:

Material and equipment expenses are included in the above.

Note: Detention due to late vessel arrival and commencement of operations is always for account and chargeable to the Vessel or its Agent.

Note; Vessels on which the Stevedoring is stopped by the Vessel master or Vessel Agent at any time, due to for instance the nature of the cargo, are subject to detention charges, unless an operational plan is agreed in writing between the Vessel or its agent and the Operator prior commencement of the operation which is waiving these costs.

#### 10.4.9 Detention of handling equipment

In line with [clause 10.4.8](#), detention of equipment is included.

For detention of equipment for dry bulk and minerals operations detention rates of equipment (and labor) will be billed as per actual resources at the Operator's discretion.

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#### 10.4.10 Gang and shift assignment

The Operator allocates its gangs for Vessel operations basis

- the ETA notice received 24 hours prior Vessel arrival for Vessel arrivals during weekdays.
- The latest available ETA update submitted before weekend overtime cut-off time for Vessel arrivals during weekends.

The Vessel agent shall advise the Operator in case of changes in ETA prior cut-off times for gang planning.

Gang Planning	Cut-off time
Morning shift during weekdays	Previous day before 12.00 hours
Afternoon shift during weekdays	Previous Day before 12.00 hours
Night shift during weekdays	Same day before 12.00 hours
Weekend overtime	Thursday before 12.00 hours
Holiday overtime	The Previous Business day (Sunday-Thursday) before 12.00 hours prior a holiday

Grace shall be given if ETA updates are given prior the applicable cut-off time.



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In the event a Vessel is delayed and such change is not informed in writing prior the cut-off time, the Operator will charge a full shift detention of 8 hours multiplied by the number of gangs planned by the Operator. For the consecutive shifts the Operator will endeavor to allocate the Gangs to other operations if possible. Where not successful the remaining costs will be charged per full gang hour to the Vessel or its Agent.

Specific instructions can be given by the Agent to the Operator not to plan berthing and/or deploying gangs till further notice.

#### 10.4.11 Gang allotment

The Terminal Operating Company is responsible for allotting gangs onboard the Vessel. Agent or Master is not allowed to switch gangs from one hatch to another unless prior consent from the Terminal Operating Company is obtained. It is at the discretion of the Operator to deploy the number of gangs to work on the vessel. In overtime hours overtime charges will be applicable and chargeable to the Vessel owner or its agent as per tariff, unless specifically agreed otherwise in writing.

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#### 10.4.12 Rigging derricks

Ships crew is responsible for rigging derricks, opening and closing hatches or any other gear. Time lost during such Operation, shall be charged as per [clause 10.4.8](#)

#### 10.4.13 Opening and closing of hatches

Opening and closing of hatches (hatches mean pontoons, Upper Tween Deck, Lower Tween Deck, etc.,) is the responsibility of the Vessel.

Charges for pontoons will be as follows;

If the Vessel crew is executing said operation and pontoons are not landed ashore, then a grace period of 15 minutes per pontoon move will be provided, thereafter detention charges are applicable as per [clause 10.4.8](#)

If the Vessel crew is executing said operation and pontoons are landed ashore, then a grace period of 15 minutes per pontoon move will be provided, thereafter detention charges are applicable as [per clause 10.4.8](#), charges for landing pontoons ashore during operations are OMR 50.000 per pontoon.

If the Operator is executing said operation and regardless if pontoons are landed ashore, charges for handling pontoons will be OMR 50.000 per pontoon. A grace period of 15 minutes per pontoon move will be provided, thereafter detention charges are applicable as per [clause 10.4.8](#)

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The Operator may execute such operation at its discretion. If the Operator deploys shore cranes for its own convenience when it executes handling of pontoons, no shore crane rental charges will be levied for the period the Operator is handling pontoons with shore cranes.

#### 10.4.14 Transshipment Cargo

Cargo transshipped ship to ship via quay-wall will be charged 2 times the relevant Stevedoring charges (as per [clause 10.4.1](#)) and 1.5 times the relevant Shore Handling charges (as per [clause 10.1.1](#)). The Operator will consider special transshipment rates upon request.

#### 10.4.15 Shifting Cargo onboard (re-stow)

##### 10.4.15.1 Re-stow in hatch

Shifting Cargo onboard within hatch shall be at Normal Tariff rate (as per [clause 10.4.1](#)). No Shore Handling charges shall be applicable.

##### 10.4.15.2 Re-stow hatch to hatch

Shifting Cargo on board from one hatch to another hatch without landing on quay shall be charged at 150% of Normal Tariff rate (as per [clause 10.4.1](#)). No Shore Handling charges shall be applicable.

##### 10.4.15.3 Re-stow hatch to hatch via quay

Shifting Cargo onboard from one hatch to another via quay shall be charged at  
- 150% of Normal Tariff rate (as per [clause 10.4.1](#)); plus  
- 100% of Shore Handling charges (as per [clause 10.1.1](#)).

#### 10.4.16 Fresh Water for Labor

A supply of potable water shall be made available by the ship or his agent to the laborers onboard the vessel, free of cost. In summer season the water supplied shall be cold or with ice.

#### 10.4.17 Specialized Cargo Gear / Terminal Tackle

The Operating Company will supply the standard Cargo gear needed to effect discharge/loading of Cargo at the rates mentioned below. However, in the instance of specialized Cargo gear required for discharging/loading of special Cargo or lifts, appropriate Cargo gear has to be supplied by the Vessel or its representative. Any such Cargo gear must have up to date certification pertaining to the safety of the Cargo gear and such certification shall be provided to the Operator. If no such information is available the Operator reserves the right to reject such Cargo gear and shall, if possible, supply suitable Cargo gear at Vessel's / Agent's expense.



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Cargo	Lifting Gear Charges
General and Project Cargo	As per actual, as per Equipment charges covered in <a href="#">clause 10.6.2</a>
Dry Bulk	As per actual, as per Equipment charges covered in <a href="#">clause 10.6.2</a>
Timber, Plywood Bundles	OMR 0.085 per FRT
Jumbo Bags	OMR 0.150 per FRT
Palletized Cargo	OMR 0.150 per FRT
Steel Pipes, Plates, Coils, Billets, Wire Rods	OMR 0.065 per FRT
Steel Rebar	OMR 0.150 per FRT

#### 10.4.18 Loading / discharge report

The daily Loading / Discharging report will be provided by the Operator to the agent. The said report should give full details of Cargo loaded / discharged per hatch the previous day plus all other details affecting the working on the Vessel.

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#### 10.4.19 Delay report

Any delay factors, which shall be recorded by foreman onboard the Vessel shall be certified by Agent/Master. Any dispute shall be resolved at the same time without delay. Refusal to sign does not invalidate the report.

#### 10.4.20 Cargo Sorting

The Cargo shall be discharged on 'as is where is basis'. In case Cargo sorting is required onboard the vessel, RO 3.615 / FRT will be applicable.

#### 10.4.21 Locker / Deep tank and Cabin Cargo

Any Cargo to be discharged / Loaded from/to lockers, deep tanks, Vessel accommodation or any other space not recognized as a genuine Cargo hatch then a surcharge will apply in addition to the Normal Tariff Rate.

#### 10.4.22 Shift identification

Stevedoring is performed in 3 shifts. Details are provided in [clause 11](#) and on the Operator's website.



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### 10.4.23 Extra Services

Extra Service	Charge Basis	Charge in OMR
Removing of lashing material and dunnage from vessels/hatches	Per manhour	7.500
Disposal of dunnage, lashing material and the like	Per Cubic Meter	10.500
Bundling dunnage	Per manhour	7.500
Cleaning of Hatches	Per manhour	7.500
Lashing/Unlashing	Per manhour	7.500
Collection/Laying Dunnage	Per manhour	7.500
Rigging gear	On request	On request
Repacking on board	On request	On request
Other Services	On request	On request
Supervision of such Services	Per manhour	12.500

Services are subject to a minimal of 1 hour per occasion and 1 hour per shift.

### 43 10.4.24 Overtime surcharge

On Friday, Saturday and Public Holidays a surcharge of 50% of Stevedoring rates will be applicable. More information on the Operators working schedule can be found in [clause 11](#).

The Operator works in general on a first come first served basis. Vessels not willing to work on overtime lose their berthing slot, and will be rescheduled by the Operator in the next available free slot.

### 10.4.25 Bad Stowage

Where the Terminal Operating Company considers that Cargo is badly stowed it reserves the right to charge in addition to the normal Stevedoring tariff.

Said surcharge shall also apply in regard to Cargo Loaded / Discharged from hatch tunnels, alleyways, extremely/extraordinary long ends or deep wings. The decision of whether or not a hatch has extremely/extraordinary long ends or wings will be at the Terminal Operating Companies discretion. Surcharges are determined on case basis.



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### 10.4.26 Unworkable vessels

Vessels are deemed unworkable when one of the following case occur;

- Vessels on which the Stevedoring is stopped or completed and is technically or operationally not moveable, due to blackout, strike, dispute, or the like.
- Vessels are not sailed within 3 hours after completion of Vessel discharge/loading operation, unless a pre-agreed operational plan is agreed upon in writing not less than 2 business days prior Vessel arrival between the Vessel's Agent and the Operator. In case of such agreed plan an alternative sailing window time may be agreed upon.
- Regardless the before mentioned, the Operator reserves the right to move/shift the Vessel away from her berths at all times at vessel/owners expense.

### 10.4.27 Quay dues

Quay dues are charged to the Vessel for the use of Operators berths as per the following rates and conditions

- For working vessels, quay dues are charged at OMR 2.055 per day multiplied by the vessels LOA.
- Vessels calling for other reasons than Cargo handling will be subject to quay dues, which will be quoted for on case basis.
- For Unworkable vessels quay dues are charged at the rate of OMR 2.055 per hour multiplied by the vessels LOA.

### 10.4.28 Operational Vessel delays endangering delays of other Vessel arrivals

For sake of maintaining and safeguarding the port's and terminal's operational efficiency and protecting the interest of the trade being served in general, the Operator reserves the right to shift a Vessel away from the terminal. Such action can be made in case sincere operational delays are faced or foreseen without reasonable doubt . Such expenses are for account of the vessel.

### 10.4.29 Unlashing and Lashing

The following cargo is in principle unlashed by the Operator;

- Timber / Plywood / Jumbo Bags and pre-slung bags / Palletized Cargo / Steel Coils, Billets, Plates, Rebar, Wire Rod, angles, etc.

The following cargo is in principle to be unlashed by the Vessel crew;

- Project Cargo or any other type of special or technical lashing the Operator deems unsafe to unlash for their own staff.



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Lashing shall in principle be executed by the Vessel. The Operator can assist with lashing on request but always under responsibility and for account of the Vessel or its Agent.

Unlashing will be charged per gang hour equally to gang detention rates applicable to the cargo as mentioned under [clause 10.4.8](#). In the event lashing or unlashing is executed by the Vessel, any gang waiting time will be charged as per gang detention rates ([clause 10.4.8](#))

No special lashing/unlashing material is available on the terminal. The Terminal Operating Company only can assist as much as possible, but special lashing/unlashing activities have to be carried out by third parties.

### 10.4.30 Shore Crane Usage

Note: It is mandatory that ships gear are in a proper mechanical, hydraulic and operational condition. The Operator reserves the right to stop unloading operations, if cranes do not work in a safe, proper, efficient and productive manner and/or if cranes are technically malfunctioning, even if gear certificates are presented to the Operator. The consideration of the vessel cranes' condition will be as per the sole discretion of the Operator. In case the Operator deems vessel cranes' are not in an acceptable condition, it reserves the right to use the mobile shore crane(s) which will be debited to the vessel or her agent at published rates.

In case the Operator deems the handling of Cargo with Vessel gear results in an unacceptable risk for the cargo, vessel or stevedores, due to for instance but not limited to stowage conditions, then the Operator also reserves the right to use the mobile shore crane(s) which will be debited to the vessel or her agent at published rates.

When shore cranes are requested or deemed required by the Operator, the same will be provided and charged to the Vessel for a minimal period of 5 hours per shift.

### 10.4.31 Shore Crane Usage for Steel Coils

The discharge of steel coils with the Operators mobile shore cranes will be charged at the rate of OMR 0.350 per MT

In addition to the provisions of [clause 10.4.30](#), In case Vessel gear is not able to perform at least 10 cargo lifts per hour, the Operator reserves the right to deploy mobile shore cranes and charge the rate specified above to the Vessel or its Agent.



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### 10.4.32 VAT (Value Added Tax)

All Rates set out in this tariff and the Rates set by the Operator for any additional supplies are exclusive of VAT and where any such rate is the consideration for a supply which is subject to VAT, then the consideration is to be increased by the amount of VAT which is chargeable on that supply. In this Tariff, "VAT" means "Value added tax or any equivalent tax chargeable in Oman or any equivalent tax or duty which may be imposed in substitution for it or in addition to it at the rate applicable from time to time.

### 10.4.33 Crew Changes

Crew Changes are allowed by the Operator for Cargo operating Vessels.

For non-Cargo operating Vessels services will be offered on request.

For Cargo operating Vessels such crew changes should be executed in between berthing and prior completion of discharge/loading operations.

Charges for crew changes are as follows;

- ➔ Gate Pass Charges as per [clause 10.6.4](#)
- ➔ Administrative Charges of OMR 25.000 per Vessel call

### 10.4.34 Dhows and Country Crafts

Handling of Dhows and Country Crafts is not allowed in the Port of Sohar.

### 10.4.35 Supplies

#### Supply of water, bunkering (foodstuff) and/or fuel trucks to vessels

For all parties wanting to bring in water, bunkering (food) and/or fuel trucks to vessels, the following charges per truck apply, which will be debited to the agent or relevant party:

Type of supply	Charges in OMR per truck
Water	22.500
Bunkering (food and other supplies)	22.500
Fuel	65.000
Above services per barge or the like	150.000 per call





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### 10.4.36 Garbage Collection and Garbage skips

- Garbage skips will be made available to all vessels berthing alongside the Operators terminal.
- Skips may be used for general household garbage and for removed lashing material and dunnage.
- It is strictly prohibited to use the garbage skips for the disposal of Hazardous Substances (cfr. IMDG regulations). A separate authorization has to be obtained for the removal of such substances.
- Minimum one garbage skip will be provided for each Vessel berthing alongside the Operators terminal. For each waste category, a separate skip will be provided.
- Rental charges for the provided skip(s) include cost to remove the environmental harmless and not as dangerous good classified garbage will be debited at OMR 50.000 per skip and will be debited to the agent of the vessel.

### 10.4.37 Misdeclaration of Weight and/or Measurements

#### 47 Measurements

The Operator will, randomly or in full, verify declared cargo measurements as per submitted packing list by the Vessel Agent or the shipping line. In the event the Operator finds measurements being under declared, the Stevedoring Charges will be adjusted and charged in addition to the Vessel or its Agent. In an event of misdeclaration, the expenses made for verification will be charged.

#### Weight

The Terminal Operator will not permit its equipment be used in any way to lift, move or transport Cargo unit(s) weighing in excess of the Safe Working Load. Should the Terminal Operator's equipment be used in handling an overweight Cargo unit, the party or parties causing such unauthorized use shall be held liable for all losses, claims, demands and suits for damages including death and personal injury, legal and court expenses, directly or indirectly resulting from such unauthorized use.

Misdeclared Cargo unit(s) tendered to the Authority will be rejected.

When the Operator weighs and finds the weight to be more than the weight declared by the User, by either weighbridge or draft survey, then the highest weight will be charged at the applicable Rate.

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### 10.5 Stevedoring (Ro-Ro)

Clause Number	Clause Title
<a href="#">10.5.1</a>	Stevedoring (Ro-Ro) Rate Table
<a href="#">10.5.2</a>	Special Services
<a href="#">10.5.3</a>	Overtime
<a href="#">10.5.4</a>	Gang Allotment
<a href="#">10.5.5</a>	Detention of Stevedoring Gangs and equipment
<a href="#">10.5.6</a>	Working on Arrival
<a href="#">10.5.7</a>	Discharging Ro-Ro
<a href="#">10.5.8</a>	Loading Ro-Ro
<a href="#">10.5.9</a>	(Un)lashing
<a href="#">10.5.10</a>	Liner Mafi Operations
<a href="#">10.5.11</a>	Shipping Line Transshipment Rates
<a href="#">10.5.12</a>	Quay Dues
<a href="#">10.5.13</a>	Skip Charges
<a href="#">10.5.14</a>	Supplies
<a href="#">10.5.15</a>	Documentation
<a href="#">10.5.16</a>	VAT (Value Added Taxes)
<a href="#">10.5.17</a>	Crew Changes

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### 10.5.1 Stevedoring (Ro-Ro) Rate Table

SN	Unit type	Unit Range	Unit Rate (OMR)
A	Self-propelled, wheeled units (New units)	Units up to 3.0 Mton	13.870
		Units between 3.01 - 10 Mton	17.560
		Units between 10.01-20 Mton	22.340
		Units between 20.01-30 Mton	38.260
		Units above 30 Mton	1.800 / Mton
B	Trailers (truck/trailer combination) Note: Loaded trailers discharged from Vessel and re-shipped empty are not subject to further charges	Units up to 30 Mton	38.510
		Units above 30 Mton	1.800 / Mton
		Out of gauge trailer	200% of above
C	Tracked vehicles – Minimum charge For protection of Vessel and quay-wall rope to be used around tracks when driving units. It is the responsibility of relevant vessel's agent to arrange suitable ropes for discharge	Surcharge on rates mentioned in 10.5.1 - A	30.810
D	Trailer without truck head (inclusive towing)	In gauge trailer	75.000
		Out of gauge trailer	200% of above

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#### Remarks:

1. Vehicles, trailers and other wheeled or tracked units loaded on top of other units shall be considered as individual units (A-B-C-D)
2. Other Cargo loaded on any wheeled or tracked unit, including Mafi trailer, shall be charged as general and break-bulk Stevedoring rates ([clause 10.4.1](#)).
3. General Cargo imported, exported or transhipped from/to Ro-Ro Vessel is charged as mentioned in ([clause 10.4.1](#)).
4. Stevedoring charges for Transshipment vehicles / Ro-Ro units will be charged at 100% of the rates mentioned in (A-B-C-D) for the inbound movement (parked position to ships ramp) and at 100% of the rates mentioned in (A-B-C-D) for the outbound movement (ships ramp to parked position). [Special transshipment rates are applicable for shipping lines as mentioned in clause 10.5.11](#)

All Rates governed in this Tariff are exclusive VAT (Value Added Tax). VAT will be charged in addition to the Rates when and where applicable by Oman Law.



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#### Conditions:

The above rates do not include Shore Handling charges and are based on the following conditions and services:

- All self-propelled units must start at once and be able to be driven under its own power.
- All wheeled units shall have sufficient air in their tires to be safely driven from/to Vessel and from/to Point of Rest. The Operator will not be responsible for damaged tires for those units which are removed or shifted with flat or under-inflated tires.
- Above rates cover the operations for movements of wheeled and tracked units from the stowed position in Vessel up to ship ramp for import, and vice versa for export, and from the stowed position on Vessel till ship rail for the inbound movement and later outbound movement from ship rail till parked in stowed position in case of transshipment.

#### 10.5.2 Special services:

Service	Charges in OMR
Towing of Ro-Ro Cargo	30.000 per unit
Shifting of Ro-Ro units on board or via quay	75% of Stevedoring rates
Assistance to start units due to Mechanical defect	15.500 per hour or part thereof
Assistance to start units due to battery deficiency	10.000 per unit
Where work other than simple starting is required	Labor, material and fuel at cost + 10%

For each call out an administrative fee of OMR 10.000 is charged.

For Large amount of shifting a request for special rates can be made, per call, which may be considered at the Operator's discretion provided shifting requirements and enquiry is submitted at least 2 Business days in advance.

#### 10.5.3 Overtime

Overtime charges are applicable during weekends and public holidays, for which a surcharge of 50% on Stevedoring charges is applicable. Timings are further described in [clause 11](#).

#### 10.5.4 Gang allotment

The Operator will endeavor to achieve a fair discharge rate, but also considers the efficiency of its staff deployment. Alternative arrangements to increase the discharge rate, hence causing extraordinary idle time / detention, may be requested by the Vessel owner or its agent.



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### 10.5.5 Detention of Stevedoring gangs and equipment

Conditions are applicable as mentioned in [10.4.7 up to 10.4.10](#), with the exception that the detention rate of Stevedoring Ro-Ro gangs are charged as per below table.

Gang Size Based on deployed drivers	Detention Rate per hour in OMR
Up to 15 drivers	225.000
16-25 drivers	275.000
26-35 drivers	350.000
Above 35 drivers	400.000

**Note; Detention Rate includes labour other than drivers.**

### 10.5.6 Working on arrival

The vessel is in all events expected to prepare herself for cargo operations immediately upon arrival ([see clause 10.4.7](#))

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As per custom of the port, cargo operations commence shortly after vessel berthing, save the availability of gangs.

If no gangs are available the operator will endeavour to commence cargo operations as soon as possible after vessel readiness. In such case the vessel or its agent will be informed on the operators intended start time.

During overtime periods, such as weekends and (national) holidays;

The operator will inform the vessel or its agents whether to commence shortly after vessel arrival, or to start the operations in the first shift following vessel readiness to commence cargo operation. This will be planned at the operators discretion.

- In the event the vessel does not want to commence her operations during overtime hours the operator needs to be informed timely in writing ([see clause 10.4.10](#)) . After such request the operator will review the working schedules, and inform the requestor about the operational implications. Not working during overtime periods can have consequences for berthing prospects and/or vessel line-up sequence.
- In the event the vessel does want to work upon arrival, even halfway a shift period, the operator needs to be timely informed in writing. The operator will endeavour to honour such request. Subject to the total operational situation at that time, the expected duration of the specific operation, etc., the terminal might request the vessel for a contribution for incurred idle time (loss time) while waiting for the vessel, and/or in case the operation during a shift-period is shorter than 6 hours to compensate the difference between the actual duration of the operation and 6 hours against the applicable idle/detention rate.

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### 10.5.7 Discharging Ro-Ro

This shall include unlashers, breakers, drivers, taxis, signalman and tally man.

### 10.5.8 Loading Ro-Ro

This shall include drivers, taxis, signalmen and tally man.

### 10.5.9 (Un)-lashing

Unlashing is complimentary, lashing of handled (loaded, shifted, ...) units is charged as follows;

Unit range	Lashing charges (OMR/Unit)
Up to 3.0 MT	2.600
3.01 MT to 10.00 MT	3.600
10.01 MT to 20.00 MT	7.700
20.01 MT to 30.00 MT	9.750
30.01 MT and above	12.850

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### 10.5.10 Liner Mafi operations

Service	Cost Inbound Movement (in OMR per unit)	Cost Outbound Movement (in OMR per unit)
Mafi discharge and re-loaded on same vessel*	38.500	0
Mafi re-loading on later call*	0	38.500
Mafi lashing and unlasher assistance	5.000 per man-hour or part thereof	5.000 per man-hour or part thereof

\* No further Shore Handling charges will be raised for Mafi movements. Cargo loaded on top of Mafi trailers are charged as per general Cargo ([clause 10.4.1](#)). Pulling with tugmasters is included in the shore handling charges.

### Yard operations

Service	Charges in OMR per unit
(un)stacking Mafi's	10.250 per move
Lashing stacked empty Mafi's (With liner lashing material)	5.500 per stack
Unlashing stacked empty Mafi's	3.500 per stack

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### Stripping and Stuffing of Liner Mafi's

When the shipping line or its agent request the Operator to stuff or strip Liner Mafis prior delivery/vessel operation, then stripping and stuffing charges will be charged at **50% of applicable shore handling charges** to the Vessel or its Agent. (as per [clause 10.1.1](#))

### Storage of Mafi trailers

The following storage charges are applicable for full and empty Liner Mafi trailers after expiry of an initial 10 day free storage period.

Trailer length	Daily storage charges in OMR per storage slot
20 feet	0.750
40 feet	1.500
60 feet	2.250
80 feet	3.000
Above 80 feet	20 feet equivalent x 1.000

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Above storage rates are based on a max trailer width of 2.44 meter. A width beyond this dimension will be subject to a surcharge of 25%. Multiple Mafi's stacked on each other will be considered 1 storage slot.

### 10.5.11 Shipping Line Transshipment Rates

#### 10.5.11.1 Storage Charges

After expiry of an initial free storage period of 20 calendar days the following storage charges are applicable per calendar day;

Unit range	Demurrage per calendar day (OMR/Unit)
Up to 3.00 Mton	2.570
3.01 to 10.00 Mton	3.080
10.01 to 20.00 Mton	3.850
20.01 Mton to 30 Mton	4.880
Above 30 Mton	6.420



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### 10.5.11.2 Handling Charges

The following transshipment rates are applicable and include

- Unlashing of Units
- Inbound Discharging of Units and handling up to place of rest
- Handling from place up rest up to Outbound loaded on board of a connecting Vessel
- Unlashing and Lashing of transshipment units, except for general cargoes

Category	Rate per Unit in OMR
<b>A. Wheeled self-driven vehicles</b>	
Units up to 3 MT	25.000
Units between 3-10 MT	35.000
Units between 10-20 MT	45.000
Units between 20-30 MT	60.000
Units above 30 MT	3.000 OMR per Metric Ton
<b>B. Tracked units</b>	As per above rates + 40.000 OMR
<b>C. Truck/Trailer Combinations</b>	80.000
<b>D. Empty Trailers</b>	110.000
<b>E. General Cargo</b>	As per Tariff unless agreed otherwise
<b>F. General Cargo above 20 MT per Unit</b>	As per Tariff unless agreed otherwise
<b>G. General Cargo out of gauge with one or more of the lengths exceeding; length &gt; 12.0 meter, width &gt; 2.4 meter, height &gt; 3.0 meter</b>	As per Tariff unless agreed otherwise

Note; Overtime surcharge is applicable at 25% of the above Rates for Vessel operations executed during overtime hours.

### 10.5.12 Quay Dues

Quay dues are applicable as per [clause 10.4.27](#)

### 10.5.13 Skip Charges

#### Garbage Collection and Garbage skips

- Garbage skips will be made available to all vessels berthing alongside the Operators terminal.
- Skips may be used for general household garbage and for removed lashing material and dunnage.
- It is strictly prohibited to use the garbage skips for the disposal of Hazardous Substances (cfr. IMDG regulations). A separate authorization has to be obtained for the removal of such substances.
- Minimum one garbage skip will be provided for each Vessel berthing alongside the Operators terminal. For each waste category, a separate skip will be provided.

All Rates governed in this Tariff are exclusive VAT (Value Added Tax). VAT will be charged in addition to the Rates when and where applicable by Oman Law.





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- Rental charges for the provided skip(s) include cost to remove the environmental harmless and not as dangerous good classified garbage will be debited at OMR 50.000 per skip and will be debited to the agent of the vessel.

### 10.5.14 Supplies

#### Supply of water, bunkering (foodstuff) and/or fuel trucks to vessels

For all parties wanting to bring in water, bunkering (food) and/or fuel trucks to vessels, the following charges per truck apply, which will be debited to the agent or relevant party:

Type of supply	Charges in OMR per truck
Water	22.500
Bunkering (food and other supplies)	22.500
Fuel	65.000
Above services per barge or the like	150.000 per call

### 10.5.15 Documentation

Documentation requirements and associated fees can be found in [clause 10.8](#)

### 10.5.16 VAT (Value Added Taxes)

All Rates set out in this tariff and the Rates set by the Operator for any additional supplies are exclusive of VAT and where any such rate is the consideration for a supply which is subject to VAT, then the consideration is to be increased by the amount of VAT which is chargeable on that supply. In this Tariff, "VAT" means "Value added tax or any equivalent tax chargeable in Oman or any equivalent tax or duty which may be imposed in substitution for it or in addition to it at the rate applicable from time to time.

### 10.5.17 Crew Changes

Crew Changes are allowed by the Operator for Ro-Ro Cargo operating Vessels.

Crew changes should be executed in between berthing and prior completion of discharge/loading operations.

Charges for crew changes are as follows;

- ➔ Gate Pass Charges as per [clause 10.6.4](#)
- ➔ Administrative Charges of OMR 25.000 per Vessel call

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## 10.6 Equipment and Administration Charges

Clause Number	Clause Title
<a href="#">10.6.1</a>	Terminal Equipment Charges
<a href="#">10.6.2</a>	Lifting Gears / Terminal Tackle
<a href="#">10.6.3</a>	Administration Charges
<a href="#">10.6.4</a>	Terminal Entry Pass
<a href="#">10.6.5</a>	Weighbridge Charges
<a href="#">10.6.6</a>	VAT (Value Added Tax)

Click a clause number to be directed to the clause in this chapter.

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### 10.6.1 Terminal Equipment Charges

#### 10.6.1.1 Mobile Shore Cranes

Shore Crane Model + SWL (below capacities are about and without guarantee and for crane indication purposes only)	Mob Charge	Demob Charge	Hourly Rental Rate
70 MT SWL Liebherr LHM 400	OMR 100.000	OMR 100.000	OMR 100.000
42/80 MT SWL Gottwald HMK 260-69	OMR 100.000	OMR 100.000	OMR 100.000
100 MT SWL Gottwald HMK6407	OMR 125.000	OMR 125.000	OMR 125.000
140 MT SWL Liebherr LHM 500	OMR 175.000	OMR 175.000	OMR 175.000

Minimal usage to be 3 hour including mob/demob, charges are non-dividable per hour.

The Operator reserves the right to allocate a higher capacity shore crane at its convenience.

For Cargo handling on Terminal the charges as set out in [clause 10.1.14](#) are applicable.

#### 10.6.1.2 Reach Stacker

Rate Component	Rate in OMR
Equipment Rental	OMR 80.000 per hour

Minimal usage to be 1 hour, charges are non-dividable per hour.

#### 10.6.1.3 Heavy Duty Forklift (up to 42 MT)

Equipment rental	OMR 80.000 per hour
------------------	---------------------

Minimal usage to be 1 hour, charges are non-dividable per hour.

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#### 10.6.1.4 16 MT capacity forklift

Equipment rental	OMR 32.500 per hour
------------------	---------------------

Minimal usage to be 1 hour, charges are non-dividable per hour.

#### 10.6.1.5 Low duty forklift (up to 7 MT)

Equipment rental	OMR 22.500 per hour
------------------	---------------------

Minimal usage to be 1 hour, charges are non-dividable per hour.

#### 10.6.1.6 Bob Cat / Shovel

Equipment rental (bucket up to 2.5 CBM)	OMR 22.500 per hour
---	---------------------

Minimal usage to be 1 hour, charges are non-dividable per hour.

#### 10.6.1.7 Dump trucks

The Operator can arrange dump trucks for intercarting dry bulk Cargoes on the Terminal from shipside to temporary lay-down area (import), or vice versa (export).

This service is quoted for separately.

#### 10.6.1.8 Mafi trailer rental for handling of general Cargo and/or storage purpose

Mafi rental per calendar day (up to 100 MT)	Day 1-5: OMR 25.000 per unit per day
Mafi rental per calendar day (up to 100 MT)	Day 6+: OMR 50.000 per unit per day

#### 10.6.1.9 Equipment charges (inside ships' holds)

Equipment used inside vessels for discharging / loading, cleaning and/or any other operations will be charged for as per tariff as brought forward in clause 10.6.1. The Operator does not require a written approval from relevant party (e.g.: shipping agent) for usage of equipment inside ships' hold prior lifting same equipment inside ship's hold(s). Usage of equipment inside holds will be noted and brought forward in final loading/discharging report(s). Whenever a shore crane is required to lift equipment in to and subsequently out from a ships' hold, a service charge will be applicable of OMR 225 per lift.

#### 10.6.2 Lifting Gears / Terminal tackle

Terminal tackle meaning all required equipment's outside of the ones mentioned above in clause 10.6.1.1 to 10.6.1.8, to carry out Stevedoring and/or yard operations at the Operators terminal.



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All charges here below are per calendar day unless otherwise mentioned.

Type	Per	Capacity	Fee in OMR	
Shackles	Piece	Up to 10 MT	1.350	
	Piece	Between 10 MT - 25 MT	3.400	
	Piece	Over 25 MT	6.500	
Spreader Bars	Each	Up to 15 MT	11.500	
	Each	Between 15 MT – 30 MT	17.500	
	Each	Over 30 MT	24.500	
	Each	20' Container spreader	35.000	
	Each	40' Container spreader	40.000	
	Each	110 MT spreader	75.000	
	Each	140 MT spreader	125.000	
	Each	130 MT Frame	200.000	
	Each	Big Bag Frame (12 BB cap)	40.000	
	Hooks	Per Set of 2	Pipe Hooks	9.000
		Per Set of 2	Plate Hooks (incl chain)	12.000
Per Set of 2		Container Hooks	9.000	
Per Set of 2		Safety Hooks	9.000	
Steel Wire Slings	Per Set of 2	Up to 12.5 MT	12.000	
	Per Set of 2	Between 12.5 MT – 25 MT	17.500	
	Per Set of 2	Over 25 MT	24.500	
Chains	Per Set of 2	Up to 15 MT	17.500	
	Per Set of 2	Above 15 MT	24.500	
Nylon Slings	Each	Up to 3 MT	6.000	
	Each	Between 3 MT – 10 MT	9.750	
	Each	Over 10 MT	17.500	
Grab (8-10 CBM)	Each	Per shift or part thereof per unit	85.000	
Grab (16 CBM)	Each	Per shift or part thereof per unit	125.000	
Grab (30 CBM)	Each	Per shift or part thereof per unit	150.000	



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### 10.6.3 Administration Charges

Cargo Charges and Removal Order (CCRO) **RO 10.000 per document**

All Cargo will be delivered only on presentation of relevant CCRO. CCRO's are issued by the Terminal Operating Company (Tally Department) upon submission of Agents Delivery Order and Customs Declaration (Custom Clearance). Delivery order and Customs Declaration require to include relevant copies of the Bills of Lading and packing list(s).

CCRO documents are issued separately per bill of lading.

### 10.6.4 Terminal Entry Pass

Length of Entry Pass validity	Fee in OMR per entry pass
1 day	2.000
2 to 5 days	3.500
10 days	5.000
1, 2 or 3 months	On request

Note: Gate passes to be requested to [gatepass@om.steinweg.com](mailto:gatepass@om.steinweg.com)

Gate passes are issued during office opening hours as per [clause 11](#).

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### 10.6.5 Weighbridge charges

Weighbridge charges include weighing full and empty trucks to determine delivered weight and include a Delivery of weight receipt to the truck driver. In principle all Cargoes, exclusive Ro-Ro units, are weight upon delivery/collection of Cargo as required by law, unless physically not being able to go over the Operator's weighbridge. Weighbridges are calibrated up to 100 MT.

Service	Relevant charge in OMR
Weighment of Cargoes	0.200 per FRT
Weighbridge record per shipment	10.000 per report

### 10.6.6 VAT (Value Added Tax)

All Rates set out in this tariff and the Rates set by the Operator for any additional supplies are exclusive of VAT and where any such rate is the consideration for a supply which is subject to VAT, then the consideration is to be increased by the amount of VAT which is chargeable on that supply. In this Tariff, "VAT" means "Value added tax or any equivalent tax chargeable in Oman or any equivalent tax or duty which may be imposed in substitution for it or in addition to it at the rate applicable from time to time.

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### 10.7 Container Freight Station Charges

#### 10.7.1 Container Transportation Charges

Container Type	Charges in OMR
20' standard or open top	42.500 per roundtrip
40'-45' standard, open top or high cube	55.000 per roundtrip
20' Empty Flat Rack	22.500 per single trip
40-45' Empty Flat Rack	30.000 per single trip

The transportation rate include up to 4 free waiting hours at OICT per roundtrip.

The transportation rate include up to 2 free waiting hours at OICT per single trip for empty flat racks.

Note; OICT is the container terminal in the port of Sohar.

#### Truck Detention Charges

After free waiting time truck detention charges are applicable at OMR 10.000 per hour or part thereof.

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#### Transportation of Laden Flat Racks

Haulage of laden flat racks is in principle to be arranged by the party requesting the CFS service.

#### 10.7.2 Grounding and reloading containers and flat racks

Service	Service Charge in OMR
<b>Lift on Lift Off</b> (grounding and reloading of containers from/to truck)	<b>10.000 per container</b> (includes grounding and reloading)

#### 10.7.3 Stripping/Stuffing Charges

##### For Containers

Cargo	Charge Basis	Charge in OMR
<b>Palletized Cargo</b>	<b>Per Container</b>	<b>15.000</b>

- Based on manpower and 3-5 MT forklift. Pallets to be directly accessible for forks.
- Up to 20 pallets, additional pallets at OMR 0.750 per pallet
- Includes normal unlashng if any required.
- Additional work beyond a normal scope will be charged at OMR 15.000 per hour or part thereof.

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Cargo	Charge Basis	Charge in OMR
<b>Jumbo Bags</b>	<b>Per container</b>	<b>20.000</b>

- Based on manpower and 3-5 MT forklift. Jumbo Bags to be accessible for forks.
- Up to 25 Jumbo bags, additional jumbo bags will be charged at OMR 0.800 per Jumbo Bag
- Includes unlashng if any required.
- Additional work beyond a normal scope will be charged at OMR 15.000 per hour or part thereof.

Cargo	Charge Basis	Charge in OMR
Steel Pipes (heavy duty forklift handling or toplifting with reach stackers)	Per Container	45.000

- Includes manpower and 1 x equipment type up to reach stacker / heavy duty forklifts.
- Includes up to 1.5 operating hours.
- Additional work, or if multiple equipment is required, will attract additional charges at OMR 35.000 per operating hour.

Cargo	Charge Basis	Charge in OMR
Others per 20' container*	Per Container	30.000
Others per 40-45' container*	Per Container	60.000

- Includes manpower and 1 x 3-5 MT forklift
- Includes up to 1.5 operating hours.
- Additional work will be charged at OMR 15.000 per operating hour.

**Other cargo requiring different type of stuffing/stripping will be quoted for on request.**

### For Flatracks

Stuffing and Stripping Charges on request.

### 10.7.4 CFS and Weighing Charges

Cargo	Charge Basis	Charge in OMR
Pallets	Per Pallet	1.250
Jumbo Bags	Per Metric Ton	1.250
Steel Pipes	Per Container	50.000
Others per 20' container*	Per FRT (minimal 5 FRT/BL)	2.050
Others per 40-45' container	Per FRT (minimal 5 FRT/BL)	2.050

CFS and weighing charges include

- Moving cargo from/to storage area
- Loading / Unloading Cargo on to / from truck
- Weighing empty and full (in case of stripped containers) truck or vice versa (in case of stuffed containers)

### For Flatracks

CFS and Weighing Charges on request.

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### 10.7.5 Storage Charges

The first 5 days are free of storage expenses.

Storage is based on outdoor storage. Storage for covered storage will be offered on request.

Storage charges after free time (outdoor storage);

Cargo	Charge Basis	Charge in OMR
Pallets	Per 10 days or part thereof	0.550 per pallet
Jumbo Bags	Per 10 days or part thereof	0.300 per Metric ton
Steel Pipes	Per 10 days or part thereof	0.550 per FRT
Others	Per 10 days or part thereof	0.550 per FRT
Others per 40-45' container	Per 10 days or part thereof	0.550 per FRT

### 10.7.6 Lashing Charges

Lashing Material At cost + 10%

Lashing Assistance At OMR 7.500 per manhour

Special lashing rates can be provided on request

### 10.7.7 LCL Operations

On request.

### 10.7.8 Enquiries and quotations

In case of enquiries or requests for quotations, kindly consult our sales team at [sales@om.steinweg.com](mailto:sales@om.steinweg.com)  
For large shipments and/or regular business, special rates and conditions can be considered on request.

### Value Added Tax;

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### 10.8 Vessel documentation

Clause Number	Clause Title
<a href="#">10.8.1</a>	Notice of Arrival
<a href="#">10.8.2</a>	Documentation and Notifications
<a href="#">10.8.3</a>	Timely Submission of Documentation
<a href="#">10.8.4</a>	Late Documentation Fees
<a href="#">10.8.5</a>	VAT (Value Added Tax)

Click a clause number to be directed to the clause in this chapter.

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#### 10.8.1 Notice of Arrival

Each Vessel agent, Vessel owner, Operator or Charterer expecting to dock a Vessel at the Port for the purpose of loading or discharging Cargo shall give the authority and the Terminal operating company notice of the arrival of such Vessel and furnish such information as the Authority may require. See SIPC regulations.

#### 10.8.2 Documentation and Notifications

The following documentation should be delivered to the Terminal operating company by the Vessel agent, owner, operator or Charterer:

##### 10.8.2.1 Discharging vessels

- a) Cargo Stowage Plan
- b) Cargo Manifest
- c) Hazardous and Dangerous Cargo Declaration (a NIL declaration in case not applicable)
- d) Passenger Manifest
- e) Bills of Lading
- f) Packing List in excel in the Operator's format or an alternative agreed format (templates can be provided by the Terminal Operating Company)
- g) Vessel Particulars
- h) ETA updates
- i) Overtime request: advise if vessel/owner wants to work on overtime basis (to be requested on Thursdays before 12:00 hours)
- j) Additional orders: Any additional request beyond a normal scope of work, such as provisions, special equipment requirement, collection of dunnage, Vessel cleaning, etc.
- k) Lifting plans: A lifting diagram for heavy and oversized Cargoes
- l) Operating status vessel: Performance of vessel's gear or any other vessel's status which might have an impact on discharge or loading operations.

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- m) IMO Cargo acceptance requests (mentioning Cargo to be discharged in the port as well as Cargo on board destined for other ports)
  - n) Request for permits to work (hot work, bunkering, supplies, etc..)
  - o) Additional information: Any additional information deemed valuable to share/request.
  - p) Work Information List as per the Operator's format
  - Q) Valid Vessel gear certificates

### 10.8.2.2 Loading vessels

- a) The same items are to be provided as per H2.1 A/C/D/E/F/G/H/I/J/K/L/M/N/O/P/Q, and furthermore
- b) Customs Endorsed Export Declaration (for each consignment)
- c) Cargo Loading List

### 10.8.2.3 Cargo Handling Gear

All vessels not registered with an approved Society using their own gear for Cargo operations should deliver to the Authority (and the Terminal operating company) the following information:

(Details as per SIPC regulations)

- a) Type of Cargo handling gear
- b) Capacity of Cargo gear (swing boom / union purchase)
- c) Date of last quadrennial and annual inspection

### 10.8.3 Timely Submission of documentation

The following documents should be submitted to the Terminal operating company electronically at least 2 full business days prior to the Vessel's arrival. Failure to do so may result in the postponement of Vessel berthing or withholding of Vessel's clearance to sail from the Port until such time as they are made available. Documentation submitted later than 2 full business days (normal working days from Sunday to Thursday) prior to the Vessel's arrival are subject to late data submission charges as stipulated in [clause 10.8.4](#)

Any change in information, including added, cancelled or revised bills of lading provided later than 2 full business days prior Vessel's arrival shall be subject to a processing fee of OMR 15 per document. In case master bills of lading are split into house bill(s) of lading, a processing fee shall be applicable of for the master bill of lading as well for each generated house bill of lading, at the cost of OMR 15 per document.



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### 10.8.4 Late documentation fees

#### Cut-off time Pre-arrival information and documentation

Agents require to provide the Operator with full sets of adequate and complete documentation at least 2 full business days in advance. Documentation provided after cut-off time and/or delivered inadequate or incomplete shall be subject to late documentation fees.

The documentation cut-off time is fixed at the time 2 full business days are balance based on the latest provided ETA information at that time.

#### Cut-off time example 1;

Vessel TBN has an ETA of Sunday 10.00 hours and ATA of Tuesday 15.00 hours.

The previous business days are Wednesday and Thursday. The Cut-off time is fixed on Wednesday 09.00 hours.

#### Cut-off time example 2;

Vessel TBN has an ETA of Thursday 16.00 hours and ATA of Wednesday 16.00 hours.

The previous full business days are Tuesday and Wednesday. The Cut-off time is fixed on Tuesday 09.00 hours.

Request for grace;For Vessels where agents anticipate on the requirement of late document submission, agents may request for a 36-hour cut-off time. Such request will be considered only if made prior the normal cut-off time. In case such grace period is accepted and data processing requires to be executed during overtime hours, the Operator will apply an administrative overtime fee of OMR 10.000 per Bill of Lading with a minimal of OMR 50.000 per Vessel.

A request for grace will be considered provided sufficient ground for postponement is given and subject to the delivery of minimal draft documents (such as pre-stowage plan and preliminary packing list)



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### Late Documentation Charges Fees:

Provided documentation after cut-off time, inadequate or incomplete shall be subject to the following late administration charges.

Document	Charge Basis	Documentation Fee
- Cargo Stowage Plan - Cargo Manifest - Hazardous/DG cargo declaration - Vessel Particulars - IMO Cargo acceptance Requests - Work Information List - Packing List in CSO Format	Each	70.000
Passenger Manifest	Each	15.000
Bills of Lading	Per BL	15.000
Packing List in CSO Format, if the Operator has to generate a packing list	Per Line Item	2.500
HL/OOG cargo lifting plans (if applicable)	Per Diagram	70.000
Requesting Permits to Work	Per Request	50.000
Change of information, including - Added, revised or cancelled bills of lading - Split Master Bill of Lading - Generated House Bill of Lading	Per document requiring data amendment	15.000

[further Info on date requirements will be provided on request]

**The total amount of late documentation charges is capped at OMR 400.000 per call.**

Late, missing or incomplete data may possibly result in berthing delays or restrictions.

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## 11 Contact and Working Hours

### General Note;

Stated working hours and contact information may change from time to time. Please update yourself through the Operator's website to find the latest working hours and contact details. In case you require to find the right contact, please do not hesitate to contact the sales department or reception desk to get further directed.

### Terminal Working Hours

#### General administration in Sohar

General administration hours on the Terminal as well as administration hours in the Administration office are from 0830 hours to 1730 hours from Sunday to Thursday. Offices will remain closed on Friday, Saturday and during Public Holidays.

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#### Terminal administration at the gate

The gate office (Gate In and Gate Out handling, Terminal administration) official working periods are as follows:

Working days:	from Sunday to Thursday
Opening hours:	from 0730 – 1730 hrs

In case of Direct Deliveries the gate is open in accordance with User's agreed requirements. Opening hours outside the official working period can be applied for to the operational or commercial management. Fulfilment of the requirement is at the management discretion and expenses as per tariff.

#### Stevedoring working hours

Standard working period for the Stevedoring operations are as follows:

Working days:	From Sunday 07:30hrs to Thursday 23:30hrs (24/5)
Overtime:	Thursday 23:30 – Friday 07:30 Friday 16:00 – Sunday 07:30

Overtime on request but without guarantee from Friday 07:30 – 16:00 hrs

#### Note:

- 1) During the holy month of Ramadan alternative working hours will be installed.
- 2) In case of excessive heat (summer months) alternative working hours will be installed by sole discretion of Operator.
- 3) Honoring overtime requests will be subject to Operator discretion.

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### Acceptance and Delivery of Cargo (via shore)

Standard opening hours at the landside for receipt and Delivery of Cargo via shore are:

Working days: From Sunday to Thursday  
Opening hours: From 0730 – 1730 hrs

All trucks and trailers have to be presented at the office gate NOT later than 1700 from Sunday to Thursday. Trucks and trailers presented at the gate office prior to these hours will be loaded or unloaded the same day. Trucks and trailers presented after these hours might at the operator's convenience only be loaded or unloaded the next working day, or Cargo handling is subject to overtime surcharges  
Note: During Stevedoring activities with direct delivery/receiving alongside the vessel, Cargo handling alongside the Vessel will proceed in accordance with the shipper or the receiver.

### Overtime hours

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Overtime will be charged for all hours worked outside normal working hours, at the discretion of the Operator. The charges for overtime as well as for working in exempted periods such as meal hours are as follows:

### Stevedoring

Overtime applicable: From Thursday 23:30 hrs to Sunday 07:30 hours  
Stevedoring rate: Normal rate at 150%

Note:

- 1) All requests for labor / overtime shall be submitted by 12:00 hours on the previous office working day.
- 2) The Operator reserves the right both to allocate gangs to vessels at their discretion and decide the extent of overtime to be worked. Overtime to be worked at vessel's expense.
- 3) The working hours during the holy month of Ramadan will change according to local regulations.
- 4) If overtime is requested by the Vessel or his agent, overtime charges for Shore handling will not be applied. Overtime charges for Shore handling will only be debited for loading from the Terminal on to trailers (or unloading from trailer on the terminal) on special request of the receiver (or shipper) or his agent.
- 5) Overtime is applicable during public holidays over the complete timeline of such holiday.

### Shore handling

Overtime is applicable for Cargo handled beyond official opening hours, unless otherwise agreed.  
Overtime on Shore Handling is applicable on the receiving and Delivery by truck operations, and if not in direct conjunction with a Vessel operation

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Overtime for receiving and Delivery to be applied before 12:00 hrs to the operations management

Overtime on weekdays: Normal Shore Handling rate at 125%  
Overtime on weekend and public holidays: Normal Shore Handling rate at 150%  
A minimal charge of OMR 75.000 OMR per order/event will be applicable.

### Notice of Terminal visits

Ideally at least 24 hours in advance.

### Request for gate passes:

Requests for gate passes are to be submitted to [gatepass@om.steinweg.com](mailto:gatepass@om.steinweg.com)

Relevant Department and/or employees are to be copied in such requests.

Gate passes can be collected by an appointed PRO at the administration office or handed over at the SIPC ROP gate upon appointment. Relevant charges for gate passes are to be processed at the cash counter in the administrative office.

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Gate pass requests shall include the following information:

- Name(s) of visitor(s)
- Nationality of visitor(s)
- Resident card number or passport number of visitor(s)
- Passport photo copy
- Plate number(s) of car/truck entering Sohar Port
- The purpose of visit
- Relevant employee or department to be visited

Office working hours for the gate pass department are from Sunday to Thursday from 09.00 to 16.30 hours



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### Preparation of sales invoices:

For the preparation of relevant Terminal handling charges the sales department can be approached with the following information at [sales@om.steinweg.com](mailto:sales@om.steinweg.com):

- Company details
- Consignee details if not the same as company details
- Relevant Vessel name for import consignment or relevant rotation number for export consignment
- Master BL details
- House BL details if applicable, including the agent who has issued the house BL.

Collections of invoices are possible from Sunday to Thursday from 09.30 till 16.15 hours at the cash counter in the administrative office.

Invoices can be paid at the cash counter from Sunday to Thursday from 09.30 till 16.30 hours.

The tally / gate department is open from Sunday to Thursday from 09.30 till 17.00 hours for the purpose of issuing CCRO's.

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### Cash counter:

Payments can be made in cash, by card or by cheque on office days between 900 and 1600 hours.

### Reception:

Visitors are requested to report to the receptionist upon their arrival.

### Contact information:

Steinweg reception desk	+968 26850418-19-20-21
Steinweg gate pass department	+968 26850418-19-20-21 Ext.108 - 117
Steinweg sales department	+968 26850418-19-20-21 Ext. 207 – 208

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