

# SOCIETE DE GESTION DU TERMINAL A CONTENEUR DE DORALEH TARIFF BOOK – 2018

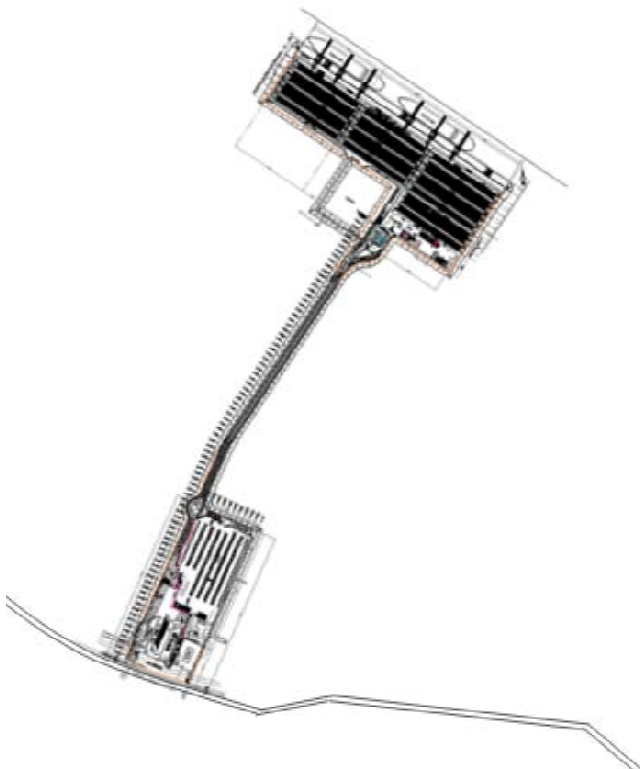
For Terminal Services Provision

At

**Société de Gestion du Terminal à Conteneur de Doraleh**

Located in Doraleh

Republic of Djibouti



**Société de  
Gestion du  
Terminal à Conteneur de  
Doraleh  
SGTD**

Doraleh, Republic of de Djibouti

P.O. Box. 2081

Tel: +253 21 317 317

Fax: +253 21 361 504

[customercare.dct@dct.dj](mailto:customercare.dct@dct.dj)

# SGTD

---

## TABLE OF CONTENT

<b>Section</b>	<b>Subject</b>	<b>Item Numbers</b>	<b>Pages</b>
A	Definitions	101-121	3-5
B	Conditions, Rules and Regulations	201-227	6-12
C	Storage Rates	301-302	13-15
D	Stevedoring Rates	401-405	16-22
E	Firefighting	501-504	22

# SGTD

---

## SECTION A – DEFINITIONS

### **101. S G T D**

Société Gestion du Terminal à Conteneur de Doraleh

### **102.V.A.T**

Value Added Tax. In the present tariff, all prices are expressed exclusive of VAT. VAT will be applied on the mentioned prices when applicable and at the applicable rate.

### **103.CONTAINER**

The terms “Container” or “Containerized” when used in this Tariff refer to the standard ISO Containers (20/40/45/etc...), suitable for stacking and transportation of dry, liquid gas or refrigerated Cargo, constructed of metal, fiberglass, plastic or wood, which confines its contents and must be capable of being handled as a unit and lifted by a crane with a Container spreader.

### **104.DAY**

A calendar day

### **105.ENVIRONMENTAL LAWS**

All Djiboutian laws, rules, regulations, statutes, ordinances, permits or orders, and any judicial or administrative interpretations thereof, relating to the prevention, control, or management of pollution, the protection of the environment, including but not limited to, air, water, groundwater, land, soil, sediments, humans, animals, and vegetation, solid, gaseous or liquid waste generation, handling, treatment, storage, disposal, discharge, release, emission or transportation, or regulation of or exposure to Hazardous Materials and/or petroleum products.

### **106.HAZARDOUS MATERIAL(S)**

Any substance or material that is listed, defined or otherwise designated as a “hazardous substance” under the SGTD Health & Safety Code including IMDG; any chemical or COC; any hydrocarbons, petroleum, petroleum products or waste; any metabolite or chemical breakdown product or derivative or component part of substances identified above; and any other chemical, substance or waste, that is regulated by, or may form the basis of liability under, any Local Environmental Laws.

### **107.OPERATOR**

Société de Gestion du Terminal à Conteneur de Doraleh (SGTD).

### **108.TERMINAL FACILITIES**

Any wharves, docks, piers, sea channels, sheds, warehouses, land, structures, pipelines and extensions thereof and appurtenances there to, equipment and appliances of all kinds

# SGTD

---

situated within the jurisdiction of and/or owned, operated or leased by the Operator, included within SGTD.

## **109.USER**

Includes:

1. Any person or entity using the Terminal Facilities or to whom or from whom any service, work or Labor 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 Container/Cargo moving in, over or through the Terminal Facilities.
3. All Vessels and their owners, operators, crew and agents
4. Any other person, firm or corporation that conducts business at the Terminal Facilities.

## **110.VESSEL**

Except as otherwise specified, when the term "Vessel" is used in this Tariff, it shall be held to mean floating craft of every description and shall include in its meaning the term "Owners, Charterers, Operators and Mortgagees thereof".

## **111.SERVICES**

Any and all services conducted within the Terminal Facilities.

## **112.STEVEDORING**

The physical handling of container/cargo onboard of the Vessel from or to the Vessel's hook or point of discharge or load. This includes supervision and management. Irrespective of the terms of shipment, payment of stevedoring and related service charges will be the responsibility of the shipping line and/or his agent.

## **113.FREE TIME**

The specified period during which Cargo or Containers handled over the quay may occupy space assigned to it in the Terminal Facility, free of storage charges, either prior to the loading or subsequent to the discharge of such Cargo or Containers, and shall include:

- a) Import and Transshipment Container free period will commence from the date of discharge from the vessel. If loss or damages arise to cargo resulting from negligence or willful misconduct or act or omission of the operator, the storage charges waiver will commence from the formal claim day until the survey and or inspection completion date, except the act or omission of the User.
- b) Export Container free period will start from the date of receipt. Export and Transshipment Container storage charges will be raised to the Shipping line or Agent of the loading Vessel.

## **114.TERMINAL HANDLING CHARGES (THC)**

Terminal Handling Charges are charges assessed for delivering or receiving a container within the Terminal.

# SGTD

---

## **115. INLAND CONTAINER DEPOT (ICD)**

Inland Container Depot is a common user facility equipped with fixed installations and offering services for handling and temporary storage of import/transit/export laden and empty containers carried under customs control.

## **116. OUT OF GAUGE (OOG)**

Out of Gauge is said of container when the cargo is too large to fit inside of a standard container (i.e. open top/flat rack/etc...).

## **117. TRANSHIPMENT**

“Transshipment Container” means goods landed from a Vessel and placed in the custody of the Operator for the purpose of shipment onto another Vessel.

To qualify for the transshipment container rates the container must be discharged from a vessel onto the Operator’s terminal and remain in the custody of the Operator until it is reloaded onto an on-carrying vessel at the Operator’s terminal.

## **118. AUCTION**

Public auction is managed by the Djibouti Port and Free Zone Authority (DPFZA) and all rules and regulations related to the auction process are available at the DPFZA’s offices.

## **119. MAGASINS GÉNÉRAUX**

Magasins Généraux (MG) is managed by the Djibouti Chamber of Commerce. It consists of an area for storage of long staying containers. Containers that are transferred to Magasins Généraux can be collected by the importer from their warehouses at the “Zone Franche”.

## **120. DIRECT DELIVERY**

The Operator reserves the right to request cargo to be discharged or loaded on a Direct Delivery basis.

## **121. VGM**

Means Verified Gross Mass as per SOLAS regulations.

# SGTD

---

## **SECTION B – CONDITIONS, RULES AND REGULATIONS**

### **201. ADMINISTRATION**

The Terminal is managed and administered by Société de Gestion du Terminal à Conteneur de Doraleh

### **202. JURISDICTION**

The Operator has jurisdiction over all of the areas set out in the Terminal Facilities. The Operator has the sole right to operate and manage the Terminal Facilities.

### **203. APPLICATION AND INTERPRETATION OF TARIFF**

Tariff rules and regulations are issued by the Operator and regularly updated. The validity date is identified at the bottom of each page of the document.

These rates, rules and regulations shall apply equally to all users of the Terminal Facilities (and to any individual, person, firm or corporation engaged in and/or responsible for the handling of a vessel and/or the movement of its container, including but not limited to vessel and/or container Agents, Charters, Brokers, Freight Forwarders and Shippers or consignees) and shall apply to all traffic at the Terminal Facilities.

### **204. CONSENT TO TERMS OF TARIFF**

The use of the Terminal Facilities shall constitute a consent to the terms and conditions of this tariff, and evidence of agreement on the part of all vessels, their Owners, Operators, Charterers, Mortgagees or Agents, the container Owners and Agents (Shippers or Consignees) and other users of the Terminal Facilities, to pay all charges specified, and to be governed by all rules and regulations appertaining to the Terminal Facilities.

### **205. TERMINAL'S MANAGEMENT HELD HARMLESS**

Each vessel Owner, Operator, Charterer or their Agents whose vessel calls at the Terminal and each Owner or Agents of containers handled thereat as a condition to receiving services at the Terminal hereby agrees to indemnify and hold harmless the Management of the Operator, any of its agents, servants or employees (and any other person, firm or corporation engaged by the Management of the Operator to furnish labor, 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 costs and counsel fees), for death or personal injury or property damage that may be imposed upon the Management of the Operator or any of its agents, servants, employees or contractors by any vessel Owner Operator or Charterer or such cargo Owner (or their agents or employees) as a consequence of services received at the Terminal.

# SGTD

---

## **206. RESPONSIBILITY FOR DAMAGE TO FACILITIES**

All users of the Terminal Facilities, or their agents, shall be responsible for any damages resulting from their use of berths or any of the Terminal Facilities and the Operator reserves the right to repair, or otherwise cause to be repaired, any and all such damages at the expense of such users.

## **207. EXONERATION FROM LIABILITY**

As per item 205 of this document.

## **208. TARIFF REVIEW**

The Operator reserves the right to alter, change, or amend from time to time any or all charges, terms, conditions or interpretations contained in this document with or without prior notice.

## **209. ACCESS TO RECORDS**

The Management reserves the right of access to all cargo manifests, documents and other information relating to vessels or cargo for the purpose of audit and verification of reports filed and assessment of charges. Any such information so acquired shall be kept confidential.

## **210. INSURANCE**

Charges published in this tariff do not include any expense for insurance covering the cargo, containers, vessels or other equipment, staff/workers employed and hired by the user. It is the Terminal Facilities users' responsibility to provide such insurance coverage.

## **211. CURRENCY**

All rates are stated in US Dollar (USD) and are payable in Djibouti Francs (DF) or US Dollar. One USD equal 178 DF but can be subject to changes.

## **212. BERTH WINDOW PROCEDURE**

Users can obtain a fixed berthing window. All information can be obtained from the Operator. Vessels without a fixed berthing window will be berthed at the Operator's discretion.

## **213. PAYMENTS IN ADVANCE**

The Operator may at its sole discretion estimate and collect in advance all charges which may accrue against Container owner or Vessels Owner or agent. Use of the Terminal Facilities, or permission to sail, may be denied until such advance charges have been paid.

## **214. PAYMENT OF INVOICES**

### **214.1. Cash Payment**

# SGTD

---

Unless otherwise agreed, all invoices as issued are due on presentation. Failure to pay may cause a lien to be placed on vessels operator or on the goods handled at the Terminal and the responsible party may be denied further use of the Terminal Facilities until all outstanding charges have been paid.

Failure to pay the outstanding invoice with 30 days, a penalty charge of 17 % will be levied on the invoiced amount.

## **214.2. Credit Facility Payment**

Eligibility of the credit facility payment depends on the work and volume that clients have with SGTD. Once a client is eligible, he needs to complete the following terms and conditions:

- Give a deposit payment to the Finance Department
- Settle the payable invoice every seven (7) days

## **215. OPERATOR WORKING HOURS**

### **215.1. ADMINISTRATION**

Terminal Administration working hours are from 08.00 to 16.30 hours, Sunday to Thursday, excluding public holidays and Fridays.

### **215.2. GATE AND OPERATIONS WORKING HOURS**

Operations are available 24 hours a day, throughout the year.

### **215.3. INVOICING AND DOCUMENTATION OFFICE**

Subject to change, the invoicing and documentation office working hours are from 07.30 to 20.30 hours, from Saturday to Thursday. On Fridays and public holidays, working hours are from 08.00 to 12.00 hours.

### **215.4. HOLY MONTH OF RAMADAN**

The working hours during the holy month of Ramadan will change according to the discretion of the Terminal Operator. All Terminal Users will be noticed in advance about the changes.

## **216. SECURITY AND SAFETY**

Terminal Facilities users are required to conform to all of the current safety rules and regulations issued by the Operator or any Local Authority. All Terminal Facilities users are expected to wear their Personal Protective Equipment (PPE). Failure to do so may cause access to be denied.

## **217. NOTICES BEFORE VESSEL ARRIVAL**

Each Vessel Owner, Operator or Charterer expecting to dock a Vessel at the Terminal Facilities for the purpose of loading or discharging Container or Cargo shall give the



# SGTD

---

Terminal Operator 48 hours prior notice of the arrival of such Vessel and furnish such information as the Terminal Operator may require (see Item 217.2.). Reconfirmation of the Vessel's arrival shall be made by the Vessel's Agent 24 hours prior to arrival.

For long term planning, a list of next month's vessels forecast must be sent to the Operator every 15 days.

## **217.1 MARINE NOTICES AND CHARGES**

Marine operations are ensured by the Port of Djibouti. Rules, regulations and rates are as per the Port of Djibouti's rules, regulations and tariff.

## **217.2.**

### **DOCUMENTATION**

The following documents should be submitted to the Terminal Operator electronically at least 24 hours prior to the Vessel's arrival. Vessel arriving from neighboring ports (less than 24 sailing hours) shall submit those documents 12 hours prior to the vessel's arrival. Failure to do so may result in the withholding of Vessel's clearance to sail from the Terminal Facility until such time as they are made available. Late submission of each EDI file will be charged per document.

#### **217.2.1. Discharging Vessels**

- Bay plan in EDI in U.N. standard format.
- Discharge list with all relevant details.
- IMDG Declarations and Material Safety Data Sheet.
- Containers manifests with all relevant details.
- Discharging recap by category.

#### **217.2.2. Loading Vessels**

- Bay plan in EDI in U.N. standard format.
- Loading list with all relevant details.
- IMDG Declarations and Material Safety Data Sheet.
- Containers manifests with all relevant details.
- Empty requirement by line operator/type/size

Note: For categories **217.2.1.** & **217.2.2.**, in the absence of any hazardous or dangerous Cargo, a 'NIL' hazardous & dangerous Cargo declaration must be made.

## **218. VACATING OF BERTH**

The Operator reserves the right to require a vessel to vacate its allocated berth.

## **219. DANGEROUS, HAZARDOUS OR OBNOXIOUS CARGO**

The handling of such goods will be governed by the laws of the Republic of Djibouti, Operator's rules and regulations and the International Maritime Dangerous Goods Code

# SGTD

---

published by the International Maritime Organization (IMO) as listed below:

Class:

- 1 Explosives
- 2 - Gases: compressed/liquefied/dissolved under pressure
- 3 - Flammable liquids
- 4 - Flammable solids/substances liable to spontaneous combustion
- 5 - Oxidizing substances and organic peroxide
- 6 - Poisonous and infectious substances
- 7 - Radioactive substances
- 8 - Corrosives
- 9 - Miscellaneous dangerous substances

The Operator reserves the right to refuse or to handle any container or provide storage which in its judgment is likely to damage human health, other cargo or property. The Operator may require specific cargoes to be loaded by the exporter or collected by the importer on a Direct Loading/Delivery basis. The Operator will inform the cargo owner 48 hours prior container receipt in the yard.

**219.1** Class 1 transshipment container should be declared and approved by local Authority in order to be stored within the container terminal.

Class 1 Import container should be on direct delivery.

**219.2** Class 7 container is not accepted in Operator Terminal (unless otherwise instructed by the appropriate Authority).

**219.3** Class 6.1 and 8 not cleared for delivery within eight (8) days, shall be notified in writing by the Operator to the User in order to agree on an evacuation solution. If a party does not reach an agreement within 48 hours after receipt, User will arrange suitable alternative arrangements to store the container at their own expenses.

Items 219.1, 219.2 and 219.3 can be subject to change if the local Authority decided to change the regulation.

## **220. DISPOSAL OF UNCOLLECTED CARGO / SALE BY PUBLIC AUCTION**

The Operator reserves the right to dispose of cargo remaining in the Terminal Facilities after discharged of the vessel or received on the Terminal for export, for a period of more than:

**220.1.** One (1) Month for refrigerated containerized cargo,

**220.2.** Six (6) Months for all other cargo

Cargoes remaining on the Terminal longer than the period identified above may be auctioned even if the Terminal charges have been paid, if not collected or loaded within 48 hours prior to the auction date. Cargos subject to auction are transit cargoes only.

Public auction is managed by the Djibouti Port and Free Zone Authority (DPFZA) and all rules, procedures and regulations related to the auction process are under DPFZA's jurisdiction.

# SGTD

---

## **221. MAGASINS GÉNÉRAUX (MG)**

All containers remaining at Operator Facility for 80 days or more will be eligible for transfer to Magasins Généraux. Once the container is transferred, the cargo's owner shall collect the cargo from Magasin Généraux's yard.

The Operator transfers all the risks and liability for the custody to the *Magasins Généraux* upon that the container and cargo are transferred to the *Magasins Généraux*. The real moment of the transfer of custody is once the container is loaded into the duly authorized truck by the *Magasins Généraux* for the delivery. The *Magasins Généraux* shall be responsible for the containers and cargos damages and loss arising. Any owners of container and/or cargos shall hold harmless the Operator against any related consequences, cost, damages and loss claims whatsoever". The *Magasins Généraux* is responsible to provide the insurance coverage for liability and transportation of goods and shall use all the safety and security measures for the related containers and cargos transportation and custody.

## **222. REMOVAL OF OBJECTIONABLE CARGO**

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 risk and expense of the Owner or Agent of the container or Vessel. The operator will notify Owner or Agent prior to removal

## **223. CLAIM AND COMPLAINTS**

Complaints and claim user's requests shall be considered if only submitted in writing (by email, fax, and post mail) to the Operator within a maximum period of 30 day of the occurrence.

## **224. EMERGENCY**

The decision to declare a state of emergency in the Terminal due to a Force Majeure shall be within the sole discretion of the Operator.

If the Operator declares the state of emergency and that the emergency concerns the affected property, then storage charges could be waived by the sole discretion of the Operator only for the strict period of the emergency

## **225 FORCE MAJEURE**

Force majeure is an event or circumstance which is directly caused by or results from an event outside the control of the Operator, could not be avoided, prevented or overcome with reasonable foresight, and materially prevents, hinders or delays performance of all or a material part of the Operator's obligation, such as but not limited to acts of God, strike, war, landslides, earthquakes and tsunamis....

## **226 VALUABLE AND SPECIAL CARGO**

If the concerned user receiving the operator delivers or authorizes the delivery of valuable

# SGTD

---

and /or special cargo to the operator and that such cargo requires a specified and appropriate security or special handling, this user must notify the operator expressly of the cargo's valuable or special nature in advance of 5 days. The Operator and the concerned user should both enter into an agreement to define the liabilities limit and safety/ security measures. In default of which the Operator shall have no responsibility whatsoever in the event of loss or damage to the cargo, howsoever caused.

## **227. VGM RULES**

### **a) Packed container exported from Djibouti with a VGM**

The VGM certificate shall be submitted by the Shipper" or "Shipper's representative" during the invoicing of Export Full. Doraleh Container Terminal shall treat as genuine and rely in good faith upon, without further investigation, a gross mass of a container declared as VGM received from Shipper.

### **b) Packed Container whose VGM will be issued in Djibouti**

"Shipper" or "Shipper's representative" should request weighing service providing the container details including Declared Gross Mass and seal number at our Billing and Documentation Office.

Doraleh Container Terminal will allow containers to Gate In without VGM and enable them the use of our weighing services per the Tariff book. The VGM certificate will be only issued at the Billing and Documentation Office once container has been received at the Terminal.

### **c) Export Stuffing inside the Operator Terminal**

Doraleh Container Terminal shall apply the weighing service at a cost of USD 13.5 per container as per the Tariff book during the empty container booking process at the Billing and Documentation Office. Export booking for stuffing at Yard 05 will have a Cut-Off time of 5 days before vessel arrival to ensure the VGM is issued on time

# SGTD

---

## SECTION C – STORAGE RATES

### 301. FREE TIME

301.1 Free Time for containers are described as below:

Container Category	Free Time in Days
Local Import/Export (Full & Empty)	3
Transit Import/Export (Full & Empty)	8
Transshipment (Full & empty)	8

Containers in storage beyond the above Free Time shall pay storage charges. Storage charges for import containers shall be paid by the importer. Storage charges for export and transshipment containers shall be paid by the vessel's agent or directly by the shipping line.

301.2 No Free Time is granted to IMDG, OOG or Reefer containers

### 302. STORAGE CHARGES

#### 302.1 Local Import/export (exclusive of IMDG, OOG, Reefer containers, and Empty)

Number of Days	Charge per TEU per Day
First 3 days	FREE
From 04 <sup>th</sup> till 10 <sup>th</sup> day	5.65 USD
From 11 <sup>th</sup> till 15 <sup>th</sup> day	7.05 USD
From 16 <sup>th</sup> till 20 <sup>th</sup> day	8.80 USD
From 21 <sup>st</sup> till delivery	11.00USD

#### 302.2 Transit Import/Export and Transshipment (exclusive of IMDG, OOG, Reefer containers, and Empty)

Number of Days	Charge per TEU per Day
First 8 days	FRE
From 09 <sup>th</sup> till 15 <sup>th</sup> day	of 5.65 USD
From 16 <sup>th</sup> till 20 <sup>th</sup> day	7.05 USD
From 21 <sup>st</sup> till 25 <sup>th</sup> day	8.80 USD
From 26 <sup>th</sup> till delivery	11.00USD

# SGTD

---

## 302.3 IMDG and Reefers containers (Local Import)

Number of Days	Charge per TEU per Day
From Day 1 to Day 3	10.50 USD
From Day 4 till Delivery	21.00 USD

## 302.4 OOG containers (Local Import)

Number of Days	Charge per TEU per Day
From Day 1 to Day 3	10.50 USD
From Day 4 to Day 15	24.00 USD
From Day 16 to Day 30	48.00 USD
From Day 31 till delivery	60.00 USD

## 302.5 IMDG and Reefers containers (Transit Import and Transshipment)

Number of Days	Charge per TEU per
From Day 1 to Day 8	10.50 USD
From Day 9 till Delivery	21.00 USD

## 302.6 OOG containers (Transit Import and Transshipment)

Number of Days	Charge per TEU per Day
From Day 1 to Day 3	10.50 USD
From Day 4 to Day 15	24.00 USD
From Day 16 to Day 30	48.00 USD
From Day 31 till delivery	60.00 USD

## 302.7 Empty containers - Free Pool System

### 302.7.1 The Concept

Empty boxes lying in the terminal occupy spaces. The Terminal Operator will provide free of storage charges to each shipping line for an agreed quantity of empty containers (Free Pool Quota). The shipping line shall be invoiced for containers exceeding the free pool quota on a daily basis.

# SGTD

---

## 302.7.2 Free Pool Quota Definition

The Terminal Operator has allocated 2500 TEU for free empty stacking for all shipping lines. The free pool quota will be determined based on the shipping line throughput from the previous quarter or annual import and export volume as a percentage of the terminal total throughput. The percentage share is multiplied by 2500 TEU to obtain the free pool quota for each line.

## 302.7.3 Free Pool Calculation

Rate table:

Qty	0 to 100 TEUs	100 to 200 TEUs	Above 200 TEUs
Rate	3 \$	4.05 \$	5.05 \$

Invoices are calculated on daily basis as per the below principle: For a said date, if:

- $Q$  = shipping line free quota
- $D$  = number of empty TEUs stacked in the yard for the said date.
- $V = D - Q$

If  $V \leq 0 \rightarrow$  free pool invoice for the said date = 0

If  $V > 0 \rightarrow$  if  $V \leq 100 \rightarrow$  free pool invoice for the said date =  $V \times 3\$$

If  $V \leq 200 \rightarrow$  free pool invoice for the said date =  $100 \times 3\$ + (V - 100) \times 4.05\$$

If  $V > 200 \rightarrow$  free pool invoice for the said date =  $100 \times 3\$ + 100 \times 4.05\$ + (V - 200) \times 5.05\$$

## 302.7.4 Free Pool Negotiation

Shipping Lines can negotiate Free Pool Quota based on committed volume. In case the subject volume is not attained, the Operator can reverse the quota and apply the formula identified in items 302.7.2 and 302.7.3 on all invoices issued during the negotiated free pool period.

# SGTD

## SECTION D – STEVEDORING RATES

### 401. LOCAL AND TRANSIT IMPORT AND EXPORT (*Shipping Lines*)

Stevedoring charges are charged to the ship owner or agent from/to hold/deck and under hook.

Move type	Charge per move	
	20ft	Above 20ft
Discharging/Loading Full	133 USD	166 USD
Discharging/Loading Empty	94 USD	121 USD
<b>Shifting (including Gear Box)</b>		
Shifting on board without gantry travel	133 USD	212 USD
Shifting via quay or gantry travel	200 USD	317 USD
Hatch cover per move	117 USD	

### 402. TRANSHIPMENT CONTAINERS (*Shipping Lines*)

Move type	Charge per move	
	20ft	Above 20ft
Full container	141 USD	201 USD
Empty container	112 USD	137 USD

All transshipment activities are subjected to prior negotiation and the applicable tariff will be included in the ensuing contract.

Containers going to Yemen via the Port of Djibouti will be considered as transshipment containers and will be charged as items 402.

### 403. MOVES (*Shipping Lines*)

Discharge or load per container	= 1
move Restow same bay per container	=
1 move Discharge, land and restow per container	= 2 moves
Each hatch cover per complete cycle	= 6
moves	

### 404. TERMINAL HANDLING CHARGES (THC) AND WHARFAGE

**404.1** THC is for the account of the consignee (cargo owner) or the shipper.



# SGTD

## 404.2 Import Delivery

Shore Handling Charges per TEU	By Road	
	20ft	Above 20ft
Local/Transit – full	272 USD	544
Local/Transit – Empty	50 USD	75 USD

## 404.3 Export Reception

Shore Handling Charges per TEU	
Export Empty	17 USD
Export Full	116 USD

## 404.4 Wharfage

Cargo Type	Unit	Local Import	Transit Import	Export Local and Transit
1 Full containers except 5.1 & 5.2	TEU	256.15 USD	49.80 USD	24.65 USD
2 Full containers of Rice, Sugar, Flour	TEU	49.80 USD	49.80 USD	24.65 USD
3 Alcohol drinks & Tobacco	TEU	910.45 USD	95.10 USD	24.65 USD

## 404.5 Empty Reception for Containers discharged in other Ports than the Operator's Terminal

For receiving empty containers that were discharged as FCL import in other ports than the Operator terminal, the following charges will apply:

- Stevedoring charges.
- Terminal Handling Charges as import local if the FCL container was discharged in Djibouti or as import transit if discharged in ports outside Djibouti.
- Wharfage charges as import local if the FCL container was discharged in Djibouti or as import transit if discharged in ports outside Djibouti.
- If the shipper cannot provide evidences of Port of Discharge, applicable rates will be those for FCL local import.
- ISPS charges.
- DCS charges
- Empty reception charges.
- Besides, the Customer should send to the Operator an Empty Acceptance Letter from Customer.

## 404.6 Other Terminal Charges

# SGTD

Additional services, such as transport or additional lifts from/to transport modes will be charged separately.

Service Type		Chargeable Unit	Charge
1	Removing of IMDG labels by the Operator	Per Unit	28 USD
2	Containers carrying OOG cargo – vessel to shore and vice versa, including storage.	Per TEU	+50% on THC
3	IMDG cargo, including storage (no LCL discount) and shore handling	Per TEU	+50% on THC
4	IMDG cargo – vessel to shore and vice versa, including storage (no LCL discount)	Per Unit	+50% on THC
5	Reefer containers, plug-in, monitoring and electric power charge. Note: The monitoring of reefer containers (6 times of readings per day as per current practice) can be performed at no additional charge at the request of the customer. No maintenance will be performed on malfunctioning reefers. The Operator will notify the Container's agent and report malfunctions as soon as discovered. The Operator will not assume responsibility for power failure. DCS can	Per Day Per TEU	65 USD
6	Undeclared IMDG containers or arriving without hazardous label or any misdeclaration of IMDG	Per Offence	+100 % on THC & wharfage
7	Undeclared OOG cargo or any misdeclaration of OOG cargo	Per Offence	+100 % on THC & wharfage
8	Data amendment for any container status or profile or size	Per Container	14 USD
9	Container shifting in yard	Per TEU	37 USD
10	Penalty for container loaded in excess of rated capacity	Per TEU	+ 100% on THC & wharfage
11	ISPS Charges on full import and export, local and transit only.	Container	6 USD
12	Container Cleaning & ad hoc inspection upon arrival	Per Container	17 USD
13	Gate pass issued	Per Unit	1 USD

# SGTD

14	Loss of BAT number	Per Plate	18 USD
15	External transfer to unstuffing area	Per TEU	74 USD
16	Cut-off charge	Per Container	37 USD
17	Export zone penalty charge	Per Container	100 USD
18	Late submission of EDI	Per EDI	180 USD
19	Non containerized cargo	Per lift	As per contract with customer
20	Issuance of documents: Landing Certificate, Shipping Statement, Duplicate reprint / photocopy of shipping document, Additional documents issued by the Terminal apart from the normal routine Terminal Reports (Vessel reports / yard report / reefer report etc)	Per document	10 USD
21	Delay in submission of relevant document: The relevant documents include Import and Export Advance Lists, Hazardous Manifests, Restows, Import Bay plans and any other document that may be required and declared in due course for smooth operations. The time limit for submission of documents will be notified in advance by the Terminal and any notification thereto will be carried out in consultation with users	Per day AND per document	113 USD
22	Containers not stowed as per Vessel Bay Plan	Per TEU	<b>Full</b> 133 USD   <b>Empty</b> 94 USD
23	Inspection of full container (4 Shifting)	Per box	198 USD
24	Re-export: change of container status from import to transshipment (Export Full + Import Local Full) - none inclusive of storage	Per TEU	668.8 USD
25	Free Zone Declaration	Per Declaration	9 USD
<b>Inter Terminal Transfer Charges</b>			
26	Shuttle (one way)	Per TEU	74 USD
27	Lift on/lift off (complete cycle)	Per TEU	74 USD
28	Knocking Down Empty Flat Rack	Per TEU	25 USD
29	VGM Processing	Per	5 USD
30	VGM Weighing	Per	13.5 USD

# SGTD

Equipment Rental			
31	Kalmar f/lift hire in port 1 hour	Per Hour	169 USD
32	Kalmar f/lift hire in port 6 hours	Per Hour	877 USD
33	Kalmar f/lift hire in port >6 hours	Per Hour	260 USD
34	Kalmar f/lift hire out of port per hour	Per Hour	238 USD
35	Reach stacker hire in port 1 hour	Per Hour	254 USD
36	Reach stacker hire in port 6 hours	Per Hour	763 USD
37	Reach stacker hire in port >6 hours	Per Hour	226 USD
38	Reach stacker hire out of port per hour	Per Hour	356 USD
39	Reach stacker rental	Per	292 USD
40	Seal fixing by DCT	Per Unit	10 USD
41	Unlashing activities-break bulk	Per Unit	750 USD
42	Unlashing activities-OOG	Per Unit	500 USD
43	Lashing activities-break bulk	Per Unit	750 USD
44	Lashing activities-OOG	Per Unit	500 USD
45	No safety compliance		1000 USD
46	MDCF destination 20'	Per	74 USD
47	MDCF destination 40'	Per	148 USD
48	Storage of delaying container IMDG	Per Day Per Container	100 USD
49	T/S Yemen 20'	Per	91.2 USD
50	T/S Yemen 40'	Per	101.4 USD
51	Usage of emergency gears	Per unit	150 USD
52	Crane standby	Per Hour	452 USD
53	Crane/gang idle charges	Per Hour	3500 USD
54	Delay taking IMDG cargo	Per	500 USD

## 405. LEAKING CONTAINERS, POLLUTION CONTAINMENT AND DECONTAMINATION CHARGES

Leaking container pollution containing and cleaning charges is the responsibility of the Shipping Line until the physical delivery.

**405.1.** The Operator accepts to stop delivery of consignees' cargo if the leaking occurs after the Delivery Order is issued, and until the matter is solved with the Lines agent.

**405.2.** If the leaking results from damage caused to the container during handling by the Terminal, the Operator will be responsible for all the charges.

**405.3.** Services related to leaking containers are charged as below:

# SGTD

---

Service	Charge	Cargo Class
Move to tray	113 USD	-
Rent of leakage tray per day per unit	14 USD	-
Pollution containing & cleaning the yard	125 USD	Per m <sup>2</sup>
Decontamination of soil – non-toxic cargo per m <sup>2</sup>	450 USD	-
Decontamination of soil – toxic cargo per m <sup>2</sup>	900 USD	5
Decontamination of soil – highly toxic cargo per m <sup>2</sup>	1,350 USD	From 6 to 9
Unstuffing and/then stuffing of toxic cargo per m <sup>2</sup>	2,025 USD	

## SECTION E – FIREFIGHTING

### 501. PRESENTATION

The Firefighting Center of Doraleh Container Terminal S.A. handles the following:

- Assistance to victim
- Monitoring risky operations
- Firefighting
- Cleaning (quay, warehouse etc...)
- Extinguisher maintenance

### 502. ASSISTANCE TO VICTIM

For any assistance to victim (whatsoever is the reason), the flat rate of 50 USD is applicable to the Shipping Line. If more service is required, this falls under next item 503.

### 503. MONITORING DANGEROUS OPERATION

Upon request or Operator requirement, a team of firefighters will be deployed to monitor any potentially dangerous operation within the Terminal facilities. The firefighting shift manager will evaluate the necessary equipment and manpower required, following charges will apply:

Item	Charge
Firefighting Shift Manager Rate per Hour	25 USD
Firefighting Driver Rate per Hour	13 USD
Agent Rate per Man Hour	7 USD
Usage of Extinguisher (each)	6 USD
Firefighting Truck Rate per Vehicle Hour	105 USD

# SGTD

---

## 504. USE OF WATER SHOOTING EQUIPMENT FOR CLEANING

Upon any request or recommendation (from DCT), cleaning with water-shooting has the following labor rates:

Item	Charge
Firefighting Shift Manager Rate per Hour	25 USD
Firefighting Gear per Hour	13 USD
Agent Rate per Hour	7 USD
Firefighting Truck Rate per Hour	105 USD

DCT does not clean empty container returning to the yard.