

# Kenya Ports Authority TARIFF

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## PREAMBLE

The Minister responsible for Kenya Ports Authority has approved the tariff contained in this publication. The tariff shall be effective from the 1<sup>st</sup> day of December, 2012.

It is notified for general information that the Board of Directors, in pursuance of the powers of Section 30 of the Kenya Ports Authority Act, CAP 391, 1978 has prepared and published this Tariff as approved by the Minister.

These charges shall apply equally to all port users (individuals, persons, firms or corporations engaged in or responsible for handling vessels and cargos including and not limited to cargo agents, charterers, brokers, freight forwarders, shippers or consignees).

Charges and dues appear in Sections I-IV of this Tariff. In the event of any inconsistency or contradiction between the provisions of this Tariff and the provisions of the Act, the latter provisions will prevail.

The whole Tariff has been denominated in United States of America Dollar (US\$). The Kenya Ports Authority Management may allow payment to be made in Kenya Shillings (Kshs.) and reserves the right to prescribe the currency of payment and the exchange rate to be applied.

Managing Director  
Kenya Ports Authority  
P. O. Box 95009 - 80104  
Mombasa, Kenya

## **A. INTERPRETATION**

For the purpose of interpretation, The Kenya Ports Authority Tariff should be read together with the preamble.

In this Tariff unless the context otherwise requires: -

**“ACT”** means the Kenya Ports Authority Act, 1978 (Cap 391 of the Laws of Kenya) as amended from time to time, and any rules and regulations made thereunder.

**“APPOINTED PLACES”** means any place within the Harbour or Depot limits officially designated by the Authority as a place for the landing or discharge of goods.

**“AUTHORITY”** means the Kenya Ports Authority.

**“CHARGES”** means all sums received or receivable, charged or chargeable for or in respect of Ship or Cargo or any other services performed or for facilities provided by the Authority.

**“PER TONNE”** or **“HARBOUR TONNE”** in respect of cargo, shall, unless otherwise specified, mean per tonne of 1000 kilograms or 1 cubic metre whichever shall yield the higher charge.

**“DEADWEIGHT TONNE (DWT)”** means 1,000 kilograms.

**“TONNE”** In relation to fresh water supplied to Ships, shall mean a unit of charge equivalent to 224 gallons or 1,000 litres of water.

**“MANAGING DIRECTOR”** means the person appointed under Section 5 (1) of the Act or such other person for the time being performing the duties of the Managing Director.

**“CFS** means Container Freight Station

**“FCL”** means Full Container Load.

**“LCL”** means Less Container Load.

**“LCL/LCL”** means Pier to Pier.

**“LCL/FCL”** means Pier to House.

**“FCL/LCL”** means House to Pier.

**“FCL/FCL”** means House to House.

**“FINAL DESTINATION”** (FND) means country of final destination of the cargo and for purposes of C11/EDI Amendments refers to either Kenya, Transit or Transhipment destination including ICDs and CFSs.

**“DEAD SHIP”** means vessel not under own steam or not under control due to engine, mechanical or steering failure.

**“LIGHT DUES”** means charges for use of navigational aids and vessel traffic services.

**“SHIPS ENGAGED IN COASTAL TRADE”** means Kenya Registered Ships of less than 1000 GT trading exclusively between the limits of Mogadishu in the North and Mwambo in the south and within 50 nautical miles off the Coast.

“HARBOUR AREA” or “DEPOT AREA” means the area within the limits of any Harbour or Depot as defined by an order made under Section 34 of the Act and, in addition to such area;

**a) Mombasa**

The Port of Mombasa includes Kilindini Harbour, Port Reitz, the Old Port, Port Tudor and the whole of the tidal waters encircling Mombasa Island. The waters of the Port Area are bounded on the Seaward side by a line drawn from Ras Mkungombe to a point off the shore of the mainland, half a nautical mile south of Ras Mwakisenge.

**b) Lamu**

The Port of Lamu includes Lamu Harbour and that part of the Lamu Bay comprised within a radius of three nautical miles from Shella Lighthouse.

**c) Malindi**

The Port of Malindi includes the northern anchorage, Malindi shores and so much of the sea as is comprised within a radius of three nautical miles from Malindi (Vasco Da Gama) Lighthouse.

**d) Kilifi**

The Port of Kilifi includes Kilifi and Takaungu Creeks and so much of the sea as is comprised within a radius of three nautical miles from Ras Kitoka.

**e) Shimoni**

The Port of Shimoni includes Shimoni Harbour, Funzi, Pungutiayu, Wasini, Vanga, Yimbo and the sea area south of Wasini Island bounded by a line drawn from Ras Yimbo to a point 1.5 nautical miles South of Pungutiayu Light Beacon and Ras Kanda to the North.

**f) Mtwapa**

The Port of Mtwapa includes Mtwapa Creek and so much of the sea as is comprised within a radius of three nautical miles from Cannon Point.

**(g) Kiunga.**

The Port of Kiunga includes Kiunga Harbour, Kiunga-Mwini Island, Kisiwa Sudhi Island and so much of the sea area within a radius of three nautical miles from the tidal station.

**(h) Container Terminal (Mombasa)**

Means all container handling areas within the Port of Mombasa.

**(i) Inland Container Depots (ICDs)**

These include designated container depots managed by the Port Authority in Nairobi, Kisumu, Eldoret and any other depot that the Authority may establish.

**(j) Container Freight Stations (CFS)**

Customs licensed inland depots appointed by Kenya Revenue Authority for the purpose of handling, storing and delivery of Containerized Cargo and motor Vehicles.

**WORKING HOURS**

Working hours shall mean the appointed hours of business as may from time to time be prescribed by the Authority for the provision of any particular service or facility.

Stations or small harbors under the jurisdiction of the Authority shall observe regular working hours from 0800 to 1700 hours. Provision of services or facilities outside these hours shall be on prior notification.

Ship and cargo handling operations shall be available 24 hours a day throughout the year. These operations are organized on shift basis as below:-

(a)	First Shift	0700	-	1500 Hours
(b)	Second Shift	1500	-	2300 Hours
(c)	Third shift	2300	-	0700 Hours

## **B. PRINCIPLES TO BE APPLIED & NATURE OF CHARGES**

### **(a) Tonnage Scale.**

Unless otherwise enumerated hereunder, all charges shall be assessed on Harbour Tonne.

### **(b) Gross Tonnage (GT)**

Gross tonnage means the gross tonnage of a vessel provided in the international tonnage certificate issued under the 1969 International Convention on Tonnage Measurement of Ships as amended.

### **(c) Pick-Up Order/ Pre-Advice/Special Service Request (SSR)**

These are accounting documents which incorporate details of services rendered to containers and conventional cargo by the Authority and are lodged/created electronically to facilitate invoicing and delivery/receipt of cargo from/to the Port.

### **(d) Gate Pass**

All cargo leaving the Port shall be issued with a Gate Pass on 24 hour basis. These Gate Passes shall expire as follows:

- i. Conventional Cargo - 6 hours from the time of issue
- ii. Containerized Cargo - 6 hours from the time of issue
- iii. Motor Vehicles - 18 hours from the time of issue

### **(e) Position Slip**

A document issued at the gate indicating the stack position of the container/cargo.

### **(e) Vessel**

A vessel means a water craft including non displacement Craft, Barge, Wing In Ground (WIG) Craft and Seaplane used or capable of being used as a means of transportation on water.

### **(f) Cellular Container vessel**

Fully cellular Container vessel means a vessel purposely built for the transportation of ISO standard containers stacked on top of each other in vertical cell guides.

### **(g) Non Cellular Container vessel**

A non cellular Container vessel means a vessel which is not purposely built to carry ISO standard containers but which may carry non containerized cargo. Not all hatches into which containerized cargo will be loaded or discharged on this vessel will have vertical cell guides although there may be hatches which do.

### **(h) Ro-Ro vessel**

A Ro-Ro vessel means a vessel which has certain cargo decks accessible only by means of a ramp which is lowered onto the quay side and over which cargo is driven on board or off the vessel by means of the ramp.

### **(i) Container**

A container means any container, reefer container, controlled atmosphere container, integral reefer container, and transportable tank or flat that conforms to the ISO type designations. Containers not complying with this standard will be handled at the discretion of the Authority.

### **(j) Abnormal/Out of Gauge Containers**

Any container which contains cargo of which the dimensions exceed any of the external dimensions of the container in or on which it is carried, or any container which cannot be handled by means of standard container handling equipment. This includes ISO standard containers that have been damaged and consequently cannot be handled by means of standard container handling equipment. Such containers are handled at owner's risk.

**(k) Reefer Containers**

A reefer container means any container, including reefer clip-on units, heated tanks and containers that move via the reefer area and require power connection.

**(l) Arrived Vessel**

A vessel is deemed to have arrived at the port when she has entered the Harbour limits and reported her presence to the pilot/control station.

**(m) Vessel Documentation**

The following documents shall be submitted to the Authority electronically as follows;-

- i. Long Haul – at least forty eight (48) hours to ETA
- ii. Short Haul – at least six (6) hours to ETA  
(Regional Ports along the East African coastline)

Failure to do so may result to withholding of the vessels from berthing or clearance to sail from the Port until such time as they are made available. Late submission of each EDI file will attract a penalty as per clause 12.11

**(i) Discharging Vessels**

1. Cargo Stowage plan
2. Cargo manifest
3. Hatch list/discharge list
4. Hazardous and dangerous cargo declaration
5. Passenger manifest

**ii) Loading Vessels**

1. Cargo stowage plan
2. Cargo Loading list
3. Passenger manifest
4. Container Booking Forecast (8 days minimum prior to opening of stack for exports receiving)

**(iii) Sailing Vessels**

1. The Ships register
2. International Tonnage Certificate where applicable

**(n) Through Bill of Lading Container**

A through bill of lading container is an FCL/FCL or FCL/LCL container whose handling charges are paid by the Ship's agents or ICD/CFS Operators or the Cargo Owners as applicable. Such bill covers at least two modes of transport

**(o) Status of Containers and Amendments**

Amendments of Status or Final Destinations (FND) of containers must be submitted to and approved by the KRA on form C11/EDI Manifest Amendment File and must include all the necessary details, viz; the relevant bill of lading, container numbers/marks and the status for which change is requested. KPA shall effect desired changes in the manifest upon receipt of approved C11/EDI Manifest Amendment File.

If the Status or Final Destination (FND) of the cargo is not declared in the manifest, such cargo will attract C11 levy as per tariff Clause 16.35. Change of destination refers to amendment from Port to ICD/CFS, Domestic to Transit and vice versa.

#### (p) Ordering and Cancellation of Labour

Requirements for Port labour and facilities must be requested in writing by 1000 Hours each day, to cover 2<sup>nd</sup> and 3<sup>rd</sup> shift of that day and 1<sup>st</sup> shift of the following day. For Saturdays and Sundays the order must be placed by 1000 Hours on Friday. For Public Holidays the order must be placed by 1000 Hours on the preceding working day. These timings are subject to change from time to time.

Cancellation of labour must be notified in writing per shift by 1300 Hours and 1700 Hours for 2<sup>nd</sup> shift and both 3<sup>rd</sup> and 1<sup>st</sup> shift the following day respectively. Weekend cancellation will have to be made 1700 Hours on Friday for all weekend shifts.

Labour cancellation charges will be raised for late cancellation of labour. Cancellation made by 1500 Hours for a 2<sup>nd</sup> shift and by 1800 Hours for 3<sup>rd</sup> shift and 1<sup>st</sup> shift of the following day and weekends shall be charged for a 3 HOUR hire of labour. Cancellation after these times shall be charged for an 8 HOUR hire of labour.

Delays and idle time during shift working which are not caused by the Authority shall be charged as Chargeable Delays.

#### (q) Direct Delivery for General Cargo

Imported Cargo shall be considered to be directly delivered if the first resting point on the shore side from the vessel is a waiting truck, wagon or other mode of conveyance such as a pipeline, a conveyor or equivalent without landing on the quay. Where such cargo is landed on the quay and handled by shore equipment then it ceases to be a direct delivery and charges for indirect delivery shall apply. The reverse shall apply to exports. Imported vehicles delivered from the ramp to the port exit gates shall also be deemed to be directly delivered.

Importers and Exporters of General Cargo can apply to the Authority for permission to deliver their cargo directly to/from the transport vehicle or wagon from/to a vessel. Such application will be accepted provided that:-

- i. The cargo is homogeneous/uniform in nature.
- ii. They are Explosives or highly dangerous packages.
- iii. They are Heavy Lifts over 20 DWT or awkward packages over 45 cubic meters which cannot be landed on the quay.
- iv. Motor vehicle units delivered via the ramp.

#### Note:

- a. Cargo in this category shall not attract Shorehandling charges specified in **Clause 13**
- b. The consignee/agent shall notify the Ship Agent to indicate on the manifest that such cargo is due for direct delivery and such manifest shall not be submitted later than 48 hours before arrival of the vessel.
- c. Delivery of such cargo shall not pose any operational impediment and is subject to confirmation.

#### (r) Customs Warehouse Cargo

Cargo will be declared as Customs Warehouse due when it is declared so by a proper Customs Officer and a Want of Entry issued.

#### (s) Auction Sales

Unentered goods auctioned by Customs shall attract normal Wharfage and Shorehandling charges as provided in this Tariff prior to removal from the Port.

Entered goods not collected by the Client shall be auctioned to recover charges such as wharfage, shorehandling and storage incurred in accordance with the KPA Act.

**(t) Re-Marshalling**

Re-marshalling means any shifting, transfer, removal or handling of containers after the free period within the container terminal and include movement within the bays, blocks, yards or transfer to other areas within the Port or other designated areas outside the Port.

**(u) Free Storage Period**

Means specified periods during which cargo or containers handled over the quay may occupy space assigned to it in the Port free of storage charges, either prior to the loading or subsequent to the discharge of such cargo or containers.

For the purpose of computing storage charges, free period for Imports and Transshipment cargo shall commence from the next day of completion of discharge of the vessel. Export cargo free period shall start from the day of receipt. A day refers to 24 continuous hours running from 0001 hours (midnight). Part of the day shall be deemed as a whole day.

Free days shall run consecutively and shall include Saturdays, Sundays and public holidays.

**(v) Transshipment Cargo**

Transshipment cargo or Transshipment container means goods landed from a vessel and placed in the custody of the Authority for the purpose of Shipment on another vessel.

To qualify for the Transshipment cargo rates the cargo must be discharged by the first carrier at the Port and remain in the custody of the Authority until it is transshipped onboard the on-carrying vessel. Cargo which leaves the port precincts ceases to be categorized as Transshipment Cargo.

**(w) Stevedoring**

Stevedoring means transfer or movement of cargo within the vessel and/or between the vessel and the quay or the next mode of transportation.

**(x) Shore-handling**

Shore-handling means handling, transfer or removal of cargo to or from the quay or jetty and the transit sheds, warehouses or stacking yards. Empty containers for repatriation are exempt from payment of Shore-handling charges.

**(y) Wharfage**

Wharfage charges shall be raised on all cargo including empty containers passing over the quays, wharves, jetties and buoys. Transshipment cargo which is exclusively handled by the Authority is exempted from this charge.

**(z) Storage**

Storage is a charge levied on cargo remaining in the Port Area after expiry of the allowed Free Period.

**(aa) Exemption from Compulsory Pilotage**

The following vessels may be exempted from compulsory Pilotage provided that such exemption will assure safety to Harbour installations, vessels or other crafts:-

- i. Ships owned or operated by the Government other than those engaged in commercial trade.
- ii. Ships owned or operated by the Authority.
- iii. Authorized ferries plying as such exclusively within the Harbour limits.
- iv. Ships of less than 500 Gross Tonnage
- v. Ships trading exclusively between Ports in Kenya.
- vi. Dredgers or similar vessels whose ordinary course of navigation does not extend beyond the Port limits.

**(bb) Exemption from Light Dues**

- i. Naval Ships on courtesy calls and Government vessels not engaged on trading voyages.
- ii. Passenger/ Cruise vessels.
- iii. At the sole discretion of the Authority, vessels entering a Port on account of distress, weather, with mutinous crew or entering when disabled or for medical assistance (provided they do not stay in Port longer than 48 hours.) For any period in excess of 48 hours, such vessels shall pay the normal rate specified under CLAUSE 4 of this Tariff.



**(cc) Exemption From Port /Harbour Dues**

The following vessels are exempted from payment of these Dues:-

- i. Naval Ships on courtesy calls and Government vessels not engaged on a trading voyage.
- ii. Vessels entering the Port solely for bunkers, fresh water or provisions provided that they do not stay in the port longer than 24 hours.

**(dd) Laid Up Vessels**

The Owners or Agent(s) of a vessel in Port intending to lay it up shall give Notice of such intention to the Authority and provide proof that: -

- i. The Ship has no cargo on board and is not used for storage purposes.
- ii. The articles of agreements with the crew thereof have been closed other than for the following who must remain on board during the entire period of lay up to maintain the Ship and facilitate safety;
  - An Engineer to man the generators
  - One Deck Officer
  - 2-3 Seamen to deal with any emergency that may arise.
- iii. The Ship has been surveyed and certificate of seaworthiness issued by a competent Authority. On receipt of the notice and proof as above, the Authority may at its discretion grant consent and declare the date on which such vessel shall be treated as a "laid up" vessel.

**(ee) Chargeable Delays**

The following delays occasioned during operations shall be paid for by parties causing the delay;

- i. Standby attributed to delay in opening or closing hatches by Ship crew.
- ii. Standby attributed to delay in rigging Ships gear by crew (This delay is only applicable if advance notice of requirement of Ship gear was given to the vessel).
- iii. Standby of gangs allocated on the next Ship planned for a berth attributed to failure by a completing vessel to sail on appointed time if the Authority did not contribute to the delayed sailing of the completing vessel.
- iv. Standby of labour attributed to failure by Ship to provide loading/discharging instructions or stowage/bay plan.
- v. Standby of labour attributed to poor supply of empty containers delivered directly to vessel from depots outside the Port.

**NOTE:** All chargeable delays are subject to 30 minutes free period from commencement of the delay as booked in the supervisor's working report or any relevant document.

**(ff) Dangerous Cargo**

- i. Dangerous goods are all those substances listed in the I.M.D.G. Code published by the International Maritime Organization (IMO).
- ii. It is mandatory for Ship operators to declare all dangerous goods on board in the form prescribed under the IMDG Code. Trade names of dangerous goods are not acceptable.
- iii. It is mandatory for all Ship's Agents and Clearing and Forwarding Agents to declare all dangerous cargo by class on all documents required in the clearance process.
- iv. Dangerous cargo exempted from payment of surcharge is outlined in the exemption list.

**(gg) Waste Reception Facilities**

Vessels can only discharge their garbage, sludge and Ship waste into designated Waste Reception Facilities in accordance with the requirements of International Convention for the Prevention of Marine Pollution at Sea (MARPOL), on payment of appropriate published charges.

#### **(hh) Salvage Operations**

Vessels within the Port limits are obliged to accept salvage services offered by the Authority. These services shall be charged separately from normal Marine Charges. The charges shall be based on the nature of salvage or as per the Lloyds Open form.

### **C. GENERAL PROVISIONS**

#### **I. Supercession**

This Tariff supercedes the Tariff introduced with effect from 1<sup>st</sup> February, 2008 and any amendments thereto.

#### **II. Consent To Terms Of The Tariff**

The use of the Port of Mombasa shall constitute consent to the terms and conditions of this tariff, and evidence, agreement on the part of all vessels, their owners, operators, charterers, mortgagees, or agents, the cargo owners and agents (Shippers or consignee) and other users of the Port to pay all charges specified and to be governed by all rules and regulations appertaining to the Port.

#### **III. Payment For Services Rendered And Levies**

All services shall be provided upon payment of the charge or the levy due in accordance with this tariff. Ships agents or owners shall be required to pay in advance or before sailing the full marine and stevedoring charges. Cargo owners or agents shall pay for services before any service is rendered. Cargo owners and or agents may apply for credit facilities provided they fulfill such conditions for the facilities as may be required by the Authority from time to time.

#### **IV. Late Payment Of Invoices**

All invoices shall be payable when they fall due. Failure to pay may cause a lien to be placed on the goods handled at the port and the responsible party may be denied further use of the port until all outstanding charges have been paid. The Authority reserves the right to charge interest on the outstanding amount at the rate of 2% above the Central Bank of Kenya rate (CBR).

#### **V. Charges Or Dues Not Expressly Provided For**

The Authority may in respect of services rendered or to be rendered or facilities provided or to be provided but which services or facilities are not specified in this Tariff, determine and raise charges at such rates or for such amounts as the Authority may in each case consider appropriate.

#### **VI. Contracts**

The Authority may enter into agreement with any person including any company or association or body of persons corporate for the performance or provision by that person of any of the services or facilities which may, under the Act, be performed or provided by the Authority and raise charges at such rates or for such amounts as may be mutually agreed between them, and such charges or rates shall apply and be collected as if they were set out in this Tariff Book.

#### **VII. Power Of The Authority To Impose Surcharges And Adjust Charges**

The Authority may impose an individual or general surcharge or adjust the rates set out in this Tariff according to the nature of the services rendered or facility provided or afforded or on account of specific or general economic consideration.

#### **VIII. Value Added Tax ( VAT)**

All charges in this tariff exclude VAT and any other statutory charges where applicable. VAT and those other statutory charges/levies will be applied at the rate(s) applicable at the time of billing.

#### **IX. Revocations**

For the avoidance of doubt all verbal or written instructions, exchange of letters for special rates, ruling, understanding( including MOUs) or any other compromises contrary to the provisions of this Tariff but negotiated between the Authority and Port users or otherwise shall from the 1<sup>st</sup> day of December, year Two Thousand and Twelve (01-12-2012) cease to have validity and/or effect.



Tug Operations



Second Container Terminal

SECTION I

CHARGES FOR MARINE SERVICES AND SHIP DUES



Arrival of STS cranes



Rail mounted gantries at the terminal

**SECTION I****CHARGES FOR MARINE SERVICES AND SHIP DUES****CLAUSE 1: PILOTAGE FEES**

All vessels other than exempted ones navigating whether by entry, leaving or shifting within the port shall be under the charge of a pilot. The Harbour Master shall direct on the use of a pilot in the interest of port safety in which case the appropriate tariff charges shall apply.

Pilotage fees are charged on all vessels, including barges and bunkering vessels. Charges per operation are subject to a minimum charge of **US\$150.00** and shall be as follows:-

**RATE PER 100 GT**  
**OR PART THEREOF**

- |            |   |               |
|------------|---|---------------|
| <b>1.1</b> | Inward, Outward and Internal vessel movements   | <b>\$6.00</b> |
| <b>1.2</b> | RORO, Pure Car Carriers and Passenger Vessels shall be charged 80% of the rate shown in Clause 1.1 above  |               |
| <b>1.3</b> | Dead ship movement shall be charged at <b>double 1.1</b> and <b>1.2</b> above   |               |
| <b>1.4</b> | Cancelled Inward, Outward and Internal vessel movement or pilot detention shall be made at the rate shown in <b>clause 1.1</b> above as described below:-   |               |
|            | (I) Cancellation made over 30 minutes before the confirmed time of service is free of charge  |               |
|            | (II) Cancellation made less than 30 minutes before the confirmed time of service is chargeable  |               |
|            | (III) Where the pilot attends at the time of service but is not picked up or used by the vessel within 30 minutes through no fault of the Authority, every 30 minutes thereafter or part thereof is chargeable. |               |

Where exemption from pilotage has been granted to a vessel, certificate of exemption shall be issued to The Master of the vessel.

The certificate shall remain valid for one (1) year from date of issue.

**RATE PER YEAR**

Pilotage exemption license for Inward, Outward and Internal vessel movements	<b>\$2000.00</b>
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**CLAUSE 2: TUG SERVICES**

All vessels, including barges and bunkering vessels shall be obliged to accept the services of a Tug(s) at the discretion of the Port. Service shall be deemed to have been provided whether the Tug(s) are on standby or used. Charges per Tug per operation are as follows subject to a minimum of US\$300 per Tug:-

	<u>RATE PER 100 GT OR PART THEREOF</u>
2.1 Berthing or unberthing vessels, internal movements or movements within 2 nautical miles of harbour limits	<b>0-10,000 GT \$15.00 Thereafter \$7.50 per tug per operation</b>
2.2 RORO, Pure Car Carriers and Passenger Vessels shall be charged 80% of the rate shown in Clause 2.1 above	
2.3 Dead ship movements shall be charged at <b>Double 2.1 and 2.2</b> above.	
2.4 Movements between harbour limits and a point beyond 2 nautical miles of harbour limits shall be charged <b>double 2.1 and 2.2</b> above	
2.5 Tugs ordered and present at the time of service but not used by the vessel within 30 minutes through no fault of the Authority	<b>\$15.00 per every 30 minutes or part thereof</b>
2.6 Towing of lighters, floating crane, pontoons or small crafts of less than 500 GT per Tug (when available)	<u>RATE PER HOUR OR PART THEREOF</u> <b>\$300.00</b>

**CLAUSE 3: MOORING SERVICES**

Every mooring or un-mooring of any vessel including barges will constitute a separate operation and shall be charged as follows:-

	<u>RATE PER 100 GT OR PART THEREOF</u>
3.1 Mooring, un-mooring or any other mooring service for vessels of 100 GT and above	<b>\$3.30 subject to minimum of \$200.00</b>
3.2 RORO, Pure Car Carriers and Passenger Vessels shall be charged 80% of the rate shown in Clause 3.1 above	
3.3 Vessels less than 100 GT to pay a fixed charge of US\$150.00 per operation	
3.4 Mooring Gang ordered and present at the time of service, but not used by the vessel within 30 minutes through no fault of the Authority	<b>\$3.30 per 30 minutes or part thereof</b>

**CLAUSE 4: LIGHT DUES.**

Light dues shall be charged on all vessels per call as follows:-

**RATE PER 100 GT  
OR PART THEREOF**

- |     |  |  |
|-----|--|--|
| 4.1 | Vessels, other than those exempted,<br>or paying an annual fee   | <b>\$5.50 subject to a<br/>minimum of \$150.00</b> |
| 4.2 | Vessels which are resident in Kenyan port shall pay an annual<br>fee. The fee charged is <b>US\$600.00</b> payable annually in advance |  |

**CLAUSE 5: PORT AND HARBOUR DUES**

Port and harbour dues are charged on all vessels, including barges and bunkering vessels, per call as follows:-

**RATE PER 100 GT  
PART THEREOF**

- |     |   |   |
|-----|---|---|
| 5.1 | Vessels other than those exempted,<br>or paying an annual fee   | <b>\$13.00 subject to a<br/>minimum of \$150.00</b> |
| 5.2 | RORO, Pure Car Carriers and Passenger Vessels shall be charged<br>80% of the rate shown in Clause 5.1   |   |
| 5.3 | Vessels which are resident in a Kenyan Port may request to pay an annual<br>fee. The fee charged is <b>US\$600</b> payable annually in advance. |   |

**Clause 6: DOCKAGE, BOUYAGE AND ANCHORAGE**

Dockage dues shall be charged on all vessels, including barges and bunkering vessels whether berthed or double banked per metre per hour or part thereof as follows:-

**RATE PER METRE PER  
HOUR OR PART  
THEREOF**

- |     |  |               |
|-----|--|---------------|
| 6.1 | Vessels at quays, wharves or jetties   | <b>\$0.26</b> |
| 6.2 | Vessels at buoys, or RORO vessels berthed<br>stern to quay RORO vessels berthed alongside<br>or with bow/stern ramp-to-quay, chargeable<br>dockage length is based on length overall (LOA) | <b>\$0.13</b> |
| 6.3 | Vessels at anchorage   | <b>\$0.07</b> |

**CLAUSE 7: SUPPLY OF FRESH WATER**

Supply of fresh water shall be charged as follows:-

	<u>RATE PER TONNE OR PART THEREOF</u>
7.1 Via shore Hydrants	\$10.00
7.2 In stream by barge or Tug(s)	\$15.00
7.3 In stream supply ordered and present at the time of service, but not used by the vessel within 30 minutes, through no fault of the Authority, shall be charged <b>\$100.00</b> per each 30 minutes detained thereafter	

Before supply begins the meter reading must be agreed and signed for. Meter testing shall be performed on request at a charge of **\$6.00**, which is refundable if the difference is over 5%.

**CLAUSE 8: LAID UP VESSELS**

Vessels laid up shall be charged per week of seven (7) calendar days or part thereof as follows:-

	<u>RATE PER 100 GT OR PART THEREOF</u>
8.1 Vessels up to 10,000 GT	\$10.00
8.2 Vessels over 10,000 GT	\$20.00
8.3 RORO, Pure Car Carriers and Passenger Vessels shall be charged 80% of the rates shown in Clauses 8.1 and 8.2 above	

After 12 weeks, laid-up status shall cease and Normal port charges shall apply under **clause 6**.  
Vessel may re-apply for further laid-up period if required.

**CLAUSE 9: PRIVATE MOORING, BUOYS AND JETTIES**

The Authority may grant permission for laying buoys or jetties for private use. The charges per calendar year for each buoy and its mooring, or for each jetty shall be as follows:-

	<u>RATE PER YEAR OR PART THEREOF</u>
9.1 Facility used for crafts engaged in commercial activities at the Port of Mombasa	\$5,000.00
9.2 Facility used for crafts engaged in commercial activities outside the Port of Mombasa	\$1,000.00
9.3 Facility used for private craft and yachts (Non Commercial)	\$300.00



**CLAUSE 10: SECURITY DUES**

Security dues shall be raised on all vessels per call as follows:-

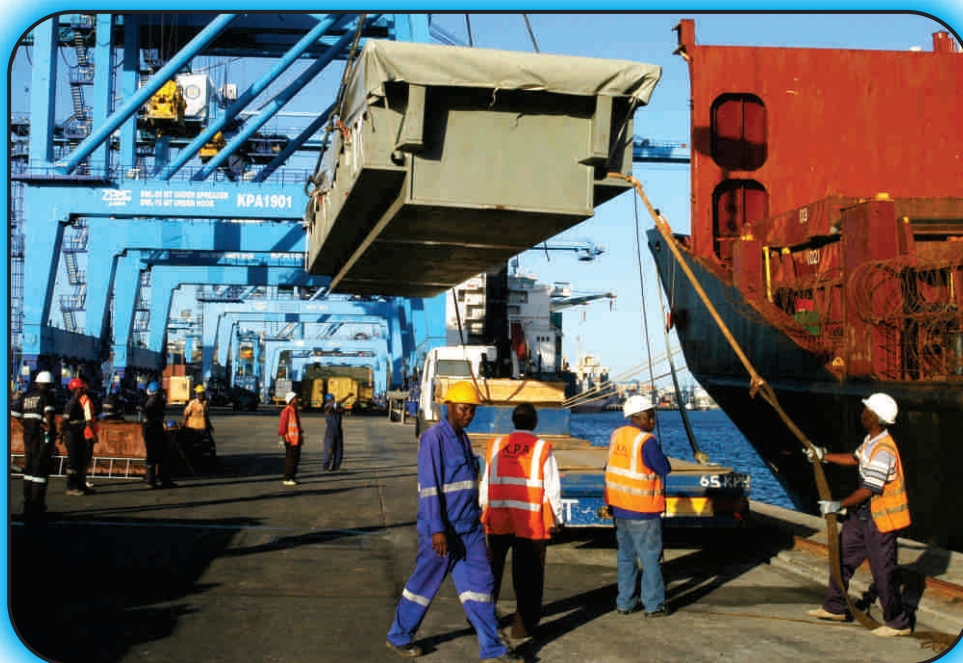
**RATE PER 100 GT  
OR PART THEREOF**

- |      |  |  |
|------|--|--|
| 10.1 | Vessels other than those paying annual fee   | <b>\$3.30 subject to a<br/>minimum of \$100.00</b> |
| 10.2 | Vessels which are resident in a Kenyan Port may request to pay an annual fee. The fee charged is <b>10 times</b> the amount in 10.1 above payable annually in advance. |  |

## SECTION II CHARGES FOR STEVEDORING SERVICES



Stevedoring Containerised Cargo



Stevedoring General Cargo

## SECTION II CHARGES FOR STEVEDORING SERVICES

### CLAUSE 11: STEVEDORING – CONVENTIONAL CARGO

Stevedoring charges shall be levied on Dry General, Dry Bulk and Liquid Bulk cargo per Harbour Tonne as follows:

	<u>RATE PER TONNE OR PART THEREOF</u>
11.1 Dry General cargo discharging, loading, shifting on board without landing	<b>\$7.50</b>
11.2 General cargo discharged or loaded from/to a RORO vessel via the ramp	<b>\$6.00</b>
11.3 Loading and discharging of Motor Vehicles (Self Propelled Units)	
	<u>RATE PER UNIT</u>
Saloon, Station Wagon, Van, CUV not exceeding 1.5 MT	<b>\$70.00</b>
Station Wagon, Pick-up, SUV, CUV not exceeding 2.0 MT	<b>\$95.00</b>
Mid sized Truck, Minibus, Tractor not exceeding 5.0 MT	<b>\$200.00</b>
Bus, Truck, Tractor, Light Fork Lift not exceeding 10 MT	<b>\$500.00</b>
Construction/Ind. vehicle, Heavy Duty Lifting Equipt over 10 MT	<b>\$800.00</b>
Trailer and/or vehicles loaded on top of other units shall be charged as individual units	
General Cargo loaded on any unit shall be charged at appropriate General Cargo Rate	
	<u>RATE PER TONNE OR PART THEREOF</u>
11.4 Discharging and loading of Transhipment cargo	<b>\$6.00</b>
11.5 Over-landed cargo, cargo loaded and re-landed or landed and re-loaded shall be charged at <b>double</b> the rates under <b>clause 11.1 to 11.3</b> as applicable	
11.6 Dangerous cargo shall be surcharged at 10% above the rates in <b>clause 11.1 to 11.4</b>	
11.7 Import Dry Bulk or Liquid Bulk cargo handled via conveyors or pipeline from the vessel without landing on quay to any existing bulk storage facilities within the port area or to storage areas outside the port	<b>\$1.65</b>
11.8 Export Dry Bulk or Liquid Bulk cargo handled via Conveyors or Pipeline into a vessel without landing on the quay from any existing bulk storage facilities within the port area or a storage facility outside the port	<b>\$1.00</b>
11.9 Import Dry Bulk handled from a vessel via any other mechanical method to a waiting truck or to a bagging facility on the quay	<b>\$4.40</b>

Other cargo not charged per tonne shall be charged as follows:-

	<u>RATE PER ITEM</u>
11.10 Mail per bag, or ships stores per package	<b>\$1.00</b>
11.11 Returning empty bags	<b>\$0.01</b>
11.12 Repairs in the breakage room per package (on request)	<b>\$5.00</b>
11.13 Crated animals	<b>\$8.00</b>
11.14 Animals handled by sling	<b>\$16.00</b>
11.15 Animals walked on/off board	<b>\$1.00</b>
	<u>RATE PER GANG</u>
	<u>PER HOUR</u>
11.16 Hire of a gang for service such as handling of dunnage or separation of materials, trimming of cargo, sweeping of spillage on quay, or handling of bulk cargo via open-topped rail wagons which require rigging	<b>\$ 100.00</b>
11.17 Labour cancellation, delay, or idle time charge after expiry of 30 minutes free period	<b>\$100.00</b>
<p>In addition to normal stevedoring charges, any package or article weighing over 20 DWT, or awkward packages of over 45 cubic metres other than standard freight containers with I.S.O. corner fittings, wheeled, trucked or any other cargo that can be discharged on a RORO basis, shall be surcharged as follows:-</p>	
	<u>RATE PER LIFT</u>
11.18 21 DWT to 50 DWT	<b>\$60.00</b>
11.19 51 DWT to 80 DWT	<b>\$100.00</b>
11.20 Over 80 DWT	<b>\$200.00</b>
11.21 Awkward packages over forty five (45) cubic metres	<b>\$60.00</b>

**CLAUSE 12: STEVEDORING – CONTAINERISED CARGO**

Charges shall be levied on standard 20 feet (20') and 40 feet (40') ISO containers to/from ship per move as follows:-

	<u>RATE PER MOVE</u>	
	<u>20'</u>	<u>40'</u>
12.1 Discharging, loading, shifting on board without landing on cellular vessel	\$99.00	\$148.00
12.2 Discharging, loading, shifting on board without landing on non-cellular vessel	\$120.00	\$180.00
12.3 Discharging, loading, shifting on board without landing on a RORO vessel	\$74.00	\$110.00
12.4 Transshipment containers	\$80.00	\$120.00
12.5 Containers loaded and re-landed or landed and re-loaded shall be charged <b>2 times</b> the rates applicable in <b>clause 12.1 to 12.3</b>		
12.6 Empty containers shall be charged at <b>60%</b> of the rates shown in <b>12.1 to 12.4</b> above		
12.7 Containers holding in whole or in part dangerous cargo shall be surcharged at 10% above rates in clause <b>12.1 to 12.4</b>		
12.8 Out of Gauge container (Export/Import)	\$200.00	\$300.00

Opening and closing of hatch covers will be performed on request. When such opening or closing exceeds **15 minutes** idle time charges under **clause 11.17** shall apply

	<u>RATE PER MOVE</u>
12.9 Hatch cover or pontoon which can be lifted using a standard ISO twist locks spreader	\$75.00
12.10 Other covers or pontoons	\$100.00
12.11 Penalty for Late Submission of Documents as provided for in part B(m) of this tariff shall attract a penalty of <b>\$30.00</b> per container or per Bill of Lading for Conventional Cargo up to a maximum of <b>\$2,000.00</b> per vessel	

### SECTION III CHARGES FOR SHOREHANDLING, WHARFAGE & STORAGE SERVICES



Shorehandling rail bound containers



Shorehandling containers

### SECTION III CHARGES FOR SHOREHANDLING, WHARFAGE & STORAGE

#### CLAUSE 13: SHORE HANDLING – CONVENTIONAL CARGO

Shore handling charges shall be levied on Dry General and Dry Bulk cargo per Harbour Tonne as follows:

	<u>RATE PER TONNE OR PART THEROF</u>
13.1 Imports – Domestic	\$8.00
13.2 Exports – Domestic	\$6.50
13.3 Imports – Transit	\$6.50
13.4 Exports – Transit	\$5.00
Where Extra Handling of cargo is required, additional charges shall be levied as follows:-	
13.5 Import cargo Handled at ICD's	\$6.00
13.6 Export Cargo Handled at ICD's	\$4.00
13.7 Shut-out cargo withdrawn from the Port	\$6.00
13.8 Fumigation of cargo	\$3.00
13.9 Import cargo handled at the Port	\$8.00
13.10 Export cargo handled at the Port	\$6.50
13.11 Quay side bagging by the consignee or agent	\$1.00
13.12 Transfer of cargo in the Port Area, or transfer of cargo to Customs Warehouse, or handling of Customs Warehouse Cargo, Shut-out cargo not removed from the Port or empty oil drums/barrels returned to the original Shipperdrums/ barrels returned to the original Shipper	\$2.20
13.13 Dangerous cargo shall be surcharged at <b>10%</b> above rates in <b>clause 13.1 to 13.4</b>	
13.14 Ship's stores, gear/craft or equipment put over side by the ship with permission from the Authority will not be charged. If eventually landed ashore, it shall be charged as per <b>clause 13.1 to 13.4</b>	

Other cargo not charged per tonne shall be charged as follows:-

13.15 Handling of Self Propelled Units at the CFS or Port- Indirect

**RATE PER UNIT**

Saloon, Station Wagon, Van, CUV not exceeding 1.5 MT	\$80.00
Station Wagon, Pick-up, SUV, CUV not exceeding 2.0 MT	\$105.00
Mid sized Truck, Minibus, Tractor not exceeding 5.0 MT	\$265.00
Bus, Truck, Tractor, Light Fork Lift not exceeding 10 MT	\$665.00
Construction/Ind. vehicle, Heavy Duty Lifting Equipt over 10 MT	\$1065.00

Trailer and/or vehicles loaded on top of other units shall be charged as individual units General Cargo loaded on any unit shall be charged at appropriate General Cargo Rate

**RATE PER ITEM**

13.16 Mail per bag	\$1.00
13.17 Animals walked across the quay (includes bales of hay/animal food)	\$2.00
13.18 Crated animals	\$4.00
13.19 Cargo handled at Old Port and other designated private jetties outside the port	\$1.00

In addition to normal shore handling charges, any package or article weighing over 20 DWT or awkward package of over 45 cubic metres other than standard ISO freight containers shall be surcharged as follows:

**RATE PER LIFT**

13.20 21 DWT to 50 DWT	\$60.00
13.21 51 DWT to 80 DWT	\$100.00
13.22 Over 80 DWT	\$200.00
13.23 Awkward package over forty five (45) cubic metres	\$60.00



**CLAUSE 14: SHORE-HANDLING – CONTAINERISED CARGO**

Shore-handling rates shall be levied as follows:-

	RATE PER UNIT	
	20'	40'
14.1 Imports – Domestic – Full	\$105.00	\$160.00
14.2 Exports – Domestic – Full	\$53.00	\$80.00
14.3 Imports – Transit – Full	\$85.00	\$125.00
14.4 Exports – Transit – Full	\$40.00	\$65.00
14.5 Out of Gauge container (Export/Import)	\$200.00	\$300.00
14.6 Domestic & Transit FCL Imports to CFS (KPA Nominated)	\$65.00	\$105.00
14.7 Domestic & Transit FCL Imports to CFS (Consignee Nominated)	\$85.00	\$125.00
14.8 Import containers handled at ICDs (Including Shore-Handling)	\$103.00	\$157.00
14.9 Exports containers handled at ICDs (Including Shore-Handling)	\$48.00	\$74.00

Where extra handling of cargo is required, additional charges shall be levied as follows:-

	RATE PER UNIT	
	20'	40'
14.10 Transfer within the Port Area at customer's request or shut-out containers not removed from the port	\$33.00	\$50.00
14.11 Stripping or Stuffing	\$80.00	\$120.00
14.12 Survey Fee	\$60.00	\$100.00
14.13 Reefer containers plugged onto reefer points, per hour or part thereof	\$2.00	\$3.00
14.14 Re-marshalling charge on expiry of free period for both domestic import and transit Import containers Empty containers shall be charged <b>60%</b> of the above	\$110.00	\$165.00
14.15 In addition to the above, containers holding in whole or in part dangerous cargo shall be <b>surcharged at 10%</b> of the rates in <b>Clause14</b>		

**CLAUSE 15: WHARFAGE**

Wharfage charges shall be raised on all cargo including empty containers passing over the quays, wharves, jetties, buoys and other installations within the Harbour limits except for Transshipment cargo.

Charges shall be levied as follows:-

		<u>RATE PER UNIT</u>	
		<u>20'</u>	<u>40'</u>
15.1	Domestic and Transit Full containers both Imports and Exports	\$70.00	\$105.00
15.2	Domestic and Transit Empty containers both Imports and Exports	\$30.00	\$45.00
15.3	In addition to the above, containers holding in whole or in part dangerous cargo shall be <b>surcharged at 10%</b> of the rates in <b>Clause 15.1 &amp; 15.2</b>		

		<u>RATE PER TONNE OR PART THEREOF</u>
15.4	Domestic and Transit Dry General, Dry and Liquid Bulk cargo both Imports and Exports leaving or entering the Port on a truck, train or equivalent mode of transport	\$5.50
15.5	Dry Bulk or Liquid Bulk Cargo handled via conveyor or pipeline from/to the vessel to/from existing liquid bulk facilities within the port or a storage facility outside the port	\$2.20
15.6	Bunkering vessels in port area via pipeline or truck	\$0.5
15.7	Dry or Liquid Bulk Cargo handle through private jetties or buoys	\$1.00
15.8	Dry General cargo handled through private jetties or buoys	\$2.00
15.9	Self Propelled Units (Import or Export) handled directly or indirectly	

	<u>RATE PER UNIT</u>
Saloon, Station Wagon, Van, CUV not exceeding 1.5 MT	\$65.00
Station Wagon, Pick-up, SUV, CUV not exceeding 2.0 MT	\$80.00
Mid sized Truck, Minibus, Tractor not exceeding 5.0 MT	\$195.00
Bus, Truck, Tractor, Light Fork Lift not exceeding 10 MT	\$485.00
Construction/Ind. vehicle, Heavy Duty Lifting Equipt over 10 MT	\$775.00

Trailer and/or vehicles loaded on top of other units shall be charged as individual units General Cargo loaded on any unit shall be charged at appropriate General Cargo Rate

15.10 Dangerous cargo shall be surcharged at **10%** above rates in **clause 15.4 to 15.5**

**CLAUSE 16: STORAGE CHARGES AND PENALTIES**

Containers remaining in the Authority's premises in excess or free periods shall accrue storage charges as follows:-

	<u>RATE PER DAY OR PART THEREOF</u>	
	<u>20'</u>	<u>40'</u>
<b>16.1 Domestic Import containers;</b>		
- First <b>4</b> consecutive days	Free	Free
- Thereafter up to the date container is removed from the Port;		
5 to 7 days	\$30.00	\$60.00
8 to 15 days	\$35.00	\$70.00
16 to 24 days	\$40.00	\$80.00
Over 24 days	\$45.00	\$90.00
<b>16.2 Domestic Export containers;</b>		
- First <b>9</b> consecutive days	Free	Free
- Thereafter up to the date vessel is berthed	\$20.00	\$30.00
- Free period not applicable for Withdrawn Containers		
<b>16.3 Transit Import containers;</b>		
- First <b>9</b> consecutive days	Free	Free
- Thereafter up to the date container is removed from the Port		
10 to 11 days	\$30.00	\$60.00
12 to 18 days	\$35.00	\$70.00
19 to 24 days	\$40.00	\$80.00
Over 24 days	\$45.00	\$90.00
	<u>RATE PER DAY OR PART THEREOF</u>	
	<u>20'</u>	<u>40'</u>
<b>16.4 Transit Export containers;</b>		
- First <b>15</b> consecutive days	Free	Free
- Thereafter up to the date vessel is berthed	\$16.00	\$24.00
- Free period not applicable for Withdrawn Containers		
<b>16.5 Shut Out Export containers;</b>		
- First <b>2</b> consecutive days	Free	Free
- Thereafter up to the date vessel is berthed	\$20.00	\$30.00
- Free period not applicable for Withdrawn Containers		

	RATE PER DAY OR PART THEREOF	
	20'	40'
16.6 Domestic Import containers through ICDs;		
- First <b>11</b> consecutive days	Free	Free
- Thereafter up to the date container is removed from the depot	\$20.00	\$30.00
16.7 Transit Import containers through ICDs;		
- First <b>15</b> consecutive days	Free	Free
- Thereafter up to the date container is removed from the depot	\$16.00	\$24.00
16.8 Domestic and Transit Export containers through ICDs;		
- First <b>15</b> consecutive days	Free	Free
- Thereafter up to the date vessel is berthed	\$16.00	\$24.00
- Free period not applicable for Withdrawn Containers		
16.9 Dangerous cargo; from second day of receipt or landing (Export/Import)	\$44.00	\$66.00
16.10 Out of Gauge containers from date of receipt or landing (Export/Import)	\$80.00	\$120.00
16.11 Empty containers through ICDs;		
- First <b>30</b> consecutive days	Free	Free
- Thereafter, until the container is removed from the depot or loaded onto Railtainer	\$15.00	\$22.50
16.12 Empty Import containers;		
- First <b>2</b> consecutive days from notification date	Free	Free
- Thereafter, until the container is removed from the port or loaded onto vessel	\$15.00	\$22.50
16.13 Nominated Empty Export containers – from date of receipt;		
- First <b>4</b> consecutive days	Free	Free
- Thereafter until the container is removed from the port or loaded onto a vessel.	\$15.00	\$22.50

	<u>RATE PER DAY OR PART THEREOF</u>	
	<u>20'</u>	<u>40'</u>
16.14 Transhipment full containers;		
- First <b>15</b> consecutive days from arrival of the vessel	Free	Free
- Thereafter up to the date container is re-shipped		
16 to 30 days	\$15.00	\$30.00
31 to 40 days	\$20.00	\$40.00
Over 40 days	\$25.00	\$50.00
16.15 Empty Transhipment containers;		
- First <b>15</b> consecutive days from arrival of the vessel	Free	Free
- Thereafter up to the date container is re-shipped	\$15.00	\$22.50
16.16 Over landed full container – from first day of landing to the date of re-shipment	\$27.00	\$40.00
16.17 Empty over landed containers from the date of landing to the date removed from port	\$16.50	\$24.50
16.18 Containers under Through Bills of Lading (TBL);		
- For ICDs; First <b>15</b> consecutive days from date of landing	Free	Free
- For Kampala; First <b>21</b> consecutive days from date of landing	Free	Free
- Thereafter up to the date container is railed/trucked	\$15.00	\$22.50
Conventional cargo remaining in the Authority premises in excess of free periods shall accrue storage charges as follows:-		
	<u>RATE PER TONNE OR PART THEREOF</u>	
16.19 Domestic Import conventional cargo;		
- First <b>6</b> consecutive days		Free
- Thereafter up to the date cargo is removed from the Port		\$1.60
16.20 Domestic Export conventional cargo;		
- First <b>10</b> consecutive days		Free
- Thereafter up to the date the cargo is nominated		\$1.20

- Free period not applicable for Withdrawn Cargo

16.21 Shut Out Export Cargo;

- First **2** consecutive days Free
- Thereafter up to the date cargo is re-nominated **\$1.30**
- Free period not applicable for Withdrawn Cargo

16.22 Transit Import conventional cargo;

- First **11** consecutive days Free
- Thereafter up to the date cargo is removed from the port **\$1.30**

16.23 Transit Export cargo;

- First **15** consecutive days Free
- Thereafter up to the date cargo is nominated **\$1.00**
- Free period not applicable for Withdrawn Cargo

**RATE PER TONNE  
OR PART THEREOF**

16.24 Transshipment cargo;

- First 15 consecutive days Free
- Thereafter up to the date of re-shipment **\$1.00**

16.25 Over landed cargo;

- From date of landing to the date of re-shipment **\$1.60**

16.26 Dangerous cargo;

- From date of receipt/landing (export/import) to the date removed from Port/Shipped **\$2.50**

16.27 Import Motor Vehicles;

- Domestic: First **4** consecutive days Free
- Transit: First **9** consecutive days Free
- Thereafter per unit up to the date the vehicle is removed from the Port

**DOMESTIC TRANSIT**

Saloon, Station Wagon, Van, CUV not exceeding 1.5 MT	<b>\$20</b>	<b>\$15</b>
Station Wagon, Pick-up, SUV, CUV not exceeding 2.0 MT	<b>\$25</b>	<b>\$20</b>
Mid sized Truck, Minibus, Tractor not exceeding 5.0 MT	<b>\$50</b>	<b>\$40</b>
Bus, Truck, Tractor, Light Fork Lift not exceeding 10 MT	<b>\$120</b>	<b>\$100</b>
Construction/Ind. vehicle, HD Lifting Equipt over 10 MT	<b>\$200</b>	<b>\$150</b>

The following penalties shall be levied as follows:-

- 16.28 Mis-Declaration of Weight, Measurement or nature of cargo/goods shall attract a penalty of 100% on the correct weight, measurement or nature chargeable as per clause 11 to 16 of the tariff book.
- 16.29 In the event of mis-declaration and the Authority's equipment is used in handling an over-weight cargo unit, the party or parties causing such use shall be held liable for all losses, claims, demands and suits for damages including death and personal injury, legal and court expense, directly and indirectly resulting from such use.
- 16.30 Non- declaration of Dangerous Cargo shall attract a penalty of **100%** on the chargeable rates as per **clauses 11, 12, 13, 14, and 16** of the tariff.
- 16.31 Alterations/certification/cancellation/extra printing per document shall be charged **US\$5.00**. Alterations for containers and unitized cargo shall be charged at \$2.00 each
- 16.32 Imported Motor Vehicles on Direct Delivery and all loaded trucks will be charged as follows;

<u>MOTOR VEHICLES</u>	<u>LOADED TRUCKS</u>	<u>RATE PER UNIT</u>
0 to 18 hours	0 to 6 hours	Free
19 to 24 hours	7 to 12 hours	\$10.00
25 to 36 hours	13 to 24 hours	\$20.00
Over 36 hours	Over 24 hours	\$30.00

- 16.33 Request for Late Acceptance of Export cargo shall attract a penalty of **US\$100** per container and **US\$4** per tonne for conventional cargo
- 16.34 FCL containers Unmanifested/Unknown status from date of landing up to the date charges are secured **\$50.00 \$75.00**
- 16.35 Change of Status/Destination (C-11);  
Per Bill of Lading to a maximum of **\$2000.00** **\$100.00**

### AUSE 17: SHORE-HANDLING, WHARFAGE & STORAGE CHARGES FOR CONTAINERS HANDLED AT NOMINATED CFSs

All CFS destined containers shall be cleared/evacuated from the port within 48 hours of vessel completion time.

Shore-handling rates shall be levied by Container Freight Stations as follows:-

	RATE PER DAY OR PART THEREOF	
	20'	40'
17.1 Import – Domestic – Full	\$90.00	\$135.00
17.2 Imports – Transit – Full	\$80.00	\$120.00
Wharfage charges shall be levied as follows:-		
17.3 Domestic and Transit Full containers both Imports and Export	\$70.00	\$105.00
17.4 Re-marshalling charge on expiry of free period for both domestic Import and transit Import containers	\$110.00	\$165.00
Containers remaining at Nominated CFSs in excess of free periods shall accrue storage charges as follows:-		
17.5 Domestic Import containers; - First 4 consecutive days	Free	Free
5 to 7 days	\$25.00	\$50.00
8 to 15 days	\$30.00	\$60.00
16 to 24 days	\$40.00	\$80.00
over 24 days		
17.6 Transit Import containers; - First 9 consecutive days	Free	Free
- Thereafter up to the date container is removed from the CFS;		
10 to 11 days	\$20.00	\$40.00
12 to 18 days	\$25.00	\$50.00
19 to 24 days	\$30.00	\$60.00
Over 24 days	\$35.00	\$70.00



17.7 Transhipment full containers;

- First 15 consecutive days from arrival of the vessel
- Thereafter up to the date container is re-shipped

Free Free

16 to 30 days

\$15.00 \$30.00

31 to 40 days

\$20.00 \$40.00

Over 40 days

\$25.00 \$50.00

CFS handling charges;-

17.8 Import containers handled at CFSs  
– Domestic & Transit

\$20.00 \$30.00

**SECTION IV  
CHARGES FOR GENERAL SERVICES**



Labour hired for handling loose cargo

## SECTION IV CHARGES FOR GENERAL SERVICES

### CLAUSE 18: HIRE OF LABOUR AND EQUIPMENT

Charges for hire of staff and equipment not covered elsewhere in this tariff shall be applied as follows:-

	<u>RATE PER HOUR OR PART THEREOF</u>
18.1 Management or supervisory staff	\$12.00
18.2 Skilled staff e.g. Crane Driver, Forklift Driver, Serang, Artisan, Firemen, Clerk	\$10.00
18.3 Semi – skilled staff e.g. Labourer, Watchman	\$6.00
18.4 Pilot boat inclusive of crew	\$1000.00
18.5 Mooring boat inclusive of crew	\$500.00
18.6 VIP launch inclusive of crew	\$1000.00
	<u>RATE PER HOUR OR PER MOVE</u>
18.7 Fire appliance inclusive of minimum crew for non operational activities	\$150.00
18.8 Tipper truck or flatbed lorry inclusive of driver	\$100.00
18.9 Van, Pick-up or Saloon Car inclusive of driver	\$50.00
18.10 Forklift or Tractor less than <b>10</b> tonnes inclusive of driver	\$50.00
18.11 Forklift or Tractor <b>10</b> to <b>16</b> tonnes inclusive of driver	\$100.00
18.12 Forklift or Tractor <b>20</b> to <b>25</b> tonnes inclusive of driver	\$200.00
18.13 Reachstacker inclusive of driver	\$300.00
18.14 Mobile Crane <b>35</b> to <b>49</b> tonnes inclusive of driver	\$200.00
18.15 Mobile Crane <b>50</b> to <b>99</b> tonnes inclusive of driver	\$500.00
18.16 Mobile Crane over <b>99</b> tonnes inclusive of driver	\$1000.00
18.17 Terminal Tractor inclusive of driver	\$300.00
18.18 Weighing of cargo – per truck	\$40.00

Charges for towage services shall be applied as follows:-

**RATE PER TOWAGE**

18.19	Empty Truck below 7 tonnes	\$70.00
18.20	Empty Truck and Transfer	\$100.00
18.21	Loaded Truck with 20' container	\$140.00
18.22	All other loaded trucks	\$200.00

All Towage requirements outside the Port will attract additional \$30.00 per hour over these rates

Rates for hire of staff and /or equipment not specified above may be quoted by the Authority on application.

**CLAUSE 19. GENERAL SERVICES**

Unless otherwise provided for in this tariff book, the following licenses/ fees shall be required and may be issued on application. Licenses shall be for 12 consecutive months from 1<sup>st</sup> day of month of issue and are subject to the conditions notified to licensees from time to time.

Annual Licenses		<b><u>RATE PER YEAR</u></b>
19.1	Specialized cargo services providers	\$5,500.00
19.2	Bunker Supplier, Bunkering Agent, Barge operator (water/Bunkers), Fresh Water Suppliers (road tankers)	\$3,000.00
19.3	Marine Engineer, Cargo Surveyor, Ship Surveyor	\$350.00
19.4	Ship Chandlers, Safety and Ship Equipment Suppliers	\$350.00
19.5	Marine Contractors, Ship Contractors and Pest Control Service	\$350.00
19.6	Garbage and Ship Waste Collector, Sludge Collector/waste water	\$350.00
19.7	Insurance Broker, Banking/ATM/Forex Bureau, Travel agent, Postal services	\$350.00
19.8	Small Boat Operator	\$200.00
19.9	Soft Drinks Distributors, Shops, Confectionery Distributor, Canteen, Scratch Cards Vendor and Telephone Services Provider (per booth)	\$100.00
19.10	Curio Vendor	\$15.00

19.11 Newspaper Vendor	\$5.00
19.12 Taxi Operator	\$150.00
19.13 Tour Operator	\$500.00

NB: Rates for licenses for services not specified above may be quoted by Authority on application.

19.14 Annual Port Pass/Entry Charges **RATE IN KES PER TWELVE CONSECUTIVE MONTHS**

Ordinary Pass	1,000.00
VIP Pass	3,000.00
Motor Bike, Scooter (Vespa)	300.00
Saloon	750.00
Pick Up, SUV, CUV	1,000.00
Taxi	1,500.00
Van, Canter, Mini Bus	2,000.00
Lorry, Tractor, Crane, Forklift	3,000.00

19.15 Daily Port Pass/Entry Charges **RATE IN KES PER DAY**

Person	100.00
Motor Bike, Scooter (Vespa)	300.00
Saloon Car	300.00
Pick Ups, Van, SUV, CUV	600.00
Lorries, Tractors, Cranes, Bulldozers	1,000.00



Development of Berth 19 Dec 2012



Development of Lamu port Dec 2012

