



Meridian Port Services LTD

Tariff Effective Date – 1<sup>st</sup> March 2021



## **Foreword**

Meridian Port Services LTD (MPS) is a Container Terminal Operator incorporated under the laws of the Republic of Ghana and has been granted a concession by Ghana Ports and Harbours Authority to build and operate the Container Terminal at the Port of Tema in the Republic of Ghana.

The Rates set out herein shall be called “MPS Tariff”.

## **MPS TARIFF SCHEDULES**

### **1- GENERAL CARGO AND/OR ROLLING CARGO**

Stevedoring and Shore Handling services for General Cargo or Rolling Equipment will be charged as per the Tariffs published by GPHA.

## **2- STEVEDORING - CONTAINERS / FLATS/ BOLSTERS**

CONTAINER SIZES	MPS TARIFF		
	20' CONT.	40' CONT.	45' CONT.
IMPORT (DISCHARGE)	USD	USD	USD
Stuffed Container	128.82	243.96	289.28
Empty Container	104.88	191.52	227.15
Empty Bolster/Platform	33.06	56.43	72.68
Container with Dangerous Cargo I	186.39	354.54	415.25
Container with Dangerous Cargo II	156.75	298.11	352.55
Empty Container with Dangerous Cargo I	127.68	232.56	275.03
Empty Container with Dangerous Cargo II	122.01	222.36	263.06
Out of Gauge Container, Flats, Bolsters etc.	155.61	296.40	352.55
Out of Gauge Container with Dangerous Cargo I	212.21	403.45	472.19
Out of Gauge Container with Dangerous Cargo II	178.13	338.55	400.08
EXPORT (LOAD)	USD	USD	USD
Stuffed Container	124.24	235.34	279.13
Empty Container	101.26	185.00	219.49
Empty Bolster/Platform	32.31	55.31	71.19
Container with Dangerous Cargo I	179.50	341.5	400.06
Container with Dangerous Cargo II	151.05	287.33	339.87
Empty Container with Dangerous Cargo I	123.15	224.40	265.45
Empty Container with Dangerous Cargo II	117.71	214.61	253.95
Out of Gauge Container, Flats, Bolsters etc.	149.96	285.68	339.87
Out of Gauge Container with Dangerous Cargo I	204.29	388.45	454.73
Out of Gauge Container with Dangerous Cargo II	171.57	326.15	385.50
SHIFT CONTAINER WITHIN HOLD	USD	USD	USD
Stuffed Container	114.00	208.62	244.53
Empty Container	81.51	153.90	181.26
Empty Bolster/Platform	18.99	28.20	37.41
Container with Dangerous Cargo I	136.23	259.92	305.52
Container with Dangerous Cargo II	123.69	226.29	262.20
Empty Container with Dangerous Cargo I	102.03	192.66	226.29
Empty Container with Dangerous Cargo II	96.93	183.03	214.98
Out of Gauge Container, Flats, Bolsters etc.	117.99	217.74	253.65
Out of Gauge Container with Dangerous Cargo I	156.66	298.91	351.35
Out of Gauge Container with Dangerous Cargo II	136.06	248.92	288.42

CONTAINER SIZES	MPS TARIFF		
	20' CONT.	40' CONT.	45' CONT.
<b>SHIFT CONTAINER VIA QUAY</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
Stuffed Container	153.90	290.13	340.29
Empty Container	117.99	221.16	260.49
Empty Bolster/Platform	25.44	37.79	50.13
Container with Dangerous Cargo I	192.66	361.95	452.01
Container with Dangerous Cargo II	181.26	334.59	425.22
Empty Container with Dangerous Cargo I	147.63	276.45	326.04
Empty Container with Dangerous Cargo II	140.25	262.63	309.74
Out of Gauge Container, Flats, Bolsters etc.	166.44	307.8	357.96
Out of Gauge Container with Dangerous Cargo I	221.56	416.24	519.81
Out of Gauge Container with Dangerous Cargo II	199.39	368.05	467.74
<b>TRANSIT(DISCHARGE)</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
Stuffed Container	95.76	182.40	216.89
Empty Container	101.39	185.25	219.78
Empty Bolster/Platform	32.34	55.36	71.25
Container with Dangerous Cargo I	136.23	258.78	303.53
Container with Dangerous Cargo II	116.28	221.16	261.92
Empty Container with Dangerous Cargo I	123.32	224.71	265.82
Empty Container with Dangerous Cargo II	117.87	214.91	254.32
Out of Gauge Container, Flat, Bolster etc.	104.88	200.64	238.55
Out of Gauge Container with Dangerous Cargo I	154.53	293.32	343.71
Out of Gauge Container with Dangerous Cargo II	126.48	240.43	284.54
<b>TRANSIT(LOAD)</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
Stuffed Container	95.76	182.40	216.89
Empty Container	101.39	185.25	219.78
Empty Bolster/Platform	32.34	55.36	71.25
Container with Dangerous Cargo I	136.23	258.78	303.53
Container with Dangerous Cargo II	116.28	221.16	261.92
Empty Container with Dangerous Cargo I	123.32	224.71	265.82
Empty Container with Dangerous Cargo II	117.87	214.91	254.32
Out of Gauge Container, Flat, Bolster etc.	104.88	200.64	238.55
Out of Gauge Container with Dangerous Cargo I	154.53	293.32	343.71
Out of Gauge Container with Dangerous Cargo II	126.48	240.43	284.54

CONTAINER SIZE	20' CONT.	40' CONT.	45' CONT.
<b>TRANSHIPMENT INWARD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
Stuffed Container	42.05	62.97	74.64
Empty Container	37.75	57.01	64.54
Empty Bolster/Platform	6.40	8.44	9.58
Container with Dangerous Cargo I	63.07	93.34	109.25
Container with Dangerous Cargo II	52.40	78.52	93.18
Empty Container with Dangerous Cargo I	47.36	71.33	80.49
Empty Container with Dangerous Cargo II	44.98	67.76	76.48
Out of Gauge Container, Flat, Bolster etc.	47.06	68.89	81.57
Out of Gauge Container with Dangerous Cargo I	72.52	107.33	125.63
Out of Gauge Container with Dangerous Cargo II	57.64	86.37	102.50

CONTAINER SIZE	20' CONT.	40' CONT.	45' CONT.
TRANSHIPMENT OUTWARD	USD	USD	USD
Stuffed Container	42.05	62.97	74.64
Empty Container	37.75	57.01	64.54
Empty Bolster/Platform	6.40	8.44	9.58
Container with Dangerous Cargo I	63.07	93.34	109.25
Container with Dangerous Cargo II	52.4	78.52	93.18
Empty Container with Dangerous Cargo I	47.36	71.33	80.49
Empty Container with Dangerous Cargo II	44.98	67.76	76.48
Out of Gauge Container, Flat, Bolster etc.	47.06	68.89	81.57
Out of Gauge Container with Dangerous Cargo I	72.52	107.33	125.63
Out of Gauge Container with Dangerous Cargo II	57.64	86.37	102.50

### **3- HANDLING OF HATCH COVERS**

HATCH COVERS	USD
Shifted Onboard	106.02
Lifted from/to Shore	212.04

### **4- LABOUR/CRANEAGE/IDLE TIME CHARGES**

CONTAINER SIZE	MPS TARIFF		
	20' CONT.	40' CONT.	45' CONT.
LABOUR	USD	USD	USD
Full	6.60	13.20	13.20
Empty	6.34	12.67	12.67
Empty Bolster	1.32	2.64	2.64
Full - Transhipment	3.47	5.47	5.47
Empty - Transhipment	3.40	5.44	5.44
Empty Bolster - Transhipment	0.70	1.09	1.09

CONTAINER SIZE	20' CONT.	40' CONT.	45' CONT.
CRANEAGE	USD	USD	USD
Full	31.21	57.42	64.92
Empty	31.21	57.42	64.92
Empty Bolster	31.21	57.42	64.92
Full - Transhipment	16.01	22.79	25.23
Empty - Transhipment	16.33	23.60	25.04

IDLE TIME CHARGE	USD
Per Docker	3.78
Support Staff	5.04

## **5- SHOREHANDLING - CONTAINERS / FLATS/ BOLSTERS**

<b>SHOREHANDLING IMPORTS</b>	<b>MPS TARIFF</b>		
	<b>Per Stuffed</b>	<b>Per Empty</b>	<b>Per Empty Bolster</b>
	<b>GHS</b>	<b>USD</b>	<b>USD</b>
Handling - 20FT Standard Unit	357.28	58.40	15.80
Handling - 40FT Standard Unit	660.97	114.13	29.80
Handling - 45FT Standard Unit	793.16	137.46	36.26
Handling - 20FT Out of Gauge Container	495.92	85.10	-
Handling - 40FT Out of Gauge Container	991.84	166.20	-
Handling - 45FT Out of Gauge Container	1,190.21	199.94	-
Handling - 20FT Container with Dangerous Goods I	500.19	104.60	25.40
Handling - 40FT Container with Dangerous Goods I	991.45	204.23	49.78
Handling - 45FT Container with Dangerous Goods I	1,189.74	245.57	60.24
Handling - 20FT O.O.G with Dangerous Goods I	778.60	-	-
Handling - 40FT O.O.G with Dangerous Goods I	1,557.19	-	-
Handling - 45FT O.O.G with Dangerous Goods I	1,868.63	-	-
Handling - 20FT Container with Dangerous Good II	375.14	97.40	23.60
Handling - 40FT Container with Dangerous Good II	684.10	190.19	46.27
Handling - 45FT Container with Dangerous Good II	820.92	228.72	56.03
Handling - 20FT O.O.G with Dangerous Goods II	683.61	-	-
Handling - 40FT O.O.G with Dangerous Goods II	1,367.21	-	-
Handling - 45FT O.O.G with Dangerous Goods II	1,640.66	-	-
<b>SHOREHANDLING EXPORTS / RE-EXPORTS</b>	<b>Per Stuffed</b>	<b>Per Empty</b>	<b>Per Empty Bolster</b>
	<b>GHS</b>	<b>USD</b>	<b>USD</b>
Handling - 20FT Standard Unit	174.48	44.60	15.20
Handling - 40FT Standard Unit	348.96	87.22	29.89
Handling - 45FT Standard Unit	418.76	105.17	36.37
Handling - 20FT Out of Gauge Container	405.71	64.40	-
Handling - 40FT Out of Gauge Container	811.43	125.83	-
Handling - 45FT Out of Gauge Container	973.71	151.50	-
Handling - 20FT Container with Dangerous Goods I	326.28	97.40	23.60
Handling - 40FT Container with Dangerous Goods I	652.56	190.19	46.27
Handling - 45FT Container with Dangerous Goods I	783.08	228.72	56.03
Handling - 20FT O.O.G with Dangerous Goods I	636.97	-	-
Handling - 40FT O.O.G with Dangerous Goods I	1,273.94	-	-
Handling - 45FT O.O.G with Dangerous Goods I	1,528.73	-	-
Handling - 20FT Container with Dangerous Good II	221.87	88.40	22.40
Handling - 40FT Container with Dangerous Good II	443.74	172.63	43.93
Handling - 45FT Container with Dangerous Good II	532.49	207.66	53.22
Handling - 20FT O.O.G with Dangerous Goods II	515.95	-	-
Handling - 40FT O.O.G with Dangerous Goods II	1,031.89	-	-
Handling - 45FT O.O.G with Dangerous Goods II	1,238.27	-	-

TRANSPORT FOR IMPORT/EXPORT	MPS TARIFF		
	Per Stuffed/TEU	Per Empty/TEU	Per Empty Bolster/TEU
	GHS	USD	USD
Transport Charges -Imports/Exports/Re-exports	128.27	43.34	43.34

EXTRA MOVEMENTS -IMPORT/EXPORT	Per Stuffed	Per Empty	Per Empty Bolster
	GHS	USD	USD
20FT Import	191.91	45.60	7.20
40FT Import	287.86	68.40	10.80
45FT Import	345.43	82.08	12.96
20FT Export	156.70	45.60	7.20
40FT Export	236.31	68.40	10.80
45FT Export	283.58	82.08	12.96

EXTRA MOVEMENTS - TRANSIT/TRANSHIPMENT	Per Stuffed	Per Empty	Per Empty Bolster
	USD	USD	USD
20FT Transit	50.50	45.60	7.20
40FT Transit	76.00	68.40	10.80
45FT Transit	91.20	82.08	12.96
20FT Transshipment	50.50	45.60	7.20
40FT Transshipment	76.00	68.40	10.80
45FT Transshipment	91.20	82.08	12.96

TRANSIT CONTAINER	Per Stuffed	Per Empty	Per Empty Bolster
	USD	USD	USD
Handling - 20FT Standard Unit	28.00	44.60	15.20
Handling - 40FT Standard Unit	56.00	87.22	29.89
Handling - 45FT Standard Unit	67.20	105.17	36.37
Handling - 20FT Out of Gauge Container	35.00	64.40	-
Handling - 40FT Out of Gauge Container	70.00	125.83	-
Handling - 45FT Out of Gauge Container	84.00	151.50	-
Handling - 20FT Container with Dangerous Goods I	52.00	97.40	23.60
Handling - 40FT Container with Dangerous Goods I	104.00	190.19	46.27
Handling - 45FT Container with Dangerous Goods I	124.80	228.72	56.03
Handling - 20FT O.O.G with Dangerous Goods I	54.50	-	-
Handling - 40FT O.O.G with Dangerous Goods I	109.00	-	-
Handling - 45FT O.O.G with Dangerous Goods I	130.80	-	-
Handling - 20FT Container with Dangerous Good II	34.50	88.40	22.40
Handling - 40FT Container with Dangerous Good II	69.00	172.63	43.93
Handling - 45FT Container with Dangerous Good II	82.80	207.66	53.22
Handling - 20FT O.O.G with Dangerous Goods II	40.50	-	-
Handling - 40FT O.O.G with Dangerous Goods II	81.00	-	-
Handling - 45FT O.O.G with Dangerous Goods II	97.20	-	-
Transport of Cont./Bol./Flat./Plat - TEU	21.47	16.40	16.40

LIFT ON LIFT OFF - IMPORT/EXPORT	MPS TARIFF		
	Per Stuffed	Per Empty	Per Empty Bolster
	GHS	USD	USD
20FT - Lift-on-Lift-off - Per Lift (Import)	73.15	27.00	6.00
40FT - Lift-on-Lift-off - Per Lift (Import)	146.31	53.40	11.40
45FT - Lift-on-Lift-off - Per Lift (Import)	175.57	64.08	13.68
20FT - Lift-on-Lift-off - Per Lift (Export)	60.98	27.00	6.00
40FT - Lift-on-Lift-off - Per Lift (Export)	121.97	53.40	11.40
45FT - Lift-on-Lift-off - Per Lift (Export)	146.36	64.08	13.68

LIFT ON LIFT OFF - TRANSIT/TRANSHIPMENT	Per Stuffed	Per Empty	Per Empty Bolster
	USD	USD	USD
20FT - Lift-on-Lift-off - Per Lift (Transit)	20.50	27.00	6.00
40FT - Lift-on-Lift-off - Per Lift (Transit)	41.00	53.40	11.40
45FT - Lift-on-Lift-off - Per Lift (Transit)	49.20	64.08	13.68
20FT - Lift-on-Lift-off - Per Lift (Transshipment)	20.50	27.00	6.00
40FT - Lift-on-Lift-off - Per Lift (Transshipment)	41.00	53.40	11.40
45FT - Lift-on-Lift-off - Per Lift (Transshipment)	49.20	64.08	13.68

TRANSHIPMENT CONTAINER	Per Stuffed	Per Empty	Per Empty Bolster
	USD	USD	USD
Handling - 20FT Standard Unit	21.99	8.09	2.02
Handling - 40FT Standard Unit	34.61	12.60	3.15
Handling - 45FT Standard Unit	41.59	14.51	3.63
Handling - 20FT Out of Gauge Container	29.62	12.13	-
Handling - 40FT Out of Gauge Container	46.62	18.90	-
Handling - 45FT Out of Gauge Container	56.03	21.76	-
Handling - 20FT Container with Dangerous Goods I	34.51	19.88	4.05
Handling - 40FT Container with Dangerous Goods I	54.31	30.97	6.30
Handling - 45FT Container with Dangerous Goods I	65.27	35.66	7.26
Handling - 20FT O.O.G with Dangerous Goods I	55.27	-	-
Handling - 40FT O.O.G with Dangerous Goods I	86.99	-	-
Handling - 45FT O.O.G with Dangerous Goods I	104.54	-	-
Handling - 20FT Container with Dangerous Good II	25.65	14.83	3.71
Handling - 40FT Container with Dangerous Good II	40.36	23.09	5.78
Handling - 45FT Container with Dangerous Good II	48.52	26.60	6.65
Handling - 20FT O.O.G with Dangerous Goods II	36.95	-	-
Handling - 40FT O.O.G with Dangerous Goods II	58.16	-	-
Handling - 45FT O.O.G with Dangerous Goods II	69.89	-	-



## 6- STORAGE – NON DANGEROUS GOODS

FREE STORAGE PERIOD - NORMAL CONTAINERS- DAYS	
Import	7 Days
Export	7 Days
Transit	21 Days
Transshipment Full	28 Days
Transshipment Empty	21 Days

FULL IMPORT PER TEU	MPS TARIFF		
	First 7 days	Next 7 days	Thereafter days
	GHS	GHS	GHS
FULL Container	11.40	21.85	64.60

FULL EXPORT PER TEU	First 7 days	Next 7 days	Thereafter days
	GHS	GHS	GHS
	FULL Container	10.81	20.73

TRANSIT PER TEU	First 7 days	Next 7 days	Thereafter days
	USD	USD	USD
	FULL Container	2.50	3.50
Empty Container	7.57	12.44	36.77
Empty Bolster/Flat	1.62	2.16	5.41

TRANSHIPMENT PER TEU	First 7 days	Next 7 days	Thereafter days
	USD	USD	USD
	FULL Container	2.77	4.44
Empty Container	5.19	7.50	20.77
Empty Bolster/Flat	1.15	1.73	2.88

IMPORT - EMPTY - PER TEU	First 7 days	Next 7 days	Thereafter days
	USD	USD	USD
	Empty Container	8.40	13.80
Empty Bolster/Flat	1.80	2.40	6.00

EXPORT - EMPTY PER TEU	First 7 days	Next 7 days	Thereafter days
	USD	USD	USD
	Empty Container	8.40	13.80
Empty Bolster/Flat	1.80	2.40	6.00

## 7- STORAGE – DANGEROUS GOODS

STORAGE - DANGEROUS GOODS IN CONTAINERS- IMPORT AND EXPORT - FREE DAYS	CATEGORY	FREE DAYS
Explosives	I	NIL
Flammable and Poisonous Gases	I	NIL
Oxidizing Substances and Organic Peroxides	I	NIL
Radioactive Substances	I	NIL
Flammable Liquids	II	5.00
Flammable Gases	II	5.00
Toxic and Infectious Substances	II	5.00
Corrosive Substances	II	5.00
Miscellaneous Dangerous Substances and Articles	II	5.00

STORAGE - DANGEROUS GOODS IN CONTAINERS- IMPORT AND EXPORT	MPS TARIFF		
	1 to 5 Days/ Teu	6 to 10 Days/ Teu	After 10 Days/ Teu
	GHS	GHS	GHS
Explosives	46.77	76.00	91.20
Flammable and Poisonous Gases	35.08	62.70	79.80
Oxidizing Substances and Organic Peroxides	35.08	62.70	79.80
Radioactive Substances	46.77	76.00	91.20
Flammable Liquids	27.55	50.35	68.40
Flammable Gases	27.55	50.35	68.40
Toxic and Infectious Substances	27.55	50.35	68.40
Corrosive Substances	27.55	50.35	68.40
Miscellaneous Dangerous Substances and Articles	27.55	50.35	68.40

STORAGE - DANGEROUS GOODS IN CONTAINERS - TRANSIT	1 to 5 Days/ Teu	6 to 10 Days/ Teu	After 10 Days/ Teu
	USD	USD	USD
Explosives	13.50	23.50	33.00
Flammable and Poisonous Gases	11.00	17.50	28.00
Oxidizing Substances and Organic Peroxides	11.00	18.00	28.00
Radioactive Substances	13.50	23.50	33.00
Flammable Liquids	9.00	14.00	22.00
Flammable Gases	9.00	14.00	22.00
Toxic and Infectious Substances	9.00	14.00	22.00
Corrosive Substances	9.00	14.00	22.00
Miscellaneous Dangerous Substances and Articles	9.00	14.00	22.00

STORAGE - DANGEROUS GOODS IN CONTAINERS - TRANSHIPMENT	1 to 5 Days/ Teu	6 to 10 Days/ Teu	After 10 Days/ Teu
	USD	USD	USD
Explosives	13.50	23.50	33.00
Flammable and Poisonous Gases	11.00	17.50	28.00
Oxidizing Substances and Organic Peroxides	11.00	18.00	28.00
Radioactive Substances	13.50	23.50	33.00
Flammable Liquids	9.00	14.00	22.00
Flammable Gases	9.00	14.00	22.00
Toxic and Infectious Substances	9.00	14.00	22.00
Corrosive Substances	9.00	14.00	22.00
Miscellaneous Dangerous Substances and Articles	9.00	14.00	22.00

## 8- REEFER AND MONITORING

REEFER POWER SUPPLY IMPORT/EXPORT	MPS TARIFF	
	20' CONT	40' CONT
	GHS	GHS
Per day Per Container	135.98	192.77

REEFER POWER SUPPLY - TRANSIT/TRANSHIPMENT	20' CONT	40' CONT
	GHS	GHS
	Per day Per Container	135.98

MONITORING - DANGEROUS CARGO - IMPORT/ EXPORT	20' CONT	40' CONT
	GHS	GHS
	GROUP I	8.55
GROUP II	5.70	5.70

MONITORING - DANGEROUS CARGO- TRANSIT	20' CONT	40' CONT
	USD	USD
	GROUP I	3.50
GROUP II	2.00	2.00

MONITORING - DANGEROUS CARGO - TRANSHIPMENT	20' CONT	40' CONT
	USD	USD
	GROUP I	3.50
GROUP II	2.00	2.00

## 9- CONTAINER INSPECTION CHARGES

STUFFING AND UNSTUFFING CHARGES	MPS TARIFF		
	20' CONT	40' CONT	45' CONT
	GHS	GHS	GHS
Full Unstuffing of Container - Import	392.37	765.11	918.14
Re-Stuffing of Container	587.12	1,144.89	1,373.87
Partial Unstuffing of Container - Import	367.67	735.33	882.40

OPENING OF CONTAINER	20' CONT	40' CONT	45' CONT
	GHS	GHS	GHS
	Import	14.00	14.00

**Note to Container Inspection Charge Tariff:** The Charges under Section 9 for Custom Inspection are applicable to Containers with Red Channel or Yellow Channel Container changing to Red Channel.

## 10-PORT DUES

PORT DUES - IMPORT	MPS TARIFF		
	20' CONT	40' CONT	45' CONT
	USD	USD	USD
Stuffed Container	57.20	108.16	126.27
Stuffed Bolsters	57.20	108.16	126.27
Empty Container	33.39	63.36	75.80
Empty Bolster/Platform	12.24	23.40	28.44

PORT DUES - EXPORT	20' CONT	40' CONT	45' CONT
	USD	USD	USD
	Stuffed Container	54.36	102.17
Stuffed Bolsters	54.36	102.17	119.77
Empty Container	32.18	60.34	72.40
Empty Bolster/Platform	12.02	23.04	28.04

PORT DUES - TRANSIT	20' CONT	40' CONT	45' CONT
	USD	USD	USD
	Stuffed Container	28.60	54.08
Stuffed Bolsters	28.60	54.08	63.14
Empty Container	16.70	31.68	37.90
Empty Bolster/Platform	6.12	11.70	14.22

PORT DUES - TRANSHIPMENT	20' CONT	40' CONT	45' CONT
	USD	USD	USD
	Stuffed Container	12.86	18.78
Stuffed Bolsters	12.86	18.78	21.74
Empty Container	6.71	9.78	11.07
Empty Bolster/Platform	0.87	1.17	1.23

## 11-ISPS CHARGES

ISPS CHARGES- IMPORT /EXPORT/TRANSIT	20' CONT	40' CONT	45' CONT
	USD	USD	USD
	Stuffed Container	7.50	15.00
Empty Container	4.88	9.75	9.75
Empty Bolster/Platform	1.88	3.75	3.75

ISPS CHARGES- TRANSHIPMENT	20' CONT	40' CONT	45' CONT
	USD	USD	USD
Stuffed Container	3.75	7.50	7.50
Empty Container	2.44	4.88	4.88
Empty Bolster/Platform	0.94	1.88	1.88

## **12-SHIP DUES CHARGES**

BERTH OCCUPANCY CHARGES	MPS TARIFF	
	FIRST 24 HOURS OR PART THEREOF	EVERY SUBSEQUENT 12 HOURS OR PART THEREOF
	USD	USD
LOA is Up To 150 Meters	500.00	250.00
LOA is Above 150 Meters But Not More than 200 Meters	890.43	445.81
LOA is Above 200 Meters But Not More than 250 Meters	1,261.24	631.22
LOA is Above 250 Meters But Not More than 300 Meters	1,780.25	890.43
LOA is Above 300 Meters But Not More than 350 Meters	2,136.30	1,068.51
LOA is Above 350 Meters But Not More than 400 Meters	2,777.19	1,389.06
LOA is Above 400 Meters	3,332.63	1,666.88

## **13-VESSEL SHIFTING CHARGES**

ALL VESSELS EXCEPT TANKERS AND BULK CARRIERS ABOVE 20,000 GT.	PER MOVEMENT USD
Vessels up to 10,000 GT.	2,514.67
Vessels above 10,000 GT and up to 20,000 GT.	2,966.49
Vessels above 20,000 GT and up to 30,000 GT.	3,478.90
Vessels above 30,000 GT and up to 40,000 GT.	4,000.74
Vessels above 40,000 GT and up to 50,000 GT.	4,600.85
Vessels above 50,000 GT and up to 60,000 GT.	5,290.98
Vessels above 60,000 GT and up to 70,000 GT.	6,084.62
Vessels above 70,000 GT and up to 80,000 GT.	6,997.31
Vessels above 80,000 GT and up to 90,000 GT.	8,046.91
Vessels above 90,000 GT and up to 100,000 GT.	9,253.95
Vessels above 100,000 GT.	10,642.04

## **14- TRANSHIPMENT VOLUME REBATE**

<b>TARIFF</b>	<b>REBATE RATE</b>
TIER 1 > 25,000 TEU	5%
TIER 2 > 50,000 TEU	10%
TIER 3 > 100,000 TEU	15%
TIER 4 > 100,000 TEU	20%

## **15- FORKLIFT CHARGES**

<b>FORKLIFT TRUCK</b>	<b>USD</b>
Under 3 Tonnes	20.38
3 - 4 Tonnes	29.12
5 - 7 Tonnes	37.13
8 - 9 Tonnes	48.78
10 - 16 Tonnes	104.10
17 - 27 Tonnes	137.59

## **NOTES TO TARIFF**

- All above tariffs are MPS tariff and MPS will charge and recover in full from the customers.
- As per the directives received from GPHA vide their letter Ref DG/HQ/C.3/Vol.15/001 dated 04<sup>th</sup> January 2021, GPHA shall charge the applicable Royalties directly to customers.
- All tariffs are subject to review from time to time

## TERMS OF BUSINESS

### A. APPLICATION

Save as otherwise specifically provided, the following Terms of Business (hereinafter referred to as "TOB") apply to all work and services performed by "insert Terminal Name" (hereinafter referred to as "**Terminal**"). Any user of Container Terminal services (hereinafter referred to as "**Customer**") is deemed to have accepted these Terms of Business upon entry of their cargo or vessel into the Port / Terminal. These Terms of Business are in addition to the Rules and Regulations of Terminal as updated from time to time.

### B. DEFINITIONS AND INTERPRETATION:

1) In this TOB the following words and expressions shall, unless the context shall otherwise require, have the following meanings:

"**Authority**" means "Ghana Ports and Harbours Authority (hereinafter referred to as "GPHA")", including its employees and agents;

"**Terminal**" means, "Meridian Port Services LTD (also referred to as MPS)" including its employees, agents, privies, and permitted assigns;

"**Cargo**" means (i) any goods or articles of any kind whatsoever including Hazardous Cargo, transported in a Container, Non-standard Container or Out of Gauge Container, excluding Non-containerized Cargo and (ii) empty Containers;

"**CFS/ICD**" means the Container Freight Station or Inland Container Depot where, amongst other things, Cargo is packed, unpacked and cleared;

"**Consignee**" means a person listed as such in the Bill of lading;

"**Consignor**" means any person other than the Customer who delivers Cargo and includes the shipper of cargo

"**Container**" means

- a) any container 20', 40' or 45' in length, 8' in width and 8'6"/9'6" in height or any other container developed for use in liner shipping at any time, including, but not limited to, flat-racks, platforms, reefer containers and tanks, with ISO recommended lifting arrangements and consistent with the safety requirements of CSC (Convention for Safe Containers) plates, and which can be handled by means of a standard 20', 40' and 45' spreader;
- b) a non-standard Container; and/or
- c) an Out of Gauge Container.

**"Container Ship"** means a ship fitted for the carriage of Containers;

**"Container Terminal"** means the Terminal at "MPS" comprising container berths, the Container Yard and CFS and all other equipment and buildings at the Port whether constructed or under construction, together with any additional land, berths, buildings, Container Yards and CFS to be installed in connection with any further developments thereto for the purpose of providing Container Terminal Services;

**"Container-transporter"** means any road vehicle (including articulated vehicles) used for the carriage of Containers, Non-standard Containers and Out of Gauge Containers or any vessel other than a Container Ship;

**"Container Yard"** means the land and premises used by the Terminal where Containers are, amongst other things, stored, received and delivered;

**"Contract of Carriage"** means any contract or other document including, but not limited to bills of lading and contracts of affreightment, seen and accepted by the Terminal, which evidence a contract between two parties to ship Containers and/or Cargo onboard a Containership for reward;

**"Container Terminal Services or Terminal Services"** means the services to be provided to the Customer by the Terminal under this TOB;

**"Dutiable Cargo"** means dutiable goods as defined by the relevant customs and excise authorities;

**"EDI System"** means an electronic data interchange system whereby any Message is transmitted from one party to another party by electronic means;

**"Force Majeure"** means any act of God, act of public enemies, war, warlike acts, terrorism, restraint of governments, princes or peoples of any nation, riots, strikes, lockouts, insurrections, civil commotion, civil disobedience, floods, earthquake, fire, restrictions due to quarantines, epidemics, storms or any other causes beyond the reasonable control of the party claiming an event of Force Majeure;

**"Hazardous Cargo"** means Cargo of any kind classified by the International Maritime Organization as hazardous cargo and shall include "dangerous goods" as defined in the International Maritime Dangerous Goods Code;

**"Indemnify"** means indemnify and keep indemnified and hold harmless on demand regardless of the negligence or gross negligence of the indemnified party;



**"Message"** means data structured in accordance with the User Manual and adopting the EDIFACT standards which is transmitted between Terminal and the Customer using an EDI System through the medium of the Intermediary Service;

**"Message Date Log"** means a complete record maintained by the parties of Messages, Message Transmissions and Message Retrievals transmitted to and received from the Intermediary Service database;

**"Message Retrieval"** means the access by any of the parties to the Intermediary Service data base and the retrieval by such party of any Message stored in the data base;

**"Message Transmission"** means the deposit of a Message by any of the parties in the Intermediary Service database;

**"Non-containerized Cargo"** means any cargo, which cannot be handled by means of normal use of a container spreader, even with attachments;

**"Non-standard Container"** means a Container accepted for transport/carriage on a Container Ship which cannot be handled by means of a normal use of a container spreader, even with attachments;

**"Out of Gauge Container"** (OOG) means a Container whose contents exceed the dimensions of the standard Container of 20', 40' or 45' in length, 8' in width and 8'6"/9'6" in height;

**"Pilot"** means any person not belonging to a Container Ship who has conduct thereof;

**"Port"** means "Port of Tema, Ghana"

**"Reefer Container"** means a Container used for the transportation of refrigerated Cargo;

**"Sub-contract"** means any sub-contract for the provision of the Container Terminal Services or any part thereof by the Terminal to a Sub-contractor;

**"Sub-contractor"** means any sub-contractor appointed by the Terminal for the performance of the Container Terminal Services or any part there-of;

**"Terms of Business"** (TOB) means this document.

**"User Manuals"** means the documents or instructions which are produced from time to time by Terminal by way of guidelines to govern the methods and operation of the structure, transmission and receipt of Messages each of which such documents may cover one or more Messages;

**"Wharf"** includes a berth, quay, pier, jetty, docks, ramp, landing place and any wall and building adjoining the foreshore, sea-bed or river bed;

**"Working Day"** means any day (including any public holidays and Sundays), upon which the Terminal is open for business.

- 2) The headings in this TOB are for information only and shall not be construed as forming part of this TOB.
- 3) Unless the context otherwise requires:
  - i) words importing the singular include the plural and vice versa;
  - ii) words importing any gender include all genders; and
  - iii) a reference to a person includes a reference to a body corporate and to an unincorporated body of persons.
- 4) These tariffs are the charges by MPS and are to be paid in full directly to MPS. GPHA will raise their service charge invoices separately for Stevedoring/ Port dues and any other charges as per the current practice.

### **C. MARINE AND STEVEDORING SERVICES**

- 1) Marine Services at the container terminal

Terminal will provide the following services to the Customer at the Port:

- i) receiving Container Ships at Wharves alongside the Container Terminal;
- ii) unloading from and loading onto, Container Ships of Containers.;
- iii) acceptance into and removal from the Container Terminal of Containers by means of shore-based cranes including lashing and unlashings of Containers on a Container Ship;

together with any other services which may be agreed in advance in writing, at prices agreed mutually.

- 2) Sailing Schedule and Berthing Requirements

- i) The Customer shall provide the Terminal with a sailing schedule and berthing requirements, not later than three (3) weeks before each Container Ship's expected date of arrival at the Container Terminal. The berthing requirements shall include details of the projected number of any Containers to be discharged from, or loaded onto, that Container Ship at the Container Terminal.
- ii) Not less than seventy two (72) hours before the estimated time of arrival of a Container Ship at the Container Terminal, the Customer shall supply to the Terminal such particulars in writing as the Terminal may require or as otherwise required from time to time of the

Containers (including the contents & value thereof) onboard to be discharged from, or loaded onto, that Container Ship at the Container Terminal. The particulars shall include, but shall not be limited to, information relating to Hazardous Cargo, OOG cargo, Reefer cargo and Dutiable Cargo contained in or intended to be contained in a Container.

- iii) Any changes to the berthing requirements provided to the Terminal in accordance with Clause B2 (ii) above must be promptly notified to the Terminal, but in any event not later than forty-eight (48) hours before the estimated time of arrival of the Container Ship at the Container Terminal.
- iv) The final time for arrival of a Container Ship shall be confirmed in writing at least twenty-four (24) hours before the Container Ship's anticipated time of arrival.
- v) While every effort will be made by the Terminal to accommodate the Customers vessels as per the agreed schedule, the Terminal cannot be held responsible in the event that vessels cannot be accommodated as per the agreed schedule, for whatever reason.

### 3) Arrival of a Container Ship at the Container Terminal

- i) Acceptance to receive the vessel at Terminal will be given to the Customer for each call as may be appropriate having regard to the current circumstances at that time and prior/existing commitments of the Terminal.
- ii) The Customer shall ensure that all berthing and sailing arrangements are made promptly with the appropriate authorities (including but not limited to Port Authority, Customs, Immigration, Port Health) efficiently in accordance with the Terminal's regulations. The Customer shall ensure that each of its Masters shall not berth or attempt to berth his Container Ship at a Wharf alongside the Container Terminal until such acceptance has been given by the Terminal to the Customer that the Terminal is ready to receive the Container Ship. All marine movements in the channel, berthing and sailing shall be done under Pilot's escort and in compliance with Port Authority regulations prevalent at the time.
- iii) The Port Authority will provide mooring crew to render assistance to the Container Ship. The mooring crew shall operate under the instructions and the responsibility of the Master of the Container Ship for the sole purpose of making fast or casting off the Container Ship's hawsers and mooring ropes.
- iv) The terminal will not be responsible for or liable in any way for latent defects in mooring bollards, quay walls, fenders or posts, nor for any improper mooring of the Container Ship at the Container Terminal, whether or not such mooring was completed with the assistance of a berthing officer and mooring crew provided by the Port Authority and / or the Terminal.
- v) The Customer shall supply gangways from the Container Ship to the Container Terminal. The safety and illumination of gangways shall be the sole responsibility of the Customer and at the minimum should comply with the regulations laid down by International Labour Organisation (ILO).

#### 4) Container Ships at the Container Terminal

- i) The Terminal shall provide the Customer with an efficient terminal control system controlling the movement of Containers at the Container Terminal and shall report activities relating to Container movement
- ii) The Customer shall ensure that all equipment on Container Ships for discharging and loading Containers is technically compatible with the Terminal's equipment at the Container Terminal.
- iii) The Customer shall ensure that the Terminal's employees/contractors working on board the ship are provided with safe access (including guardrails and fencing where applicable) between the gangway and the holds, deck cargoes, lashing platforms etc. that are to be worked. If access is required during the hours of darkness, all access routes should be lit with a minimum of 10 Lux and 50 Lux in all working areas taking into account any specific need that may require additional lighting is accordingly provided.
- iv) The Terminal shall permit the Customer to bring trucks alongside Container Ships and to load and discharge Container Ships' stores at such times as may be agreed and shall allow access to the Container Terminal to personnel to proceed on board a Container Ship for the purpose of carrying out repairs. The Terminal and the Customer agree that access as referred to in this Clause is permitted by the Terminal on condition that the same is carried out in accordance with the rules and regulations of the Terminal and the Customs Authorities. The Terminal will not be responsible or liable in any way for any loss, damage, cost, expense or injury arising in any way howsoever to any person or thing granted access in accordance with this Clause. The Customer will indemnify the Terminal for any loss, damage, expense, cost or injury in any way howsoever caused by reason of the Terminal permitting access under this Clause.

#### **D. CONTAINER AND CARGO HANDLING SERVICES:**

##### 1) The Operator Container Terminal Services

Subject to what is stated in Clause C (2) above, the Terminal will provide the following services to the Customer at Port:

- i) Receiving Containers from or for loading aboard Container Ships berthed at Wharves at the Container Terminal;
- ii) Transferring Containers to or from the Container Yard
- iii) Receiving and delivering Containers from and to Container transporters
- iv) Moving empty Containers to and from storage yards
- v) Reefer container plugging and electricity supply. monitoring together with any other services which may be agreed in writing.

## 2) Acceptance of Containers

- i) Containers delivered from or to the Customer or a Consignor or a Consignee shall be brought for acceptance to or received from, such area within the Container Terminal or other place adjacent to the Container Terminal as may be designated from time to time by the Terminal.
- ii) The Terminal is not obliged to receive or deliver Containers unless full covering documentation as contained in the Terminal Rules and Regulations has been provided to the Terminal. The Terminal's responsibility to the Customer for Containers shall commence only when the Containers have been delivered to the area designated as referred to in Clause C 2(i) above and notice of acceptance has been duly given by the Terminal.
- iii) Prior to the presentation for acceptance to the Terminal of any Containers, the Customer shall supply to the Terminal such particulars in writing thereof and where appropriate of the contents of a Container including weight and other measurements or as may be requested by the Terminal. The Terminal is entitled to rely upon such particulars of the Container, the contents of a Container, as are furnished by the Customer or Consignor. Any damage or loss resulting from the inaccuracy of, or omission from, such particulars given by the Customer or the Consignor shall be the Customer's responsibility and the Customer shall indemnify the Terminal against any loss, damages, claims, costs and expenses which the Terminal may suffer or incur directly or indirectly, as a result of such inaccuracies or omissions.
- iv) The Terminal will accept no Containers for handling until the Terminal is satisfied that adequate space reservation arrangements have been made for the onward carriage of the same within a period of time acceptable to the Terminal.
- v) Out of Gauge Container Acceptance: Prior to accepting OOG bookings it is the responsibility of the Customer to inform and secure cargo acceptance by the Terminal in writing.
- vi) Break Bulk Cargo Acceptance
  - a) The booking break bulk cargo the Customer shall send the following details to the Terminal
    - Technical drawing, including center of gravity indication
    - Weight
    - Dimensions
    - Lifting points
    - Special handling gear requirements
    - Proposed intermodal connections
    - Expected date of arrival/delivery to the Terminal
  - b) The Terminal will thereafter analyses the feasibility of the operation and reply with a written confirmation of acceptance or non-acceptance along with the quotation if not covered by the published tariff of the Terminal

### 3) Condition of Containers

- i) The Customer undertakes that, each Container which it delivers or causes to be delivered to the Terminal is upon delivery secure, in a good state of repair and suitable for its purpose. The Terminal shall be entitled to refuse to handle any Container which is not in the condition required by this Clause. Even in case where container as aforesaid in this Clause is accepted by the Terminal to load or handle, the Terminal shall not, in such case, be responsible for any damage to container or its contents thereof.
- ii) The Terminal shall record and make available for the information of the Customer any damage to any Container, its contents or its packaging coming to the attention of the Terminal, and may refuse to load or handle such Containers. If the Terminal gives notice to the Customer of damage to a Container, its contents or its packaging, the Customer shall be entitled, within seven (7) days of such notice being dispatched, to inform the Terminal in writing that an inspection of the relevant items is required. The Terminal will thereafter permit the Customer or its duly appointed agents upon reasonable notice to inspect the Container, contents or packaging.

### 4) Reefer Containers

- i) The Terminal shall connect the Reefer Container to a main power supply at the Container Terminal subject to instructions being given in writing to the Terminal at least two (2) working days in advance of receipt of a specific Reefer Container by the Terminal and such instructions are accepted in writing by the Terminal. Terminal may check and report upon the temperatures of Containers as mutually agreed.
- ii) The Terminal shall not be responsible or liable in any way for any Reefer Container or the refrigeration of refrigerated Cargo if the Customer fails to give written instructions or provides wrong or inadequate instructions concerning the handling thereof.
- iii) It is the duty of the Customer to ensure that the refrigeration unit of a reefer container is in a perfect working condition at all times. MPS shall not be liable for any malfunctioning of any component of a reefer container which might affect the condition of the content thereof.
- iv) If the Terminal is instructed in writing in accordance with Clause D 4 (i) the Terminal will, within a reasonable time of receipt, connect the Reefer Container to a main power supply. The Terminal shall not be obliged to maintain an auxiliary power supply and the Terminal shall under no circumstances be responsible for any failure or discontinuance or interference from time to time in the mains power supply howsoever arising.
- v) The shipping line is responsible for paying electricity charges on their longstanding and unclaimed Reefer Containers plugged-in at the Terminal as per the applicable tariff.

Invoices will be raised on weekly bases and from the 2nd week after receipt and up to the unplugging time.

#### 5) Stripping of Containers

- i) If the Terminal carries out an instruction to open the doors of a Container or to unpack a Container for any purpose whatsoever, this shall be at the sole risk of the Customer and the Terminal shall not be responsible or liable in any way for any deterioration of the contents of the Container or for contamination to other Cargo by reason of such deterioration. The Customer shall ensure compliance with the rules and regulations of Customs for opening and unpacking of any Container. The Terminal may but shall be under no obligation to do so close, reconnect, or connect to a power supply for Reefer Containers, repack or otherwise deal with any such Container and/or its contents at the sole cost and expense of the Customer.

### **E. CONDITIONS RELATING TO THE PROVISION OF CONTAINER TERMINAL SERVICES**

#### 1) Circumstances preventing safe handling

- i) When, in Terminal's sole opinion, there are any circumstances which will or may prevent or hinder the safe handling, storage, loading, unloading or transport of any Containers , the Terminal may, in its sole discretion, refuse to handle the same and shall give notice of such refusal to the Customer or Consignor, as the case may be. The recipient of such notice will remove or procure the removal of Containers and/or its contents from the Container Terminal forthwith at its own risk and expense.

#### 2) Warranties and Indemnities given by the Customer

- i) So as to enable the Terminal to carry out the provision of Container Terminal Services efficiently, the Customer warrants and undertakes that:
  - a) all particulars relating to Containers (including, but not limited to Reefer Containers) furnished by the Customer in accordance with these Terms of Business are accurate;
  - b) all Containers are properly packed and labelled and the contents are properly stowed and secured therein;
  - c) all Containers are fit for their intended purposes and in a fit and proper condition to be handled or otherwise dealt with in the normal course of business by the equipment and operating procedures usually employed at the Container Terminal;
  - d) all Containers and Cargo comply with applicable laws, orders, regulations, or other requirements of Government, customs, municipal or other authorities whatsoever; and

- e) all Reefer Containers have been properly pre-cooled or pre-heated as appropriate and their controls have been properly set and the Customer shall Indemnify the Terminal in respect of the consequence of the breach of any of these warranties.
- ii) The Terminal shall not be responsible for or liable in any way, and the Customer shall Indemnify the Terminal against all damages, claims, costs and expenses suffered or incurred by the Terminal resulting directly or indirectly from any defects in a Container and/or its contents.
- iii) The Customer is solely responsible for compliance with all laws, ordinances or regulations in force relating to the Container Ship and the Cargo and all matters whatsoever relating to the Container Ship and the Cargo.
- iv) The Customer shall be responsible for any damage to the Terminal's Wharves, premises, equipment, gendering, mooring bollards, all other property, other Container Ships, vessels and property belonging to the third parties, caused during or arising from berthing or un-berthing and shall Indemnify the Terminal against all claims, demands, losses, costs and expenses arising from any such damage.
- v) Upon the delivery of any Container to the Terminal, the Customer shall undertake to the Terminal that all values and other particulars in respect thereof supplied to the Terminal for customs or other purposes and all necessary customs removal permits are complete and accurate and, where appropriate, are valid and in full force and effect. The Customer shall Indemnify the Terminal and its servants, or agents against all loss, damages, claims, costs, expenses, fines and penalties that the Terminal or its servants, or agents may incur or suffer directly or indirectly as a result of any breach of this undertaking.
- vi) The Customer shall ensure that Containers delivered to the Terminal are weatherproof.
- vii) The Customer shall Indemnify the Terminal, against all claims arising by reason of:
  - a) any defects in any Container or the contents thereof;
  - b) any mixture or confusion of Cargo; and/or
  - c) shifting or movement of the Cargo.
- viii) Overweight Containers : In case the weight of cargo or container is understated in the declaration submitted by the customer, the handling of such cargo or container is at the sole risk and responsibility of the Customer, and Customer hereby indemnifies the Port against all injury, loss and damage resulting from the handling of such cargo or container.

### 3) Delivery Orders etc.

- i) The Customer will appoint an agent in the Port ("the Port Agent") for the purposes of this Agreement and shall make the same known to the Terminal by notice in writing. The



Terminal shall not be required to deliver or otherwise deal with any Container or Cargo except with the authority of a delivery order signed by the Port Agent.

- ii) The Customer shall ensure that the Port Agent registers with the Terminal, specimen signature(s) of the person(s) authorized to sign on its behalf. The Terminal shall be entitled to deliver or otherwise deal with any Container or Cargo in accordance with instructions received and validated via GCNET system and / or a delivery order which appears to it after comparison with the specimen signature(s) registered with it under this Clause D 3(b) to have been properly signed by the Port Agent, and shall not be liable to the Customer or any other person in consequence.

#### 4) Hazardous Cargo and Dutiable Cargo

- i) The Customer shall ensure that all goods tendered to the Terminal for loading and/or unloading, comply with all applicable Port Authority and IMDG regulations for Hazardous Cargo and/or Dutiable Cargo and shall Indemnify the Terminal against any breach of this section E(4) of this Terms of Business.
- ii) Prior to accepting hazardous cargo bookings, it is the responsibility of the Customer to ensure that such hazardous cargo is permitted to be handled and stored at the Terminal
- iii) The Customer warrants that full details of any hazardous cargo will be correctly declared in writing to the Terminal
- iv) The Terminal has the right to refuse to handle Cargo which, upon inspection, is found not to comply with the applicable rules or regulations or ordinances or prevalent laws and to reject and/or return such Cargo at the sole expense and risk of the Customer.

#### 5) Valuable Cargo

- i) The Terminal shall not be bound to accept Cargo of high value or which requires special care including, but without limitation:
  - a) gold;
  - b) silver;
  - c) bullion, coins and currency notes;
  - d) precious stones;
  - e) precious metals;
  - f) securities for cash and stamping;
  - g) documents and title deeds;
  - h) opium, essential oils and similar valuable drugs;
  - i) lace, fur and feathers;
  - j) works of art and paintings;
  - k) scientific instruments of all kinds;
  - l) revenue or postal stamps;
  - m) gold, silver and platinum watches;

- n) precious metal jewellery works; and
  - o) antiques;
  - p) and any other valuables.
- ii) The Customer shall give the Terminal at minimum of 15 days prior notice of their intended delivery of such Cargo to the Container Terminal whether by Container Ship or Container-transporter to enable the Terminal to decide whether or not it will accept such Cargo. Under no circumstances shall the Customer deliver to the Container Terminal such Cargo, without the prior written approval of the Terminal. If such Cargo is delivered to the Terminal without its prior written approval, that Cargo will at all times be at the sole risk of the Customer and the Terminal shall not be liable for any loss or damage howsoever caused to such Cargo.
- iii) Notwithstanding the prior written approval of the Terminal in accordance with Clause E5(i) above, the Terminal's liability for loss of and/or damage to valuable Cargo as described in Clause E5(i) above shall be limited to the amounts as set out in Clause E(8) except to the extent the Terminal agrees in writing to a higher limit on liability in a particular case. The Customer shall be responsible for any additional costs of insurance (including, but not limited to, additional premiums and fees) that the Terminal incurs as a consequence of acceptance of valuable Cargo.

## 6) Lien

- i) All Containers, Cargo and all documents relating to Containers and Cargo shall be subject to a particular and general lien respectively for charges due to the Terminal in respect of such Containers or Cargo from the Customer. If any charges are not paid within 21 days after receipt of containers at the Terminal, the Containers or Cargo subject to such lien, may be forwarded to Customs Authority for auctioning. the Terminal shall not be liable for any loss and/or damage to any person whatsoever as a result of any sale of Containers or Cargo by the Customs Authority.

## 7) Costs and expenses to be paid by the Customer

The Customer shall pay:

- i) any costs and expenses which may be incurred by the Terminal in complying with any Government regulations requiring the movement, treatment, removal or destruction of Hazardous Cargo or infested, contaminated or condemned goods or the treatment of the Terminal's premises as a result of any infestation or contamination arising from such Hazardous Cargo; and
- ii) all costs and expenses incurred by the Terminal arising out of or incidental to the failure by the Customer to observe these Terms of Business including, but not limited to, the rules for Hazardous Cargo or any one of them.

## 8) Liability and Indemnity

- i) The maximum liability of the Terminal to the Customer for loss of and/or damage to Containers in the custody of the Terminal (i.e. from the time of receiving up to and including the time of completion of loading onto any Container Ship or Container-transporter), where such loss and/or damage was caused exclusively by the gross negligence or willful default of the Terminal, its agent, servants or Sub-Contractors , in relation to each incident for each Container, shall be the lesser of either the depreciated value of the Container or the actual cost of the repair provided always that under no circumstances shall the claim exceed the following amounts:
  - a) depreciated value of the Container or USD 500, whichever is less in the case of any 20' dry Container;
  - b) depreciated value of the Container or USD 750, whichever is less in the case of any dry Container of more than 20' in length;
  - c) depreciated value of the Container or USD 3,000, whichever is less in the case of any 20' Reefer Container; and
  - d) depreciated value of the Container or USD 4,500, whichever is less in the case of any Reefer Container of more than 20' in length
  - e) and for the avoidance of doubt, in the absence of gross negligence or willful default, the Terminal shall have no liability whatsoever for such loss and/or damage.
- ii) The maximum liability of the Terminal to the Customer for loss of and/or damage to all Cargo in the charge of the Customer, its Sub-contractors, agents or their assignees, whilst in the custody of the Terminal, where such loss and/or damage was caused by the gross negligence or willful default of the Terminal, its agents, servants or Sub-contractors, in relation to each incident for such Cargo, shall be limited to the following:
  - a) USD 500 in the case of any 20' dry Container;
  - b) USD 750 in the case of any dry Container of more than 20' in length; and
  - c) USD 1,500 in the case of any Reefer Container
  - d) and for the avoidance of doubt, in the absence of gross negligence or willful default, the Terminal shall have no liability whatsoever for such loss and/or damage.
- iii) Without prejudice to what is stated in this clause in no circumstances shall the Terminal's liability exceed the limits of liability in accordance with the terms and conditions contained within the Customer's Contract of Carriage or, if applicable, the Container Ship's limitation fund except to the extent the Terminal agrees in writing to a higher limit on liability in a particular case.
- iv) The limitation of liability per incident under this Clause E(8) shall relate to the whole of any losses and damages which may arise upon any one distinct occasion, although such loss and/or damage may be sustained by more than one person, and shall apply whether

the liability arises at common law or under any written law and notwithstanding anything in such written law.

- v) The Terminal shall only be liable to a Customer for any loss or damage to a Container Ship (including gear and all other equipment) where such loss and/or damage was caused by the gross negligence or willful default of the Terminal, its agents, servants or Sub-contractors and notwithstanding anything contained in this TOB or elsewhere, the maximum liability of the Terminal to the Customer in relation to each incident shall be limited to fifty thousand United States Dollars US\$ 50,000.
- vi) The Terminal shall not be liable to the Customer for any loss or damage to Hazardous Cargo or for any loss, delay, damage or personal injury (including death) arising out of bad stowage in Containers unless caused by gross negligence or willful default of the Terminal, its agents, servants or sub-contractors and PROVIDED THAT the maximum liability of the Terminal to the Customer in relation to each incident shall be the limits of liability in accordance with clause E 8 (ii) and subject however to Clause E 8 (iv).
- vii) The Customer shall be liable for and shall fully Indemnify the Terminal, its servants, agents and sub-contractors against any liability for claims or suits, including costs and expenses incidental thereto, in respect of loss of or damage to any property and death or injury suffered by any person caused by the negligence or default of the Customer, its servant or agents pursuant to these Terms of Business or otherwise.
- viii) The Terminal shall not, under any circumstances whatsoever, be responsible for or liable to the Customer for:
  - a) any consequential or indirect loss or damage; or
  - b) loss of profit, revenue, savings or contracts; injury to goodwill or reputation; or delay howsoever caused, including any breach by the Terminal of its obligations under this Contract or its breach of duty, negligence or gross negligence.
- ix) In respect of any claim arising under any indemnity in favor of the Customer contained in this Contract the Customer shall:
  - a) Within fifteen (15) days after becoming aware of the claim, notify the Terminal in writing of the claim (the "Terminal Claim") against which the Customer is seeking to be indemnified together with all details of Terminal Claim in the actual knowledge or possession of the Customer at the time and becoming known to it at any time thereafter;
  - b) take such other steps as may be necessary or as the Terminal may reasonably require to avoid or mitigate Terminal's Claim;
  - c) where the Terminal Claim relates to a claim by any third party against the Customer, not admit liability or make any offer, promise, compromise or settlement with the

third party without the prior written consent of the Terminal (which consent not to be unreasonably withheld or delayed); and

- d) where the Terminal Claim relates to a claim by any third party against the Customer, at the request of the Terminal and at Terminal's cost, cooperate with the Terminal or its insurers, in the defense, settlement and/or counter claim of such Customer Claim.
- x) Notwithstanding the remaining provisions of these Terms of Business the maximum aggregate liability of the Terminal to the Customer in any calendar year regardless of the cause of such claim and number of incidents shall in no circumstances exceed One Hundred Thousand United States Dollars US\$ 100,000 provided that all amounts payable under any relevant insurances held by the Customer against any Customer claims shall be paid in full to the Terminal within fourteen (14) days of receipt of the same by the Customer from the relevant insurer of the Customer. The Terminal shall also not be liable for any claim with a value of less than five hundred United States Dollars US\$500.
- xi) Save as provided in this Clause E8 the Terminal shall not be under any liability to the Customer whether in contract, tort or otherwise in respect of the use of the Container Terminal and the provision of the Container Terminal Services for any death, personal injury, damage or loss resulting from the use of the Container Terminal and the provision of the Container Terminal Services or from any work done in connection therewith.
- xii) The Terminal does not give any warranty or representation that the Container Ship will not ground whilst approaching, leaving or lying alongside the Container Terminal. Each Container Ship approaching, leaving and whilst lying alongside the Container Terminal does so at the sole risk and responsibility of the Customer.
- xiii) The Terminal shall not be responsible for or liable in any way for any damage or loss suffered or incurred during the berthing and un-berthing of a Container Ship.
- xiv) The Customer shall be solely responsible for any damage to the Wharf and or/to the Port, Container Terminal, equipment, fenders, mooring bollards, container ships, vessels belonging to the Terminal or any third party, caused during or arising from the act of berthing or unberthing, whether by reason of incompetence or negligence of the Pilot in-charge of the ship belonging to the Customer, or as a result of insecure or improper mooring of the ship whilst alongside the wharf/berths, and shall hold the Terminal indemnified, by payment on demand, against all claims, demands, losses, costs and expenses arising from any such damage, except it is solely caused by gross negligence or default of the Terminal, its servants or sub-contractors.
- xv) The Customer and the Master of the ship shall be in sole charge of the ship whilst using any of the Wharves in the Container Terminal, and her safety shall be the sole responsibility of the Customer. The Customer shall be held responsible for any loss and/or damage that may arise from faulty navigation, or by reason of her breaking adrift from

her moorings. No instruction or direction given, or act performed by the Terminal or its officers shall place any responsibility upon the Terminal, with respect to the security or safety of such ship.

xvi) In the event a ship drifts away from the Container Terminal while berthing or otherwise, it will be the sole responsibility of the Master of the ship and the Customer.

xvii) The Terminal shall not be responsible for the following events:

- a) Any non-compliance with the ISPS code, or any other related and necessary requirements which may prevent a ship from being permitted to berth at a Wharf in the Terminal.
- b) Breakdown, fire, explosion, sinking or any accident or incident which occurs on the ship, caused solely due to the Customer, ship owner's or ship operator's fault resulting in the ship being denied permission to berth at a Wharf in the Terminal

xviii) The Terminal will not be responsible or liable for any incorrect or delayed delivery of any Container which is insufficiently, incorrectly or otherwise not properly marked and/or in respect of which full and complete particulars in respect of such delivery have not been provided to the Terminal.

xix) The Terminal shall not, under any circumstances, be responsible for or liable in any way for any damage to Containers or their contents caused by rust, rain, typhoon, flood, tempest, lightning, fire or any similar event or occurrence.

## 9) Insurance

- i) The Terminal is under no obligation to maintain insurance of Containers, Cargo or contents of Containers of the Customer.
- ii) The Customer shall:
  - a) take out and maintain adequate hull and machinery and P&I Insurance in respect of its Container Ships, the latter from a Club being a member of the International Group of P&I Clubs, together with insurances adequate to cover its liabilities under this TOB.
  - b) If so requested, provide the Terminal with a copy of certificate of insurance confirming that these requirements have been complied with. Such request or absence of such a request shall in no way be construed as waiving the Customer's obligations to arrange insurance required by law or under this TOB.
  - c) The Terminal reserves the right to not allow those vessels to enter Port, which do not have adequate hull and machinery and P&I Insurance in respect of its Container Ships,

the later from a Club being a member of the International Group of P& I Clubs, together with insurances adequate to cover its liabilities under this TOB.

#### 10) Unauthorized Access to Container Ships

- i) The Terminal will use reasonable endeavors to enforce strict controls to prevent unauthorized access to the Container Terminal.
- ii) The Customer shall enforce controls on its Container Ships whilst berthed at the Container Terminal in order to prevent unauthorized access to the Container Terminal.

#### 11) Force Majeure

- i) A party shall not be liable for any failure to perform its obligations under this TOB caused by Force Majeure provided it gives prompt notification to the other party of
  - a) the event of Force Majeure and its likely duration
  - b) the obligation(s) which are affected, and how affected, and provided that it takes all reasonable steps to mitigate the effects of Force Majeure.

#### 12) Dispute Resolution:

- i) Any dispute or difference arising between the Parties out of or in connection with this TOB shall promptly and in good faith be negotiated with a view to its amicable resolution and settlement.
- ii) In the event no amicable resolution or settlement is reached within a period of thirty (30) days from the date on which the dispute or difference arose, such disputes and/or differences shall be referred to the Arbitration as per clause E(13) of this TOB.

#### 13) Law and Jurisdiction

- i) This TOB shall be governed by and construed in accordance with the laws of England.
- ii) Any dispute arising out of or connection with this TOB shall be referred exclusively to arbitration in London in accordance with the Arbitration Act 1996 or any statutory modification or re-enactment thereof.
- iii) The arbitration shall be conducted in accordance with the London Maritime Arbitrators' Association (LMAA) terms current at the time when arbitration proceedings are commenced.
- iv) The reference shall be to three arbitrators. A Party wishing to refer a dispute to arbitration shall appoint its arbitrator and send notice of such appointment in writing to the other Party requiring the other Party to appoint its own arbitrator within 14 calendar

days of that notice and stating that it will appoint its arbitrator as sole arbitrator unless the other Party appoints its own arbitrator and gives notice that it has done so within the 14 days specified.

- v) If the other Party does not appoint its own arbitrator and give notice that it has done so within the 14 days specified, the Party referring a dispute to arbitration may, without the requirement of any further prior notice to the other Party, appoint its arbitrator as sole arbitrator and shall advise the other Party accordingly. The award of a sole arbitrator shall be binding on both Parties as if he had been appointed by agreement.
- vi) Nothing in this Clause E (13) shall prevent the Parties agreeing in writing to vary these provisions to provide for the appointment of a sole arbitrator.
- vii) In cases where neither the claim nor a counterclaim exceeds the sum of USD 50,000 or such other sum as the Parties may agree, the arbitration shall be conducted in accordance with the LMAA Small Claims Procedure current at the time when the arbitration proceedings are commenced.
- viii) Notwithstanding the above, the Parties may agree at any time to refer to mediation any difference and/or dispute arising out of or in connection with this TOB. In the case of a dispute in respect of which arbitration has been commenced, the following shall apply: -
  - a) either Party may at any time and from time to time elect to refer the dispute or part of the dispute to mediation by service on the other Party of a written notice (the "Mediation Notice") calling on the other Party to agree to mediation;
  - b) the other Party shall thereupon within fourteen (14) calendar days of receipt of the Mediation Notice confirm that they agree to mediation, in which case the Parties shall thereafter agree a mediator within a further fourteen (14) calendar days, failing which on the application of either Party a mediator will be appointed promptly by the Arbitration Tribunal (the "Tribunal") or such person as the Tribunal may designate for that purpose. The mediation shall be conducted in such place and in accordance with such procedure and on such terms as the Parties may agree or, in the event of disagreement, as may be set by the mediator;
  - c) if the other Party does not agree to mediate, that fact may be brought to the attention of the Tribunal and may be taken into account by the Tribunal when allocating the costs of the arbitration as between the Parties;
  - d) the mediation shall not affect the right of either Party to seek such relief or take such steps as it considers necessary to protect its interest;
  - e) either Party may advise the Tribunal that they have agreed to mediation. The arbitration procedure shall continue during the conduct of the mediation, but the



Tribunal may take the mediation timetable into account when setting the timetable for steps in the arbitration;

- f) unless otherwise agreed or specified in the mediation terms, each Party shall bear its own costs incurred in the mediation and the Parties shall share equally the mediator's costs and expenses; and
  - g) the mediation process shall be without prejudice and confidential and no information or documents disclosed during it shall be revealed to the Tribunal except to the extent that they are disclosable under the law and procedure governing the arbitration.
  - ix) Judgment upon the award rendered may be entered in any court having jurisdiction or application may be made to such court for a judicial acceptance of the award and an order of enforcement, as the case may be.
  - x) The Parties shall use every reasonable endeavor to resolve disputes between them in the shortest possible time consistent with the proper presentation to the expert or arbitration tribunal of their submissions and evidence. The Parties will in particular seek, in the absence of any reasonable excuse, to make such submissions and present such evidence within a period of thirty days from the commencement of the proceedings. In the event of unreasonable delay by either Party, the expert or the arbitration tribunal shall be entitled to make an award even if that Party has failed to make or complete its submissions.
- 14) All tariffs are subject to periodical revision as per the provisions of the Deed of Amendment of MPS and as per the mechanism provided therein.

## **F. INVOICING AND PAYMENT**

1. In consideration for the provision of the Container Terminal Services by the Terminal to the Customer as per this TOB, the Customer shall pay the Terminal the applicable public tariff rates.
2. If any tax in the nature of a consumption tax, a value-added tax, a goods and/or services tax or similar tax (the "Tax") is, or becomes payable in relation to this TOB under applicable law, during the term of this Agreement, and in case the Services rendered under this Agreement, come directly under the purview of such an enactment/ amendment and the Tax becomes payable by or is recoverable from the Customer in terms and in accordance with such law, then the Customer shall, in addition to the applicable public tariff rates also be liable to reimburse the Terminal for an amount equal to the Tax.
3. The Customer shall pay all charges in Full without deduction in any kind to the Terminal before requesting for any of the Terminal Services under this TOB.

4. For Transshipment, the full charges are applicable at the time of discharge of the containers and timing of Loading of the container will not have any impact on the invoicing.
5. Shore handling and other Local currency-based tariffs are converted from a USD based tariff at the prevailing exchange rates on the date of publishing the tariffs.
6. Stevedoring, Shore handling and all other services provided by MPS are subject to VAT and all other taxes as per the existing law of the country. These taxes will be applied over and above the published tariff as per the law. MPS reserves the right to apply the current as well as future change of such tax laws with prospective or retrospective effect as directed by the GRA.

## **G. EDI SYSTEM**

1. This Section G shall apply (without prejudice to the other Sections in these Terms of Business) only where the Terminal has agreed in writing with the Customer for the partial or exclusive transmission and interchange of Messages between the parties by means of an EDI System.
2. Upon such agreement, the Customer and the Terminal shall become subscribers to the Intermediary Service and shall exchange all identification details and similar information to enable each party to effectively utilize the Intermediary Service.
3. Application
  - i. Until such time as the parties mutually agree that the EDI System may be used exclusively, it is agreed that the EDI System shall be operated in parallel with an accepted manual system. In case of inconsistencies, any Message transmitted through the EDI System shall prevail.
  - ii. The Terminal shall determine and monitor the progress of the development, implementation and priority of the EDI System.
  - iii. All Message Transmissions must properly identify the sender and recipient and comply in all respects with the User Manuals and such of the Intermediary Service standard conditions as may be applicable from time to time.
  - iv. If the sender issuing a Message Transmission requires a confirmatory receipt and does not receive the same, the original Message should be retransmitted until a receipt is received.

- v. The Intermediary Service mailbox receiving date and time of the Message (or of the first or original Message in case of repeated transmission of the same Message) shall be treated as the receiving date and time of the Message by the recipient.

#### 4. Message Data Log

- i. The parties shall maintain (without modification) a Message Data Log including details of times of transmission and examination of the Intermediary Service mailbox. Data contained in the message Data Log shall be retained by way of record for a period of not less than twelve (12) months.
- ii. The Message Data Log may be maintained on computer media or other suitable means provided that, if it is necessary to do so, the data must be capable of being readily retrieved and presented in human readable form.
- iii. Each of the parties shall be responsible for making such arrangements as may be necessary for the data contained in its Message Data Log to be prepared and maintained as a correct record of each Message Transmission and Message Retrieval.

- 5. The parties acknowledge that in the event of any complete or partial breakdown or failure of the EDI System and/or the Intermediary Service, they will take all necessary steps to ensure the continued transmission and receipt of relevant messages, notices and information by alternative and/or additional means such that the operation of the Contract is not adversely affected.

- 6. The Terminal reserves the right to amend the User Manuals from time to time, such amendment to be notified to the Customer at which time the amendment shall become immediately operative.

#### 7. Security of Messages

Each of the parties shall:

- i. take reasonable care in so far as it is within its power to do so to ensure that Messages are secure and that unauthorized access to its EDI System, Message Data Log and the Intermediary Service system is prevented;
- ii. ensure that Messages containing confidential information as designated by the sender of the Message are maintained by the recipient in confidence and are not disclosed to any person not otherwise authorized or used by the recipient outside the terms imposed by the sender. Any authorized disclosure to a third party shall be made only after getting a prior written approval of the Terminal;
- iii. apply special protection, where permissible, by encryption or by other agreed means, to those Messages which the parties agree should be so protected. Unless the parties

otherwise agree, the recipient of a Message so protected shall use at least the same level of protection for any further transmission of such Message.

## 8. Integrity of Messages

- i. The parties accept the integrity of all Messages and agree to accord these the same status as would be applicable to notices or information sent other than by electronic means, unless such Messages can be shown to have been corrupted as a result of technical failure on the part of any machine, system or transmission by the Customer.
- ii. Where there is evidence that a Message has been corrupted or if any Message is identified or capable of being identified by the sender as incorrect, it shall be re-transmitted as soon as practicable with a clear indication that it is a corrected Message.
- iii. The sender is responsible and shall use its best endeavors to ensure that Messages are complete and correct. Notwithstanding the foregoing, the recipient must immediately inform the sender if it is, or should in all the circumstances, be reasonably obvious to the recipient that the transmission of such Message is incomplete, incorrect or otherwise deficient and in no event shall any of the parties be liable under this Clause G 8 (iii) for the consequences of any such deficiency.
- iv. If the recipient has reason to believe that a Message is not intended for it, it should take reasonable action to inform the sender and should delete the information contained in such a Message from its system apart from the Message Data Log.

## 9. Limitation on Liability

- i. Without prejudice to the other provisions of these Terms of Business, none of the parties shall be responsible for any direct, indirect or consequential loss or damage suffered by the other party or any third party howsoever arising solely as a consequence of the use of the EDI System, whether caused by the parties or otherwise, including but not limited to the use or misuse of the User Manuals, the interruption or failure of the Intermediary Service, the EDI System, machines or transmission lines contributory thereto, or any other failures whether or not attributable to human error.

## 10. Termination

- i. The use of the EDI System by the parties may be terminated (without prejudice to the continuing application of the remaining clauses of these Terms of Business) by one party giving to the other not less than three (3) months' notice or otherwise automatically upon termination of the Contract between the parties, whereupon the transmission of any message, notice or information between the parties shall revert to the existing manual or other agreed system.

ii. Notwithstanding the termination of the use of the EDI System for any reason:

- a) Each of the parties shall complete and/or implement any action required by any Message sent prior to such termination; and
- b) The rights and obligations of each of the parties as to the maintenance of a Message Data Log and the Security of Messages shall continue after such termination and the termination of the Contract

**G. TRANSHIPMENT VOLUME REBATE**

- The year start with applying the Standard Tariff Rate, thereafter the respective volume rebate will be applied as the throughput volume reaches the next tier. For avoidance of doubt, the rebate applies to the volumes above the tier reached (no backward effect).

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