



PORT OF DJIBOUTI

Djibouti Ports

2018 Tariff Book

Contact details:

Customer Service: (+253) 21 319 000/199

Commercial direction: (+253) 21 319 192

Email: customercare@dmp.dj

Visit us on: www.portdedjibouti.com



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TITLE I - GENERAL CONDITIONS AND DEFINITIONS

01 - ADMINISTRATION

The administration and the management of the Djibouti Ports Operations are under the “Port of Djibouti SA”, herein after referred to as “PORT MANAGEMENT” and the Handling Operations are under the authorized handling operator(s) in each port terminal.

02 - JURISDICTION

Port Management has jurisdiction over all of the areas set out in the Port Ordinance (herein after called “The Port”).

03 - APPLICATION AND INTERPRETATION OF TARIFF

The tariffs, rules and regulations are issued by the Port Management and regularly updated, with the prior approval of the competent Authority according to the applicable laws and regulations. The validity date at the bottom of the document refers.

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

04 - CONSENT TO TERMS OF TARIFF

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

05 - RESPONSIBILITY FOR DAMAGE TO FACILITIES

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

06 – PORT’S MANAGEMENT HELD HARMLESS

Each ship Owner, Operator, Charterer or their Agents whose vessel calls at the Port and each Owner or Agents of cargo handled thereat as a condition to receiving services at the Port hereby agrees to indemnify and hold harmless the Management, any of its agents, servants or employees (and any other person, firm or corporation engaged by the Management to furnish labour, materials or equipment relating to the receipt or handling of unit loads or containers, their cargoes or vessels at the Port) from and against all losses, claims, demands and suits for damages (including court costs and counsel fees), for death or personal injury or property damage that may be imposed upon the Management or any of its agents, servants, employees or



contractors by any ship Owner, Operator or Charterer or such cargo Owner (or their agents or employees) as a consequence of services received at the Port.

07 - EXONERATION FROM LIABILITY

As per Port Ordinance.

08 - ALTERATIONS TO TARIFF

The Management reserves the right to alter, change, or amend from time to time any or all charges, terms, conditions or interpretations contained in this booklet with prior notice.

09 - ACCESS TO RECORDS

The Management reserves the right of access to all cargo manifests, documents and other information relating to vessels or cargo for the purpose of audit and verification of reports filed and assessment of charges. Any such information so acquired shall not be disclosed to any person other than a member of the Management in carrying out official duties required by law.

10 - INSURANCE

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

11- CALLING PROCEDURES

General Calling procedure is: 1stannounced-1st arrived- 1st served.

There is the possibility to obtain a berthing priority – related rules can be obtained with an approval of the Port Management and the Port Authority.

12 - PAYMENTS OF DEPOSIT BY LINE

A deposit of all charges (stevedoring and marine) is to be made to Port Finances before vessel berthing.

13 – PAYMENT OF INVOICE BY CONSIGNEE

Before commencement of cargo delivery, the Consignee should pay in advance all invoices related to cargo (handling, port dues, storage, etc...), unless specifically agreed otherwise in writing.

Bulk cargo charges should be paid before commencement of cargo discharging, unless specifically agreed otherwise in writing.



14 - PAYMENT OF INVOICE BY SHIPPING AGENTS

Prior vessel operations, the shipping agent has to settle the payment of the deposit for stevedoring and marine charges (REF/DPFZA/160/2017). All invoices are due on presentation.

The non-payment of due invoices may cause the garnishment of the vessels or cargoes handled at the Port and the responsible party may be prohibited of any use of the Port until all unpaid charges have been paid.

All ship agents should have an account with the Port Management by submitting a deposit slip, unless specifically agreed otherwise in writing.

15 - PORT WORKING HOURS

15.1 - ADMINISTRATION

Port Administration working hours are from 08h00 to 16h00, from Sunday to Thursday, excluding public holidays and Fridays & Saturdays.

15.2 –BULK & GENERAL CARGO

Bulk and General Cargo handling operations are available 24 hours a day, throughout the year.

15.3 - CONTAINER TERMINAL WORKING HOURS

Container handling and Gate operations are available 24 hours a day, throughout the year. Receiving empty containers is from 0600hrs – 2200hrs but special requests will be considered for services after 2200hrs.

15.4 - BILLING DEPARTMENT

The working hours of the invoicing and documentation office are from 0730 hours to 2000 hours, from Sunday to Thursday. On Fridays, Saturdays and public holidays, working hours are from 0900hrs-1200hrs and 1600hrs-1900hrs.

16- SAFETY

Parties using the Port are required to conform to all of the current safety rules and regulations.

17 – NOTICES BEFORE ARRIVAL

17.1 – MARINE NOTICES

Each ship Owner, Operator or Charterer expecting to berth a vessel at the Port for the purpose of loading or discharging cargo shall send to the Port Authority (At the Harbour Office) a 48 hours prior notice of the arrival of such vessel and furnish such information as the Port Authority may require.

Re-confirmation of the vessel's arrival shall be made by the vessel's Agent 24 hours prior to arrival, and by the Vessel's Master when he is in VHF radio contact with the Port Authority (At the Harbour Office).



17.2 MANIFESTS DELIVERY

A. Entry Manifest

Three (3) copies of inbound cargo manifest and EDI file should be sent to the Port Management at least 24 hours prior to the vessel's arrival. Exception will be made for the manifest of vessels coming from neighbouring ports which can be submitted at least 12 hours prior to the vessels arrival and for those arriving Friday and Saturday or the day following a Public Holiday.

B. Outbound Manifest

The outbound cargo manifests should be provided by the ship agents at least 48hours after the vessel's departure.

C. NIL Manifests

For vessels not doing cargo operations, a Nil Manifest in and out must be submitted.

D. Manifest Penalty

Manifest not submitted on above mentioned time	Per day	113 \$
Manifest with incorrect information	1 st offence	566 \$
	2 ^{sd} offence	1 414 \$
Goods gone out without any payment	1 st offence	566 \$
	2 ^{sd} offence	1 414 \$
Data amendment as per agent request	Per B/L	20 \$

Also, the Management reserves the right not to operate any vessel for which the compulsory documents are not transmitted to the Documentation Office within the deadline.

17.3 CARGO HANDLING GEAR

Any vessel using its own gears for cargo operations should deliver to the Management, at least 48 hours prior to vessels arrival, the following information:

- Type of cargo handling gear
- Capacity of cargo gear
- Valid ship's gear test certificate issued by an internationally recognized classification society

The use of vessel equipment is subject to the Terminal operator approval.

18 – VACATION OF BERTH

The Management reserves the right to instruct a vessel to vacate its allocated berth on completion of discharging or loading or intermediate when there are long periods of idle time or awaiting cargo.



19 – DANGEROUS, HAZARDOUS OR OBNOXIOUS CARGO

Articles of a dangerous, hazardous or obnoxious nature will only be received at the Port after written application and approval from the Management. Ship agent shall indicate it in EDI file and manifest.

The handling of such goods will be governed by the International Maritime Dangerous Goods Code published by the International Maritime organisation (IMO)

Class: 1 – explosives;

2 – Gases: compressed / liquefied / dissolved under pressure;

3 – Flammable liquids;

4 – Flammable solids / substances liable to spontaneous combustion;

5 – Oxidising substances and organic peroxide;

6 – Poisonous and infectious substances;

7 – Radioactive substances;

8 – Corrosives;

9 – Miscellaneous dangerous substances.

20 – REMOVAL OF OBJECTIONABLE CARGO

The Management reserves the right to inspect any cargo or container, which in its judgement is likely to damage other cargo property, and/or to move it to another location, at the risk and expense of the Owner or Agent of the cargo or vessel.

21 – DISPOSAL OF UNCOLLECTED CARGO / SALE BY PUBLIC AUCTION

Even if the port and customs charges have been paid, the cargo will be auctioned if it remains in the Port for a period of more than:

- One (1) Month for refrigerated, perishable containerised cargo,
- Six (6) Months for all other cargo.

22 – GENERAL RESTRICTIONS AND LIMITATIONS

Under the application of this tariff book, the Management reserves the right to refuse storage or handling of cargo which have not been transported, nor intended to be transported by water to or from the Port, or to provide service beyond the reasonable capacity of the Port or its equipments.

23 – FRESH WATER

Fresh water may be furnished and invoiced to all vessels and other Port's users.



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24 – DEFINITION OF FREIGHT TON

The freight ton will be defined by the articles of “Thomas STOWAGE”.

25 — FREE ZONE CARGO PORT CHARGES

- ❖ Transit cargo port charge will be invoiced to cargo going to free zone, before leaving the sea port.
- ❖ Cargo will pay port dues tariff according to their final destination.
- ❖ At customer request, port dues for cargo going to free zone would be charged as local import.

26 — DIRECT DELIVERY

The Management may allow direct delivery operations if all conditions are met by consignees / representatives.



TITLE II – MARINE CHARGES

A – ALL VESSELS OTHER THAN SPECIFIED UNDER B and C

Vessel volume expressed in cubic meter, Tariff in \$ per 1000 m³.

Description	Less 10 000 m ³	10 001 25 000 m ³	25001 50 000 m ³	50001 100 000 m ³	Over *** 100 000 m ³
MARINE DUES					
1. SHELTER in \$ per 1000 m ³	10.14 \$	9.78 \$	9.24 \$	8.70 \$	
Fixed Charges	-	100.92 \$	246.96 \$	477.06 \$	420 \$
2. ANCHORAGE – in \$ per 1000 m ³					
Per period of 12 hours indivisible (1) & (3)					
2.1. first and second period	7.98 \$	7.56 \$	7.20 \$	6.30 \$	5.40\$
Fixed Charges	-	79.26 \$	192.84 \$	372.84 \$	684 \$
2.2. from 3 rd to 6 th	7.20 \$	6.90 \$	6.54 \$	5.76 \$	5.10 \$
Fixed Charges	-	72 \$	174.78 \$	336.84 \$	624 \$
2.3. 7 th and over	6.30 \$	6.18 \$	5.76 \$	5.10 \$	4.50 \$
Fixed Charges	-	63.12 \$	155.04 \$	299.04 \$	540 \$
Berth waiting time due to Port congestion	free	free	free	free	Free
3. BERTHING DUES in \$ per 1000 m ³ (1)					
Per period of 12 hours indivisible					
3.1. first and second period	16.68 \$	15.90 \$	15 \$	14.34 \$	14.34 \$
Fixed Charges	-	165.78 \$	403.80 \$	778.26\$	1488 \$
3.2. from 3 rd to 6 th	15 \$	14.34 \$	13.56 \$	12.84 \$	12.84 \$
Fixed Charges	-	149.40 \$	363.06 \$	701.64 \$	1344 \$
3.3. 7 th and over	13.38 \$	12.66 \$	12.18 \$	11.40 \$	11.40 \$
Fixed Charges	-	133.14 \$	322.56 \$	624.90 \$	1188 \$
4. PILOTAGE in \$ per 1000 m ³ (with minimum 1000 m ³) Per movement (1), (4) & (5)	10.86 \$	10.86 \$	10.86 \$	10.86 \$	8.28 \$
Fixed Charges	-	108.54 \$	271.38 \$	542.76\$	1080 \$
Non-self-propelled vessel	+50%	+50%	+50%	+50%	+50%
MARINE SERVICES					
5. TOWING in \$ per 1000 m ³ (with minimum 1000 m ³) Per movement(1) (4) & (5)	14.88 \$	14.88 \$	14.88 \$	14.88 \$	14.88 \$
Fixed Charges	-	148.38 \$	370.86 \$	741.72 \$	1476\$
Non-self-propelled vessel	+50%	+50%	+50%	+50%	+50%



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Description	Less 10 000 m ³	10 001 25 000 m ³	25001 50 000 m ³	50001 100 000 m ³	Over *** 100 000 m ³
6. MOORING in \$with minimum of 1000 m3 Per movement (1) & (5)	4.50 \$	4.50 \$	4.50 \$	4.50 \$	4.50 \$
Fixed Charges	-	45.24 \$	113.10 \$	226.14\$	450 \$
7. LUMP SUM in \$ per call					
7.1. sanitary charges at quay	48.84 \$	48.84 \$	48.84 \$	48.84 \$	48.84 \$
7.2. sanitary charges at anchorage	87.96 \$	87.96 \$	87.96 \$	87.96 \$	87.96 \$
7.3. quay cleaning charges after bunkering (6)	30.54 \$	30.54 \$	30.54 \$	30.54 \$	30.54 \$

*****N.B:** All vessel expressed in cubic meter, Tariff in \$ per 1000 m³

1. MINIMUM INVOICING VOLUME : 9,000 m³ for SHELTER and 3,000 m³ for ANCHORAGE, 1,000 m³ for BERTHING, 5000 m³ for PILOTAGE and 15000 m³ for TOWING and MOORING.
2. INVOICING PER BRACKET: sum of amount calculated for each bracket inferior or equal to ship's total amount.
3. NON SELF POPELLED VESSELS : 50% EXTRA CHARGES.
4. TRANSFER FROM QUAY TO QUAY: the basic tariff per movement applies.
5. CLEANING QUAY SIDE AFTER BUNKERING: lump sum rate applies for refuelling operations.

B – YACHTS AND SAILING SHIPS

Port clearance is given only after settlement of all charges.

1. Berths Charges	
Berth first 72 Hours	14 \$
Thereafter	9.35 \$
2. Fixed charges	
Shelter	5.60 \$
Sanitary charges	11.90 \$

C – NAVY VESSELS

1. For Vessels of which invoice is currently less than 1 000\$: a minimum lump sum fixed at 1 000\$ will be charged per voyage.
2. For Vessels of which invoice is currently more than 1 000\$: an increment of +25% of marine charge will be charged.



D – DHOWS

D.1 - MARINE CHARGES

1. Cargo Operation Loaded and Discharged	Per Wton	1.02 \$
2. Livestock Loaded Discharged		
Camels and Cattle	Per head	1.02 \$
Goat and Sheep	Per head	0.360 \$
3. Passengers	Per person	1.02 \$
4. Careenage Zone (1)	Per day	33.60 \$

(1): Vessel using the careenage within the port limit without using the port facility.

Special tariff for barges

Lash vessels – anchorage tariffs will apply.

Barges – lump sum rate of: 122.15 \$ per cycle.



TITLE III – CARGO PORT DUES

A - PORT DUES ON THE GOODS & CONTAINERS

All tariffs are levied on freight ton means 1 Metric Ton or 1 Cubic Meter whichever is the greater.

Cargo Type	Unit	Local Import	Transit Import	Export Local and Transit	Transshipment
0.0 Petroleum products					
0.1 Oil black products and Gas Oil in bulk	Wton	1.50 \$	1.25 \$	1.25 \$	3 \$
0.2 White products in bulk	Wton	4.75 \$	2.50 \$	1.25 \$	3 \$
0.3 White and Black product in Drums	Wton	6.80 \$	3.15 \$	1.25 \$	3 \$
0.4 Bitumen in Bulk	Wton	2.50 \$	2.50 \$	1 \$	3 \$
1.0 Other liquid bulk					
1.1 Ethanol, Edible oil, Molasses, Fatty Acid, LPG etc...	Wton	1.25 \$	1.25 \$	1.25 \$	3 \$
2.0 Solid Bulk					
2.1 Fertiliser	Wton	1 \$	1.10 \$	1 \$	3 \$
2.2 Grains & other bulk	Wton	2 \$	2.75 \$	1 \$	2 \$
3.0 Packed basic cargoes					
3.1 Rice	Frton	10.05 \$	3.30 \$	1 \$	3 \$
3.2 Wheat Flour	Frton	10.05 \$	3.30 \$	1 \$	3 \$
3.3 Wheat-dourah-sorghum-maize	Frton	10.05 \$	3.30 \$	1 \$	3 \$
4.0 Other general cargo					
4.1 cargo with packaging	Frton	10.05 \$	2.20 \$	1 \$	3 \$
4.2 Cement-lime-plaster	Frton	3.95 \$	3.30 \$	1 \$	3 \$
4.3 Alcohol drinks	Frton	30.20 \$	3.30 \$	1 \$	3 \$
4.4 Tobacco	Frton	30.20 \$	3.30 \$	1 \$	3 \$
5.0 Full containers					
5.1 Full containers except 5.2 & 5.3	TEU	251.65 \$	45.30 \$	20.15 \$	90.60 \$
5.2 Full containers of Rice, Sugar, Flour	TEU	45.30 \$	45.30 \$	20.15 \$	90.60 \$
5.3 Alcohol drinks & Tobacco	TEU	905.95 \$	90,60 \$	20.15 \$	90.60 \$



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Cargo Type	Unit	Local Import	Transit Import	Export Local and Transit	Transshipment
6.0 Livestock					
6.1 Camel	Head	4 \$	3 \$	3 \$	3 \$
6.2 cattle	Head	4 \$	1 \$	3 \$	3 \$
6.3 Goats & Sheep	Head	1 \$	1 \$	1 \$	1 \$
7.0 Vehicles	Frton	10.05 \$	3.30 \$	1 \$	3 \$

B – OTHER DUES

Cargo Type	Unit	Local Import	Transit Import	Export Local and Transit	Transshipment
8. ISPS					
8.1 Un-containerized cargo	Frton	0.25 \$	0.25 \$	0.25 \$	0.25 \$
8.2 Containers	Cont.	6 \$	6 \$	6 \$	6 \$
9.0 Quay cleaning					
9.1 Conventional	Frton	0.30 \$	0.30 \$	0.30 \$	0.30 \$
9.2 Containers	Frton	0.15 \$	0.15 \$	0.15 \$	0.15 \$
10.0 Documentation fee					
10.1 Documentation fee – declaration	Unit	5.65 \$	5.65 \$	5.65 \$	5.65 \$
10.2 Per gate pass issued	Unit	1\$	1\$	1\$	1\$
10.3 Stamp Fee	Unit	5.62 \$	5.62 \$	5.62 \$	5.62 \$



TITLE IV – PORT STORAGE CHARGES

A – STORAGE CHARGES FOR CONTAINERS

A.1 Storage grace period for containers

Description	Day per Container
Local Import	3
Local Export	3
Transit Import	8
Transit Export	8
Transshipment (Full and empty)	8

Over this grace period, the cargo owner shall pay storage charges.

A.2 Storage charge for containers

Full Import and Export Containers, Full and Empties Transshipments, SOC (Shipper Owner Container)

Over the grace period, the cargo owner shall pay storage charges.

Storage charges for containers	Unit	Local Import and Export	Transit (Import & Export) and Transshipment
Grace period	Day	3	8
From 04 th till 10 th day	Per Teu	5.65 \$	
From 11 th till 15 th day	Per Teu	7.05 \$	
From 16 th till 20 th day	Per Teu	8.80 \$	
From 21 st till delivery	Per Teu	11.00\$	
From 09 th till 15 th day	Per Teu		5.65 \$
From 16 th till 20 th day	Per Teu		7.05 \$
From 21 st till 25 th day	Per Teu		8.80 \$
From 26 th till delivery	Per Teu		11.00\$

A.3 No free time for IMDG / OOG / FR Containers

No free storage period is granted for OOG / IMDG / FR containers.

Class 1, 2.1, 2.3 and 3 with flashpoint $\leq 21^{\circ}\text{C}$ cargoes are subject to direct delivery to the inland transport.

Class 7 cargoes are not accepted in Djibouti Port (unless otherwise instructed by the appropriate authority).



The Port will carry out or request to transfer all incoming cargo that goes beyond the grace period and that creates a storage problem into “Magasins Généraux”. All costs deriving from this operation are at the expense and risk of the cargo owners.

A.4 Storage charges for IMDG / OOG / FR Containers

	Import Local per TEU	Import Transit & Transhipment per TEU
From Day 1 to Day 3	10.50 \$/DAY	-
From Day 4 till Delivery	21.00 \$/DAY	-
From Day 1 to Day 8	-	10.50 \$/DAY
From Day 9 till Delivery	-	21.00 \$/DAY

A.5 Storage of Empty Containers

The Free Pool quota system is based on quarterly throughput volume calculated as a percentage of the total throughput (Full out and Empties in, excluding transhipments).

Storage per TEU per Day over the free pool quotas limit:

- First 100 TEU per day 3.00 \$
- From 101 to 200 TEU per day 4.05 \$
- Over 200 TEU per day 5.05 \$

B – STORAGE CHARGES FOR GENERAL CARGO

B.1. OPEN YARD STORAGE

Break-bulk	Unit	Local		Transit		Transhipment
		Import	Export	Import	Export	
Grace Period	Days	3	3	8	8	8
Tariff (per day)	1000 Kg/ 1 CBM	0.05 \$	0.05 \$	0.05 \$	0.05 \$	0.05 \$

The tariff is levied against 1000 kg /1 CBM whichever is the greater.



B.2. PORT WAREHOUSE STORAGE

Break-bulk	Unit	Local		Transit		Transshipment
		Import	Export	Import	Export	
Grace Period	Days	3	3	8	8	8
Tariff (per day)	1000 Kg/ 1 CBM	0.20\$	0.20\$	0.20\$	0.20\$	0.20\$

The tariff is levied against 1000 kg /1 CBM whichever is the greater.

B.3. DANGEROUS CARGO STORAGE (No Free Period)

Dangerous cargo per day:	0.40 \$
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The tariff is levied against 1000 kg /1 CBM whichever is the greater.

C – STORAGE CHARGES FOR VEHICLES

The free storage period for vehicles is 3 days for local import and 8 days for transit import, starting from the end of vehicle discharging.

The free storage period for transshipment is 15 days, starting from the end of vehicle discharging.

After the free period, following storage charges will be applied.

Vehicles	Local & Transit	Transshipment
Grace period	3 days / 8 days	15 days
Vehicles up to 1500Kg	2.15\$/ per Day, per Unit	2.15\$/ per Day, per Unit
Vehicles between 1501 and 3000Kg	5.30\$/ per Day, per Unit	5.30\$/ per Day, per Unit
Vehicles between 3001 and 5000Kg	8.50\$/ per Day, per Unit	8.50\$/ per Day, per Unit
Over 5000Kg	13.60 \$/ per Day, per Unit	13.60 \$/ per Day, per Unit
Vehicles over loading ramp	14.15 \$/per Unit, per Move	14.15 \$/per Unit, per Move

D – STORAGE CHARGES FOR BULK CARGO

Storage of grains & fertilizer in silo:

If space is available, free silo storage of bulk cargo shall be granted for a period up to 10 days from and including the first day of discharge.

After this free storage period, following rates will be charged:

- First 20 days storage at **0.20 \$** per day per metric ton or part thereof.
- Thereafter **0.30\$** per day per metric ton or part thereof.



TITLE V – DMP CONTAINER HANDLING

A – TERMINAL NOTICES

The Container terminal requires

- Every 15 days, a list with next month's vessels forecast for long term planning
- Daily updates on vessels expected within 48 Hours for berth and crane planning
- 24 hours before arrival full discharge and loading details for cargo planning

The Terminal will from time to time issue detailed instructions regarding the above general requirements.

B – DOCUMENTATION

The following documentation should be submitted to the Management at least 48 hours prior to the vessel's arrival. Failure to do so may result in denial of the use of the Port facilities to any vessel until such time as they are made available.

B.1 - DISCHARGING VESSELS

- Bay plan (Container Terminal) 3 copies
- Discharge list (Container Terminal) 3 copies
- Hazardous & Dangerous Cargo Declarations and
And Material Safety Data Sheet 3 copies
(Container Terminal, Statistics Central and Harbour Office)
- Passenger Manifest 3 copies
(Harbour Office, Immigration and Statistics)
- Reefer Manifest
- OOG manifest to facilitate preplanning (with maximum description possible)

Location & number of vehicles on top of containers to be discharged at the terminal will be subject to prior approval of the Terminal operator.

B.2 - LOADING VESSELS

- Bay plan (Container Terminal) 3 copies
- Hazardous & Dangerous Cargo Declarations 3 copies
And Material Safety Data Sheet
(Container Terminal, Statistics Central, Harbour Office)
- Passenger Manifest (Harbor Office, Immigration, Statistics) 3 copies
- Empty containers requirement by type

Note: For categories **B.1** & **B.2**, in the absence of any hazardous or dangerous cargo, a "NIL" declaration **MUST** be made.



C–STEVEDORING CHARGES FOR CONTAINERS

Stevedoring charges of containers are charged to the ship operator from / to hold / deck and under hook.

C.1 LOLO Operations

Charges per move	Stevedoring	
	20ft	40ft
Containers		
Discharging Full	133\$	166\$
Discharging Empty	94\$	121\$
Loading Full	133 \$	166\$
Loading Empty	94 \$	121 \$
Shifting (including Gear Box)		
Shifting on board without gantry travel	133 \$	212 \$
Shifting via quay or gantry travel	200 \$	317 \$
Hatch cover per move	117 \$	

C.2 RORO Operations

Charges per move	Stevedoring	
	20ft	40ft
Containers		
Discharging Full	110 \$	147 \$
Discharging Empty	78 \$	97 \$
Loading Full	110 \$	147 \$
Loading Empty	78 \$	97 \$
Shifting Full on board	66 \$	98 \$
Shifting Empty on board	48 \$	66 \$
Shifting Full via Yard	98 \$	146 \$
Shifting Empty via yard	74\$	98 \$



D - STEVEDORING CHARGES FOR TRANSHIPMENT

Stevedoring charges per cycle of transshipment (double move inbound + outbound) according to the total transshipment traffic equal to the number of moves of TEU per year.

Containers	Full		Empty	
	20ft	40ft	20ft	40ft
Chargeable Moves				
Standard rate – up to 6000 TEU per year	141 \$	201 \$	112 \$	137 \$
Between 6001 & 18000 TEU per year	128 \$	183 \$	102 \$	125 \$
Between 18001 & 40000 TEU per year	110 \$	156 \$	88 \$	108 \$
Between 40001 & 80000 TEU per year	95 \$	135 \$	76 \$	93 \$
Between 80001 & 200000 TEU per year	83\$	116 \$	67 \$	80\$
Anything above 200000 TEU can be negotiated				

Note:

- ❖ The stevedoring charges are per cycle of transshipment: Discharge move pays for both moves.
- ❖ The traffic volume is the chargeable moves in TEU for a period of 12 successive months.
- ❖ In order to benefit of the above tariffs, the shipping line should send a commitment letter to the Terminal operator for its expected transshipment traffic
- ❖ In case of actual traffic lower than the expected traffic, an additional invoice based on the corresponding tariff will be charged on actual traffic if the guaranteed volume is not reached.

E - SHORE HANDLING CHARGES FOR CONTAINERS

Shore handling charges of containers are charged to the consignee (cargo owner) or the shipper.

E.1 SHORE HANDLING OF CONTAINERS IMPORT

Shore Handling Charges per TEU	CFS	Inside the port All delivery
Local Import	346 \$	272 \$
Transit Import*	272 \$	272 \$

*Transit tariff will be applied for local Import at all delivery points inside the port for containers of Sugar, Flour, and Rice.



E.2. SHORE HANDLING OF CONTAINERS EXPORT

Shore Handling Charges per TEU	
Export Empty	17 \$
Export Full	116 \$

F - OTHER TERMINAL CHARGES

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

1. Removing of IMDG labels by Terminal	Unit	28 \$
2. Containers carrying cargo out of gauge – in each direction and moves, including storage.	TEU	+50%
3. IMDG cargo, incl. storage (no LCL discount) shore handling	TEU	+50%
4. IMDG cargo, incl. storage (no LCL discount) Stevedoring	Unit	+50%
5. Reefer containers, plug-in , monitoring and electric power charge	Day/TEU	65 \$
6. Undeclared IMDG containers or arriving without hazardous label	Offence	566 \$
7. Penalty for repetitive undeclared IMDG containers or arriving without hazardous label by same operator, same year	Offence	1414 \$
8. Issuing Interchange documents between operators	Container	5.65 \$
9. Any other data amendment at request of the Agent	Per change	5.65 \$
10. Idle time of gangs, over 2 Hours that Terminal is in stand-by	Crane/hour	23 \$
11. Cancellation fee from load list per container(not yet on TC Yard)	Container	14 \$
12. Shut outs from at shipside for pre-stacked containers per TEU	TEU	34 \$
13. Data amendment including container shifting	Container	50 \$
14. Change of container status, Import/transshipment incl. shifting	Container	50 \$
15. Container shifting in yard	TEU	37 \$
16. Container loaded in excess of rated capacity, per container	First time	271 \$
	Following times	1357 \$
17. Lashing of flat containers	Unit/Service	11 \$
18. Knocking down side frames and nesting flat containers	Unit/Service	11 \$
19. Weighing of the containers, not including the transport of the containers	TEU	14 \$
20. Container Cleaning & Inspection	Unit	17 \$
21. Pollution containing & cleaning the yard as per cost	-	-



G - LEAKING CONTAINERS POLLUTION CONTAINING AND CLEANING CHARGES

- ❖ Leaking container pollution containing and cleaning charges is the responsibility of the shipping line until the physical delivery.
- ❖ The Port accepts to stop delivery of consignees' cargo if the leaking occurs after the D/O is issued, and until the matter is solved with the shipping line agent.
- ❖ If the leaking results from damage caused to the container during its handling within the Terminal, the Terminal Operator will be responsible for all the charges.
- ❖ IMDG containers, classes 5.2, 6.2 and 8, which are not physically cleared 15 days after vessel discharged, will be reshipped to the loading Port, by the concerned shipping line.

The Pollution cleaning and combating charges are as follow:

ACTIVITY	CHARGE
Move to tray	113\$
Rent of leakage tray per day per unit	14 \$
Cleaning – non dangerous	554 \$
Cleaning – dangerous	2215 \$
Cleaning – toxic (per M ³)	3322 \$
Decontamination of soil – non-toxic per M ³	124 \$
Decontamination of soil – toxic per M ³	249 \$
Decontamination of soil – highly toxic per M ³	373\$

These charges do not include DCS cleaning container. They are for soil and yard clean up.
(These charges are for soil and yard depolluting).

H - CFS CHARGES

Charges per TEU	
Transfer charge to CFS (includes empty return)	57 \$
Lift on/Lift off charge	37 \$
Internal movement	37 \$
Stripping or stuffing	113 \$

Note: Please be advised that at the request and the instructions of the ship agents, the containers will be stripped and the cost of stripping will be charged to consignee. If transfer is to another location, tariff will be discussed and reviewed.



TITLE VI – DMP GENERAL CARGO HANDLING

All following tariff are levied against 1 Metric Ton or 1 Cubic Meter whichever is the greater.

A – BREAK BULK CARGO HANDLING

Break Bulk Handling Charges	Stevedoring (per FRT)	Shore handling (per FRT)	Transfer charge (per FRT)
Export General Cargo	2.35 \$	7.30 \$	0 \$
Import General Cargo	3.45 \$	8.71 \$	2.8 \$
Aciers / Steel products	3.45 \$	8.71 \$	2.8 \$
Bois / Wood	4.10 \$	3.83 \$	2.8 \$

N.B: the transfer charge will ONLY be applied if cargo is transferred outside DMP premises.

B – BULK CARGO HANDLING

PORT OF DJIBOUTI S.A.		
BULK Handling Charges	Stevedoring / Shore handling	Transfer
General Dry Bulk Cargo (FRT)	15 \$	
Coal & Pet Coke discharged & delivered alongside the ship (FRT)	12 \$	
Coal & Pet Coke discharged & transferred (FRT)	12 \$	5.57 \$
Clinker & Gypsum discharged & delivered alongside the ship (FRT)	12 \$	
Clinker & Gypsum discharged & transferred (FRT)	12 \$	5.57 \$



DORALEH MULTIPURPOSE PORT		
BULK Handling Charges	Stevedoring / Shore handling	Transfer
General Dry Bulk Cargo (FRT)	15 \$	
Coal & Pet Coke discharged & delivered alongside the ship (FRT)	12 \$	
Coal & Pet Coke discharged & transferred (FRT)	12 \$	3 \$
Clinker & Gypsum discharged & delivered alongside the ship (FRT)	12 \$	
Clinker & Gypsum discharged & transferred (FRT)	12 \$	3 \$

(*) The following storage tariffs will be added for coal and pet coke (clinker):

- 1 \$ per metric ton storage charges for the first 45 days
- 2 \$ per metric ton every 45 days for balance

C - VEHICLE HANDLING

C.1 - VEHICLE RO-RO HANDLING

VEHICLE RoRo	Stevedoring	Shore handling	Towing
	Per unit	Per unit	Per unit
Vehicle units (<= 1500 kg)	5.65 \$	23.53 \$	5.69 \$
Vehicle units (1501-3000 kg)	11.2 \$	58.71 \$	11.2 \$
Vehicle units (3001-5000 kg)	22.62 \$	94 \$	18.03 \$
Vehicle units (> 5000 kg) without chain	22.62 \$	150 \$	
Vehicle units (> 5000 kg) with chain	22.62 \$	268.8 \$	



C.2 - VEHICLE LO-LO HANDLING

VEHICLES Lo-Lo	Stevedoring	Shore handling	Towing
	Per unit	Per unit	Per unit
Vehicle units (<= 1500 kg)	30 \$	23.53 \$	5.69 \$
Vehicle units (1501-3000 kg)	45 \$	58.71 \$	11.20 \$
Vehicle units (3001-5000 kg)	80 \$	94 \$	18.03 \$
Vehicle units (> 5000 kg) without chain	100 \$	150 \$	
Vehicle units (> 5000 kg) with chain	150 \$	268.80 \$	

C.3 - TRANSFER CHARGES (LoLo & RoRo)

VEHICLES Lo-Lo and RoRo	Transfer
	Per unit
Vehicle units (<= 1500 kg)	30.91 \$
Vehicle units (1501-3000 kg)	42.14 \$
Vehicle units (3001-5000 kg)	67.41 \$
Vehicle units (> 5000 kg) without chain	134.83 \$
Vehicle units (> 5000 kg) with chain	330 \$

NB: The transfer charges will ONLY be applicable to units exceeding 14 days storage period in DMP.

C.4 - HANDLING CHARGES FOR TRANSHIPMENT OF VEHICLES

Transhipment Vehicles	Stevedoring
Vehicle units (<= 1500 kg) per unit	26,6 \$
Vehicle units (<= 3000 kg) per unit	26,6 \$
Vehicle units (<= 5000 kg) per unit	40 \$
Vehicle units (> 5000 kg) per unit	129,95 \$

N.B: Big volume of transhipment is subject to specific rates based on further agreement with the Terminal operator. Storage grace period for transhipment is 15 days starting from the end of vehicle discharging.



D – DIRECT DELIVERY BREAK BULK CARGO HANDLING

Direct Delivery of Break Bulk Handling Charges	Stevedoring (per FRT)
Import General	4.21 \$
Aciers / Steel products	4.55 \$
Export Cargo	4.21 \$

E - OOG AND OVERWEIGHT CARGO DEFINITIONS AND TARIFFS

E.1 – OUT OF GAUGE CARGO TARIFF (consignee and/or line)

All cargo whose the dimension is in below table is considered as OOG. The OOG tariff is applied on Stevedoring charges as well as Shore Handling charges.

OOG Type	Length	Width	Height	Additional Costs
Cargo Dimension	14m to 25m	>3.5m	>3.5m	Minimum increase rate +50%
Cargo Dimension	>25m	>3.5m	>3.5m	+100%

E.2 - OVERWEIGHT CARGO TARIFF (consignee and/or line)

All cargo whose the dimension is in below table is considered as Overweight. The Overweight tariff is applied on Stevedoring charges as well as Shore Handling charges.

Overweight type	Tariff
Single lifting or move less or equal 25 Mt	Applied to public tariff
Single lifting or move over 25 Mt and less or equal 45 Mt	+50%
Single lifting or move over 45 Mt	+100%

In case of OOG and overweight, the applicable rate will be the higher.



F – DMP General Cargo Miscellaneous Charges

F.1 – Vessel operation

Miscellaneous charges	Terms
Hatch cleaning Tariff per gang and per hour	100 \$
Lashing Tariff per gang and per hour	100 \$
Unlashing Tariff per gang and per hour	100 \$
Packaging (reconditioning) per bag of 50kg	0,25 \$
Vehicle Via Quay Shifting Up to 5T	25 \$
Vehicle Via Quay Shifting more than 5T	45 \$
Vehicle Shifting on board Up to 5T	10 \$
Vehicle Shifting on board more than 5T	20 \$

F.2 – Watchman fee for vehicles

Watchman fee (Per unit/per day)	1,12 \$
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N.B:

- 1) For consignees during import transaction, the watchman charge is applicable to all units starting from the day of vessel's discharge.
- 2) For lines during export transaction, the watchman charge is applicable to all units starting at the gate In up to the vessel's end of operation.

F.3 – Mafi Billing

Mafi will be calculated as a container for the stevedoring and storage charges.



PORT OF DJIBOUTI

TITRE VII– CARGO HANDLING IN OTHER TERMINALS

A - TARIFF INFORMATION

The stevedoring and handling charges for vessels and cargoes in the other terminals will be applied as agreed by the Port Authority.



TITRE VIII – LIVESTOCK

A – LIVESTOCK HANDLING CHARGES

LIVESTOCK	Unloading from Truck (per Head)	Loading on Board (per Head)
Cattle	1.33 \$	2.31 \$
Camel	1.33 \$	3.68 \$
Goat & Sheep	1.33 \$	1.13 \$

B – LIVESTOCK PORT DUES CHARGES

ITEM	Local Import Per Head	Transit Import Per Head	Export Local and Transit Per Head	Transshipment Per Head
Cattle	4 \$	3 \$	3 \$	3 \$
Camel	4 \$	1 \$	3 \$	3 \$
Goat / Sheep	1 \$	1 \$	1 \$	1 \$

C – LIVESTOCK PARC FEES

Livestock Parc Fees (No grace period)		Hours indivisibles (24hours)			
		Local		Transit	
		Import	Export	Import	Export
Cattle, camels, horses	per head		3 \$		3 \$
Sheep and Goats	per head		2 \$		2 \$



TITLE IX – PORT EQUIPMENT RENTAL

A – TUG & LAUNCHES RENTAL

Type	One hour Minimum charge	First 6 H Lump sum	Over 6H Per Hour
Tugs less than 1000 Hp	280 \$	700 \$	140 \$
Tugs over 1000 Hp	420 \$	1120 \$	210 \$
Launches less than 100 Hp	35 \$	140 \$	25 \$
Launches over 100Hp	84 \$	253 \$	70 \$

B – SEA TRANSPORT TO ANCHORAGE WITH PORT EQUIPMENTS

OPERATION	Rate per hour	SERVICES
Gasoil	1000 \$	Transfer and transport of gasoil only
Water	600 \$	Transfer and transport of water only. water fees is not included
Goods and persons	600 \$	Transfer and Transport of goods and persons

Note: this operation is done as per ship agent request.

C – PORT HANDLING EQUIPMENTS RENTAL

Type	Rate per hour & Minimum charge
Gantry Crane	520 \$
Mobile Crane up to 80 T	510 \$
Mobile Crane up to 40 T	409 \$
Mobile Crane up to 20 T	274 \$
Reach stacker	409 \$
Forklift up to 45 T	409 \$
Forklift up to 30 T	345 \$
Forklift up to 15 T	274 \$
Tractor	130 \$



PORT OF DJIBOUTI

The insurance of crane will be under the responsibility of the renter when the crane operates outside the port.

Mobile Crane: Operations inside the Port have priority for cranes use, even if a demand for work outside the Port has been placed before.

- Rent is per hour or part thereof
- Port Crane gets priority in port operation

D - WEIGH BRIDGE CHARGES PER MOVE

D.1- TRUCK & TRAILER

- | | |
|------------|----------|
| - Per unit | 13.55 \$ |
|------------|----------|

D.2- WAGONS

- | | |
|------------|----------|
| - Per unit | 13.55 \$ |
|------------|----------|

E - OTHER SERVICES

The other services not covered by this tariff will be applied as proposed by the entity in charge of these services and approved by the Port Authority.



TITLE XI– SLIPWAY & DRY DOCK SERVICES

A – SLIPWAY

Type	Docking & Undocking	First 6 days	Over 6 days
Vessels up to 150 T	438 \$	131 \$ / day	175 \$ / day
Vessels more than 150 T	540 \$	131 \$ / day	175 \$ / day

In the case of using the slipway, the vessels must be insured before docking.

The insurance shall have to cover the civil liability, the equipment damages and the corporal injuries.

The assurance is at the charge of the ship owner and shall have to be paid before docking.

The ship owner has to contract directly with a legally entitled insurance company and shall have to provide a valid certificate of insurance before using the slipway.

The other ship repair services will be applied as proposed by the entity in charge of these services and approved by the Port Authority.

B – DRY DOCK

DRY DOCK is subject of contract.



TITLE XII - OTHER SERVICES FOR VESSELS

A – ELECTRICITY

Electricity	Kwh	0.45 \$
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The tariff may be increased without any prior notice in order to be in line with the national supplier tariff.

B – WATER

Water – non potable	M Ton	4 \$
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The tariff may be increased without any prior notice in order to be in line with the national supplier tariff.

D – OTHERS CHARGES

Delivery of Garbage bin to ships at quay side	57 \$
Garbage bin removal from quay side	85 \$
Ambulance per trip	17 \$

E – PERSONNAL SERVICES

The tariff mentioned below is per hour and per employee. The minimum charges will be 2 hours.

Manager	250 \$
Head of department and pilots	130 \$
Qualified technicians, firemen and harbours officers	65 \$
Technicians and workers highly qualified	26 \$
Skilled or non-skilled workers	13 \$
Driver	180 \$



TITLE XIII - OPERATION FEES

Ships agent, per vessel less than 5000 GRT	Lump sum	75.50 \$
Ships agent, per vessel over 5000 GRT	Lump sum	151 \$
Stevedoring companies	Per Freight ton	0.25 \$
Bulk Packing Companies	Per Weight tonne	0.50 \$
Oil companies (local Traffic)	Per Weight ton	0.50 \$
Forwarding and clearing agents	Per Declaration	5.65 \$
Trucking companies	Truck	1.00 \$
Trucking gate pass	Per Gate pass issued	1.00 \$
Annual Access Card	Per Person	22.50 \$
Daily Access Card	Per Person	2.80 \$

The operations fees have to be paid to the Authority which is entitled to grant the concerned authorization or licence.