

PORT TARIFF

2021

(W.E.F 01-JAN-2021)

HIPG[®]

Hambantota
International
Port Group

(Private) Limited



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Conventional Cargo Tariff		
All Rates in USD (\$)		
		Rate
01.	Dockage	
1.1	Per 100grt or part thereof, per hour or part thereof	0.28
1.2	Dockage charges for non-operational / non-working hours	2.80
	A penal charge is applicable for occupying the berth after approved hours - please refer "Terms & conditions and other information" - item 3, \$2.80 per hour or part thereof per 100grt or part thereof.	
02.	Stevedoring Charges for RO RO Vessel Operations (rate per tonne or part thereof)	
2.1	Stevedoring charges for import of motor vehicles	4.00
2.2	Stevedoring charges for transhipment of motor vehicles- discharging or loading	2.00
2.3	High and heavy vehicles / equipment (Local)	5.00
2.4	High and heavy vehicles / equipment(Transhipment)	5.00
2.5	Shifting of Cargo - Charges as Per Commodity Handled	Please refer clause 5.10 for charges
03.	Occupation Charges on Import Vehicles (per calendar day, per tonne or part thereof)	
3.1	Import vehicles if cleared within 10 calendar days from discharged date	Free
3.2	Occupational charges from day 11th to day 20th	0.60
3.3	Occupational charges from day 21 st to day 30th	1.20
3.4	Occupational charges from day 31 st onwards	2.00
04.	Occupation Charges on Transhipment Vehicles (per calendar day, per tonne or part thereof)	
4.1	Transhipment vehicles if loaded within 25 calendar days from discharged date	Free
4.2	If not shipped within the free storage period, storage rent shall apply charges from 26 th day onwards	1.50
05.	Stevedoring Charges- Discharge/Load Conventional Cargo –Break Bulk, Bagged / General to or from Local Market (rate per tonne or part thereof)	
5.1	Bagged & General Cargo	
5.1.A	Non - irritant cargo	5.00
5.1.B	Irritant cargo	6.00
5.2	Dry Bulk Cargo	
5.2.A	Dry bulk cargo (manual handling) – Non irritant	5.50
5.2.B	Dry bulk cargo irritant (manual handling)	5.50
5.2.C	Dry bulk cargo irritant /non-irritant handled via bagging machine /labour provided	12.00
5.3	Handling of Cement in Bags (50KG)	7.00
5.4	Cool Room, Dangerous & Dirty Cargo	10.00
5.5	Bulk Liquid Cargo from / to Bowsers	
5.5.A	1,000 tons & above per calendar day	2.50
5.5.B	Up to 999 tons per calendar day	3.00

5.5.C	Handling of LPG Cargo	
5.5.C.1	Transshipment LPG cargo loading /discharging one way via oil berth (Using loading arm or hose pipe)	5.00
5.5.C.2	Domestic LPG cargo Loading/ Discharging one way via oil berth (Using loading arm or hose pipe)	5.00
5.6	Totally Mechanized Handling of Bulk Cargo (Cement, Grain) Daily Average Output Basis	
5.6.A	12,001 MT and above	3.50
5.6.B	11,001 MT to 12,000 MT	4.00
5.6.C	10,001 MT to 11,000 MT	4.50
5.6.D	8,001 MT to 10,000 MT	5.00
5.6.E	6,001 MT to 8,000 MT	5.50
5.6.F	6,000 MT and below	6.00
5.7	Animals -Livestock (Cattle & Smaller Species) - Each	2.00
5.8	Handling Mail Bags	8.00
5.9	Stream Operation	
5.9.A	Ship to ship transfer of all types of conventional cargo or transfer of heavy lifts from submersible vessels (labour & EQ not supply by HIPG)	1.00
5.9.B	Ship to ship transfer of all types of conventional cargo or transfer of heavy lifts from submersible vessels labour supplied by HIPG	5.00
5.10	Shifting of Cargo- Charges as per commodity handled	
5.10.A	Cargo shifted and re-stowed in the same hatch/deck	Normal stevedoring rate
5.10.B	Outside the discharging hatch/deck	Twice normal stevedoring rate
06.	Detentions & Cancellation of Booked Gangs	
6.1	Work stoppage by ship anticipating rain - per hour or part thereof per gang (over 15 minutes)	25.00
6.2	Other detentions -(due to ship's fault) per hour or part thereof per gang (over 15 minutes)	50.00
6.3	Cancellation of booked gangs - per gang Note: if not cancelled before , day shift before 4.30 PM of previous day, night shift before 8.00 AM of same day	120.00
6.4	Detention charges Per hour or part per gang on vessels worked by private labour. (per hour or part thereof)	10.00
07.	Transshipment Break Bulk & General cargo (per tonne or part thereof)	
7.1	Transshipment break - bulk cargo, general cargo & high and heavy cargo irrespective of mode - of operation -one way	5.00
08.	Occupation Charges Conventional Cargo & High & heavy Cargo - Supplied to or from Local Market (per calendar day, per tonne or part thereof)	
8.1	Imports if cleared within 5 calendar days from discharged/ de-stuffed date	free
8.2	Basic charge if not cleared within the specified period (from the 1st day up to the date cleared)	0.25
8.3	Penal charge from 8 th day to 14 th day	0.50
8.4	Penal charge 15 th day onwards	0.75
8.5	DG Cargo – Imports (per calendar day, per tonne or part thereof)	
8.5.A	If cleared within 48 hours discharged /de stuffed	free

8.5.B	Basic charge if not cleared within free period	
8.5.B.I	From time discharged / de-stuffed to time cleared	1.00
8.5.B.II	Penal charge from 8 th day to 14 th day	1.50
8.5.B.III	Penal charge 15 th day onwards	2.50
8.6	Normal Cargo Exports & High & Heavy Cargo (per calendar day, per tonne or part thereof)	
8.6.A	If shipped within 7 calendar days	free
8.6.B	Basic charge if not shipped within free period from day of receipt to day shipped	0.25
8.6.C	Penal charge from 8 th day to 14 th day	0.25
8.6.D	Penal charge from 15 th - 21 st day	0.50
8.6.E	Penal 22 nd day onwards	0.75
09. Occupation Charges for Transshipment Dry Bulk ,Break Bulk Cargo & High and Heavy /Equipment (per calendar day, per tonne or part thereof)		
9.1	14 days of free storage at HIPG will be given. If not transhipped within the free period storage will commence from the 15 th day.	free
9.2	From 15 th day to the date of loading	1.5
10. Ancillary services		
10.1	RO-RO Operations (per unit)	
10.1.A	Jump start / Battery energising , of local vehicles / high & heavy local cargo(per vehicle)	5.00
10.1.B	Engine failure	10.00
10.1.C	Towing of vehicles up to 30 CBM	50.00
10.1.D	Towing of vehicles above 30 CBM	100.00
10.1.E	Flat tyre operation	10.00
10.1.F	Opening of door lock	20.00
10.1.G	Removal of vehicle for customs examination	30.00
10.1.H	On board lashing / unlashng on request (per unit) material to be provided by line	10.00
10.1.I	Bundling/un bundling of cargo on trailers	50.00
10.1.J	Supply of fuel per litre	2.00
10.1.K	Transshipment vehicle removed to be loaded at a different port	40.00
10.1.L	Transshipment High and heavy per unit removed to be loaded at a different port	75.00
10.1.M	Transshipment Packages removed to be loaded at a different port per Mt	5.00
10.1.N	Battery disconnecting – connecting per unit one way	5.00
10.1.O	Empty MAFI trailers bundling / unbundling per unit	25.00
10.2	Miscellaneous Charges	
10.2.A	Change of on carrier/destination per vehicle	2.00
10.2.B	Change of on carrier/destination (block charge)	50.00
10.2.C	Loading plan changes per hour or part there of (Tariff Item 06- Detention Charges)	50.00
10.2.D	Change of cargo information per vehicle	2.00
10.2.E	Change of status per vehicle	25.00
10.2.F	Cargo Shutout charges per unit	2.00
10.2.G	Cargo Re-handle charges per unit (If cargo has been loaded as per the original plan).	10.00
10.2.H	Sorting of vehicles per unit	0.50

10.3	Sundry Services	
10.3.A	Bagging, weighing restacking etc. (per bag- 50 kilos)	2.00
10.3.B	Landing/ loading on request at time of delivery (per tonne each way)	3.00
10.3.C	Cancellation charge on gate pass (per pass)	10.00
10.3.D	Sweeping per gang of 6 labourers (per shift or part thereof)	75.00
10.3.E	Stuffing / de- stuffing of containers 20' footer	200.00
10.3.F	Stuffing / de- stuffing of containers 40' footer	300.00
10.3.G	Covering of cargo/equipment on special request (Refer - Tariff Item 10.4 - Labour/Person Rates)	As per labour supplied per hour or part thereof
10.3.H	Supply of fresh water per tonne or part thereof (minimum charge USD 150.00)	First 100Mt – 8.00 Second 100Mt – 9.00 Third 100Mt and above - 10.00
10.3.I	Supply of Fire water per tonne or part thereof	9.00
10.3.J	Supply of shore power (per KW hours)	0.15
10.3.K	Connection charges (Per connection per day)	20.00
10.3.L	Weigh bridge chargers for additional operations	20.00
10.4	Labour/Person Rates (per person per hour or part thereof)	
10.4.A	Supervisor	3.00
10.4.B	Skilled labour	2.50
10.4.C	Unskilled labour	1.50
10.4.D	Supply of labour for non-commercial vessel	10.00
10.5	Sur Charges	
10.5.A	Non declaration of DC cargo (in addition to surcharge on undeclared cargo)	250.00
10.5.B	Undeclared cargo- including DC and non-DC	100.00
11.	Hiring Charges for Supply of Equipment & Crafts (per hour or part thereof)	
11.1	Quay cranes	1,500.00
11.2	Portal crane	1,000.00
11.3	Mobile crane - 50MT	250.00
11.4	Mobile cranes - 80MT	350.00
11.5	Any lift between 2Mt to 10MT using a (50mt or 80mt) mobile crane	60.00
11.6	Any lift less than 2Mt using a (50mt or 80mt) mobile crane	40.00
11.7	Fork lift – 2.5 Mt	30.00
11.8	Fork lift – 5Mt	40.00
11.9	Fork lift – 16Mt	80.00
11.10	Mafi prime movers	40.00
11.11	Trailers	20.00
11.12	JCB wheel loader	100.00
11.13	Bucket elevator	100.00
11.14	Empty stacker per unit	15.00
11.15	Reach stacker per unit	50.00
11.16	Goose neck	500.00
11.17	Terburg tractor	90.00
	(Irrespective of Day / Night) (per tug, per hour or part thereof)	
11.18	Tug Hire Charges within Port Limits and OPL other than for purposes of Port Entry	1,200.00
11.19	Tug hire charge - Attending vessels not under command (NUC) outside the harbor	2,700.00

12.	Landing & Delivery & Shipping Chargers Payable by Consignee / Consignor	Direct Delivery Shipping (per tonne or part thereof)	Delivery Shipping from Warehouse /Yard (per tonne or part thereof)
12.1	All food cargo dry in bags and agricultural products in natural form	0.60	1.20
12.2	Dangerous cargo, refrigerated cargo / liquor	3.00	3.50
12.3	Crude oil/petroleum products		
12.3.A	Discharging of petroleum products at berths	3.00	
12.3.B	Loading of petroleum products at berths	3.00	
12.3.C	Supply of petroleum products to vessels using bowsers	3.00	
12.4	All other cargo not listed above	1.20	1.50
12.5	Supply of Equipment for Cargo Delivery Shipping (per package over 10 MT of weight)		
12.5.A	Equipment charges for cargo delivery/shipping- per package over 10 MT -15 MT		60.00
12.5.B	Equipment charges for cargo delivery/shipping- per package over 15 MT -20 MT		120.00
12.5.C	Equipment charges for cargo delivery/shipping- per package over 20 MT - 30 MT		180.00
12.5.D	Equipment charges for cargo delivery/shipping- per package over 30 MT -40 MT		240.00
12.5.E	Equipment charges for cargo delivery/shipping- per package over 40 MT		400.00
	Note: In the event that additional EQ usage for delivery due to nature of the cargo (more than one EQ) will be separately bill as per EQ hiring rate		
12.6	MAFI trailers discharged – carrying local cargo per unit		
	20' MAFI		25.00
	30' MAFI		35.00
	40 MAFI		55.00
	60' MAFI		100.00

13.	Bonding & Entrepot Charges	
13.1	Handling all cargo and/ or re-bond cargo (per tonne or part thereof)	5.00
13.2	Documentation charges per consignment	25.00
13.3	Documentation charges per consignment (on line submission)	1.00
14.	Off shore / within port boat operations (per operation/per vessel)	
14.1	Service fee for operating off shore	200.00
14.2	Service fee for operating within the port	100.00
15.	Oil & Bunkering	
15.1	Pumping rates – per MT or part there of	3.00
15.2	Dockage rate applicable based on operation efficiency (Per 100grt or part thereof, per hour or part thereof)	
15.2.A	On-standard efficiency	0.35
15.2.B	Less than standard efficiency	0.70
15.2.C	Non-productive hours	3.50

Operation Efficiency at Oil Berth

LPG Vessels	<3000grt	3000grt-6000grt	above 6000grt
Standard Operation efficiency (MT/Hour)	250	350	600

16. Special Notes.

1. The word tonne means one metric ton of 1000 kilograms, one cubic meter, or 1000 litres.
2. In application of charges weight or measurement ton whichever in excess will be applicable.
3. If the export cargo is dg, 100% additional storage charges will be levied on normal cargo storage rates [as per item No. 8.6] applicable from yard in date to date shipped inclusive of penal charges.
4. If the warehouse is used for storage of cargo, 50% additional storage charge will be applicable from yard in date to date cleared/ shipped inclusive of penal charges.
5. Oil & Bunkering - following activities are exempt for dockage charges.
 - a. Double banking dockage at normal berth for bunkering
 - b. At anchorage bunkering – Barge
 - c. At OPL bunkering – Vessel
 - d. At OPL bunkering – barge

Container Cargo Tariff			
All Rates in USD (\$)			
Stevedoring Charges	Rates		
1. Domestic Containers – per quay crane lift	20'	40'	over 40'
Discharging or Loading of laden container per move	140	212	263
Discharging or Loading of empty container per move	100	155	193
Discharging or Loading of OOG container (Handled by spreader)	229	338	421
2. Transshipment Rates – per quay crane lift	20'	40'	over 40'
Discharging or Loading of laden container per move	46.5	71	80
Discharging or Loading of empty container per move	46.5	71	80
Discharging or Loading of OOG (Handled by spreader)	92	136	168
3. Re stow Rates	20'	40'	over 40'
Re-stowing within the vessel – not via quay or CY	46.5	71	80
Re-stowing via quay or CY (Per two lifts)	93	142	160
Re-stowing within the vessel – not via quay or CY - OOG	92	136	168
Re-stowing OOG (Handled by spreader)	184	272	336
4. Re nominations			
If it is required to change the second carrier of a transshipment container after the berthing of the first carrier, charges applicable including all CY moves.	20' – USD 50.00 40' – USD 75.00		
5. Ancillary Container Rates			
Per Container	20'	40'	over 40'
Change of information relating to container	5	5	5
Change of declared container destination	5	5	5
Change of declared container status	25	25	25
Electricity supply charges per hour for reefer containers	2	3	3
Internal sorting of laden containers at CY	25	38	47
Internal sorting of empty containers at CY	10	15	18
Mounting and/or Demounting laden containers	25	38	47
Mounting and/or Demounting empty containers	10	15	18
T/S Mounting and/or Demounting for special operation (include MCC)	25	38	47
Mounting and/or Demounting OOG	80	120	120
Container inspection at the HIPG yard (open door only) on request	75	114	123
If US-CSI Inspection / US-Mega port Inspection is required	115	140	160
If US-CSI/US-Mega port inspection is required, the truck demurrage per hour or part thereof from the 2nd hour.	25	25	25
Second transfer of transshipment containers, from terminal / berth to another terminal/berth if requested by Line within Hambantota International Port (HIP)	20	40	40
Complete vanning/de-vanning at HIPG facility	200	300	300
Administration of seals, as requested (Seal to be provided by Line)	10	10	10
Administration of stickers on containers (Sticker to be supplied by Line)	15	15	15
Weighing of containers (weighbridge charges)	20	20	20
Service charge for reefer P.T.I (All in rate including 1 hour power supply)	75	115	130
Point to point shifting	27	41	51

Door securing for door open containers	40	40	40
Delivery order cancellation charge	5	5	5
Hazardous cargo surcharge (Excluding Class 1,7,9)	50	50	50
Removing stuck locks	30 (per lock)		
Additional charges for miscellaneous documentation	10	10	10
6. Transferring containers using a low-bed trailer			
Transferring containers from the primary terminal/berth/yard to a secondary terminal/berth/yard within the Hambantota International Port (HIP) using a low bed trailer as requested by the line.			US\$ 200
7. Flat Rack Bundling Charges			
Per Unit	20'	40'	
Bundling of 2 FR units	133	147	
Bundling of 3 FR units	167	195	
Bundling of 4 FR units	200	242	
8. Bunded Trailer			
The following charges will be applicable for the use of the Bunded trailer.			
Item Charges per day			
0 to 7 days	100		
7 days to 14 days	150		
14 days onwards	200		
<ul style="list-style-type: none"> - Additionally, the relevant storage charges for Local/Transshipment will be applied as per the tariff. - The Shipping Line will be invoiced separately for the cleaning charges of bunded trailer. 			
9. Transshipment Container Storage Rates			
14 days of free storage at HIPG will be given for MTY or laden containers. If not transshipped within the FREE period storage will commence from the 15th day.			
Charges per day	20'	40'	over 40'
MTY containers from 15th day to 30th day	3	6	8
MTY containers from 31st day to 45th day	7	14	18
MTY containers from 46th day onwards	21	42	52
Laden containers from 15th day to 30th day	7	14	18
Laden containers from 31st day to 45th day	14	28	36
Laden containers from 46th day onwards	21	42	54
DG containers from 15th day to 30th day	9	18	23
DG containers from 31st day to 45th day	18	35	45
DG containers from 46th day onwards	26	53	68
10. Domestic Container Storage Rates			
Charges per day			
Import MTY containers			
5 clear days of free storage from the day following the date of discharge. If not collected within 5 clear days, storage accrues from the day following the date of discharge:			
Export MTY containers 5 clear days of free storage from the date of receipt. If not loaded within 5 clear days, storage accrues from the date of receipt:			

	20'	40'	over 40'
MTY containers from 1st day to 14th day	7	14	18
MTY containers from 15th day onwards	21	42	52
Laden EXPORT containers			
7 days of free storage from the date of receipt. If not loaded within the 7 days, storage will accrue from the date of receipt:			
	20'	40'	over 40'
Export storage from 1st day to 14th day	7	14	18
Export storage from 15th day onwards	14	28	36
Laden IMPORT containers 3 clear days of free storage from the day following the date of discharge. If not cleared within the 3 clear days, storage will accrue from the day following the date of discharge:			
Normal Cargo			
	20'	40'	over 40'
Basic charge (from 1st day to delivery day)	8	16	18
Penal charge (from 8th day to 14th day)	15	30	33
Penal charge (from 15 day onwards)	23	46	50
DC – Cargo			
	20'	40'	over 40'
If cleared within 48 hours	Free	Free	Free
If not cleared within 48 hours - from date of discharge to date of delivery	30	60	68
Penal charge from 8th day to 14th day	56	113	124
Penal charge from 15th day onwards	86	173	188
11. Landing, Delivery & Shipping Charges			
	20'	40'	over 40'
All food cargo in bags (dry) & agricultural products (Natural) in FCL	16	32	38
Dangerous cargo, reefer and liquor (special cargo)	58	116	144
All other cargo	32	64	80
12. Dockage			
Per 100grt or part thereof, per hour or part thereof	\$0.28		
13. Penalty Charges			
Crane idle charge Penal charge for idling a quay crane is USD 3,000 per crane/per hour or part thereof			
Dockage A penal charge is applicable for occupying the berth after 1 hour from completion of vessel operations (without permission of HIPG) \$2.80 per hour or part thereof per 100grt or part thereof.			
Wrong door direction Containers discharged from the vessel with the door in the wrong direction, will incur a penalty charge of US\$ 15 per box.			
Undeclared containers/incorrect declaration of a container			
Undeclared containers- Penal charges in addition to the stevedoring charges for handling undeclared containers.	US\$ 100 per container		
Incorrect declaration of container weight- Containers that weigh above the ISO / CSC specification will incur an additional penalty charge.	US\$ 250 per container		
Non-declaration of Hazardous cargo Incorrect, incomplete or non-declaration of hazardous cargo will incur a penalty.	US\$ 500 per container		
Delay in passing of boat notes			
Penalty charges for not passing the boat notes within the given time frame	20'	40'	over 40'
	30	45	60

14. Other Services

Supply of Fresh Water- Charges for supplying Fresh Water will be USD 12.5 per ton (1,000 liters) or part thereof. However, a minimum charge of USD 150 will be applicable for use of this facility. Any other service requested and/or provided by HIPG but not mentioned within this tariff has to be negotiated and agreed prior to providing the service.

15. Consolidation of Stevedoring Rates

Stevedoring services outlined within this tariff are inclusive of the following services, whether required or not:

lashing/unlashing, container securing/unsecuring services reefer monitoring handling of hatch covers comprehensive ship planning services issuing of EHA to importers and exporters seal intact checks container damage checks container tracking EDI Facility

OOG = Out Of Gauge

This includes **over-height, over-width, over-length** containers which can be lifted with a container lifting spreader. Other out-of-gauge container that requires special lifting gears including attachment of over height spreader or slings to the existing spreader will require advanced notice; and such containers will be priced on an individual basis.

16. Applicable Rebates- Year 2021

A 10% rebate scheme will apply upfront for all East Coast India, Bangladesh & Myanmar transshipment cargo. (The related Ports are: Calcutta, Ennore, Haldia, Katupalli, Krishnapatnam, Khulna, Madras, Mongla, Paradip, Tuticorin, Vishakapathnam, Chittagong, Rangoon) (discharged and/or loaded).

A rebate of 10% on the HIPG advertised tariff, will be paid upfront, on all transshipment cargo originating from any Port in Pakistan (discharged and/or loaded).

Terms, Conditions and other information

01. General Terms

1. Any other service requested to be provided by HIPG but not mentioned within this tariff has to be negotiated and agreed prior to providing the service.
2. All invoices to shipping lines will be raised in us\$ and payable in USD. invoices pertaining to consignees / consignors will be raised in Sri Lankan rupees and will be subjected to all applicable government levies and taxes.
3. HIPG reserves the right to pass on any new or changes to existing taxes, levies, surcharges, etc. that are imposed by the government of Sri Lanka or any other statutory body from time to time.

02. Invoicing & Payment Terms

1. If there is any discrepancy of the final reports received, agent to inform the terminal within 72hrs.
2. All the registered shipping line with HIPG will be allowed **5 (five) calendar days** from the date of receipt of any invoice to settle all port invoices.
3. A surcharge of 3% per month will apply on the invoices not settled within the above specified period.
4. Disputed invoices must be notified in writing to HIPG within **5(five) calendar days** from the date of receipt of invoice.
5. When disputing an invoice, the customer should settle undisputed amount in the invoice.
6. In the event the dispute is rejected the withheld amount has to be settled within 07 calendar days. Failure would result in surcharge being applied for said amount effective from date dispute rejected
7. HIPG reserves the right to request for a bank guarantee or an advance payment from the customer at any time.

03. Vessels Sailing Conditions

- a) Gearless vessels within 1hrs after completion cargo operation.
- b) Geared vessels including RORO within 1hrs and 30mins of cargo ops completion.
- c) At the oil Jetty, 1hrs period allowed for commence & complete operations for loading arm connecting & disconnecting.
- d) Vessels calling for any other purpose other than cargo operation, within 30mins of completing operation or time requested to vacate berth by port control.
- e) Any vessels requiring extra time at berth shall obtain prior approval from the relevant terminal which may be given depending on the circumstances.
- f) Approved vessels may stay at berth upon completion of cargo operations at operational dockage rate. Any extension beyond the approved time period shall incur the penal dockage.

04. List of Definitions, Abbreviations & Interpretations

Agreement terms of the tariff

The use of services and equipment within the port shall constitute consent to the terms and conditions of this tariff and evidence an agreement on the part of all vessels, their owners and agents and any other users, to charges specified in the tariff, and to be governed by all rules and regulations whether herein contained, or implied.

Amendments to the terms of the tariff

HIPG reserves the right to amend / alter / add or change, any or all charges, terms and conditions or interpretations contained in the tariff.

HIPG - Hambantota international port group (private) limited.

HIPS - Hambantota international port services company (private) limited.

Consignee - means one to whom cargo is sent as stated on the bill of lading.

Consignor - means the shipper of cargo.

Day - refers to a 24-hour day. for all charges specified 'per day', day starts at midnight and charges apply per day or part thereof. (means a calendar day).

Direct Delivery

Refers to cargo discharged from or loaded to a vessel in the port directly to or from the customer's own transport.

Free Time

Refers to the period that cargo may stay in the port without charges, after being discharged from a vessel or before being loaded onto a vessel.

Handling Charges

Means the charges levied for the services of (i) stevedoring (ii) shifting (iii) storage (iv) landing, delivery and shipping charges and any other services as may be determined by HIPG from time to time.

Hazardous Cargo or Dangerous Cargo

Refers to any material of hazardous nature or components as per the IMDG code issued by the international maritime organization (IMO).

Loading / Discharging of Cargo

Refers to the handling of the cargo between the stowage position on-board the vessel and the position in the yard of the port and vice versa. equivalent with HIPG.

Marine Services

Shall include but not limited to provision of vessel traffic management, berthing, un-berthing, mooring, unmooring, pilotage, pilot boat, towage, navigation and communications services – which services are provided exclusively by the HIPS

Stevedoring - means the physical handling of cargo between the vessel and the yard and vice versa.

Transshipment

Means cargo discharged in the terminal from a vessel, for the purpose of re-shipment to another port on another vessel.

Vehicle

Means a conveyor of passengers and goods.

High and Heavy vehicles

Vehicle carrying passengers and goods 10 MTS or more and or 80 CBM and above and all other mobile equipment.

Container

Refers to any container including flat-racks, platforms, reefers, bolsters, tanks or any other units designed for the carriage of goods and equipped with corner castings for handling by mechanical equipment consistent with the safety requirements of the Convention for Safe Containers and complying with all relevant prevailing ISO standards and capable of being handled by the Port's cranes and spreaders.

Container Terminal

Refers to the area designated by HIPG for handling of vessels carrying containers including the berths and the

area for landside operations.

CY

Means Container Yard within the boundaries of the respective Terminal.

LCL

Means Less than Container Load.

Length Overall

Is the figure indicating the length of the Vessel shown on the official registration papers carried by the Vessel.

Loading/Discharging of Containers/Cargo

Refers to the handling of the containers/cargo between the stowage position on-board the Vessel and the position in the Container Yard of the Terminal and vice versa.

Non Cellular Vessel

Refers to a vessel without cell-guides below deck and/or specific container stowage positions on deck.

Open/Covered Storage, parking area and/or marshaling area

The term open/covered storage, parking area and/or marshaling area, as used in this Tariff, refers to those areas at the Container Terminal where cargo or Containers may be held in custody of the Terminal Operator as instructed by the Owner or Agent.

Over dimensional

Refers to containerized cargo that project beyond the normal length, width or height of a container, or to containers that are different from the normal length, width or height for standard sea containers as specified by the International standards Organisation.

Reefer Cargo

Means refrigerated cargo.

Services

Means all the services normally provided by a container terminal operator.

Vessel or Vessels

Means any Vessel other than a barge, that utilizes the services and facilities of the Terminal for the Loading, Discharging, Storage, handling or transfer of Container/Cargo.