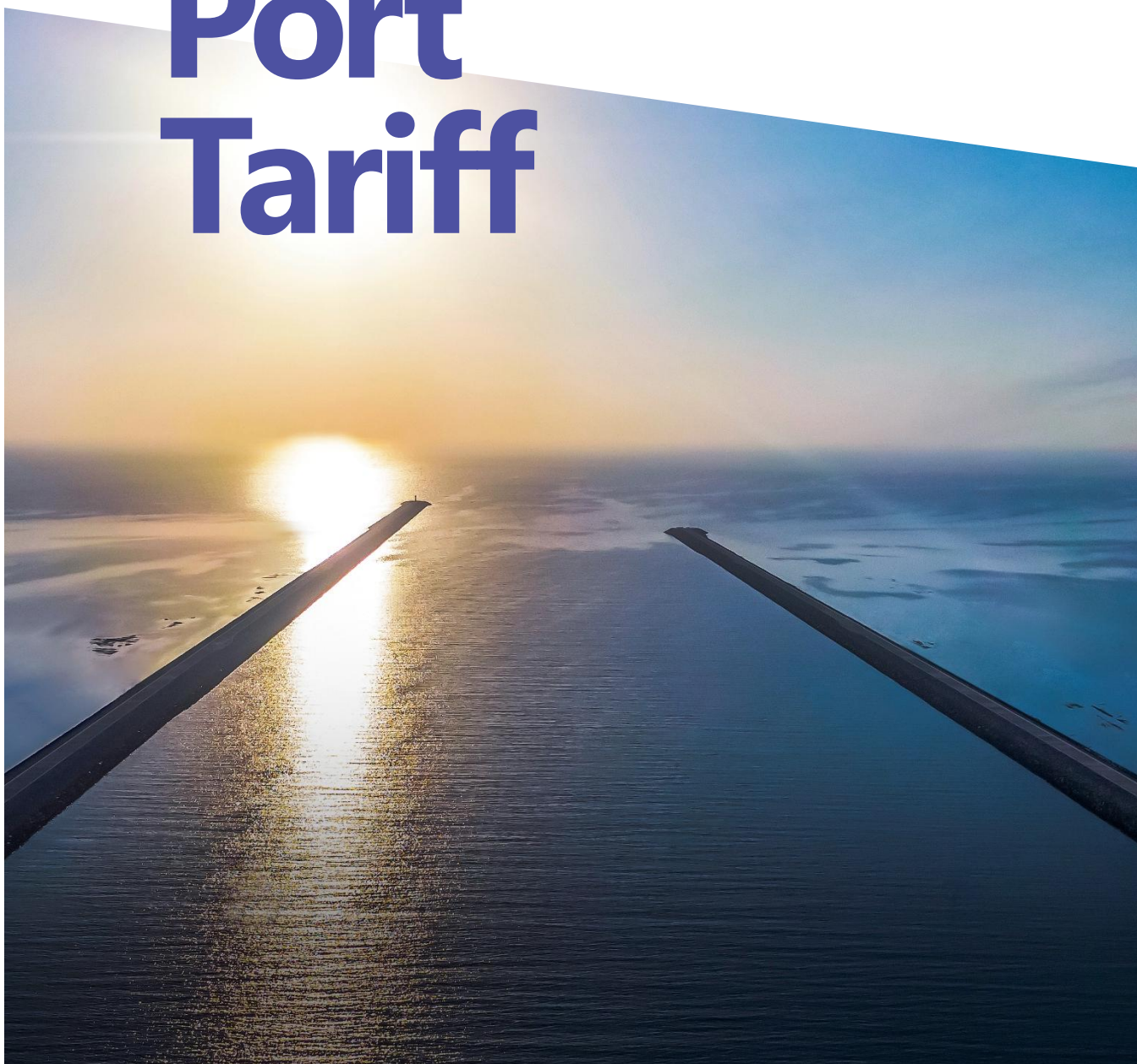


Marsa Port Tariff



1. Definitions

1.1 TARIFF	Marsa Port Tariff, including all rates, charges, terms, conditions, rules, schedules, appendices, and amendments issued or approved in connection with the use of PORT, PORT FACILITIES, and related services.
1.2 MARSA (Marsa Port)	MARSA or Marsa Port means the port and associated marine and land infrastructure located within the Umm Al Houl Free Zone, owned by Qatar Free Zones Authority (QFZ), established for the provision of marine, port, logistics, industrial, maritime, and related support services.
1.3 QATAR FREE ZONES AUTHORITY (QFZ)	QFZ means Qatar Free Zones Authority, being the owner, landlord, and Port Authority of Marsa Port, responsible for governance, regulation, licensing, safety oversight, and strategic control of activities conducted within the PORT.
1.4 PRIMARY PORT OPERATOR (QTerminals)	PRIMARY PORT OPERATOR or QTerminals means QTerminals W.L.L., appointed by QFZ as the primary operator of Marsa Port and responsible for the management, operation, maintenance, and delivery of port services within the areas assigned to it, in accordance with applicable agreements, this TARIFF, and port rules, and subject always to the authority of QFZ as landlord and Port Authority.
1.5 PORT	PORT means Marsa Port, and includes the marine and land areas, berths, basins, quays, yards, roads, channels, operational areas, and PORT FACILITIES falling within the PORT LIMITS, as applicable under this TARIFF.
1.6 PORT LIMITS	PORT LIMITS means the geographical, marine, and land boundaries of Marsa Port as designated by QFZ, including the port basin, navigational channel, berths, quays, breakwaters, PORT FACILITIES, and associated operational areas within which port rules, services, charges, liabilities, and regulatory controls apply
1.7 PORT FACILITIES	PORT FACILITIES means the sea areas, land areas, structures, buildings, installations, plant, equipment, utilities, quays, yards, roads, and other assets within the PORT used wholly or partly for vessel movement, berthing, loading, storage, access, handling, lifting, docking, undocking, marine support, or related port operations.
1.8 PORT USERS	PORT USERS means any person or entity using, entering, accessing, occupying, or receiving services from the PORT or PORT FACILITIES, including without limitation QFZ investors, vessel owners, operators, charterers, mortgagees, SHIPPING LINES, SHIPPING AGENTS, freight forwarders, shippers, consignees, contractors, tenants, visitors, and their respective representatives or agents.
1.9 VESSEL / VESSELS	VESSEL / VESSELS means every description of ship, craft, boat, barge, floating unit, or other waterborne structure, whether self-propelled or not, and includes, where the context requires, its owner, operator, charterer, manager, master, or mortgagee.
1.10 WOODEN FISHING BOAT	WOODEN FISHING BOAT means a wooden boat, with or without engine propulsion, used for commercial or artisanal fishing activities.
1.11 PRIVATE BOATS / YACHT	PRIVATE BOAT or YACHT means a non-commercial boat or yacht, with or without engine propulsion, used for private leisure, recreation, cruising, or travel.

1.12 SERVICES	SERVICES means all marine, operational, cargo, terminal, utility, manpower, equipment, access, lifting, docking, undocking, diving, support, or other services provided within or in connection with the PORT.
1.13 DAY / MONTH	DAY means a period of twenty-four (24) consecutive hours or part thereof, as calculated in accordance with the Gregorian calendar, unless expressly stated otherwise in this TARIFF. A MONTH means thirty (30) days unless otherwise specified.
1.14 TON / FREIGHT TONS (FT)	FREIGHT TON or FT means the chargeable unit of cargo measurement determined by either one (1) metric ton of 1,000 kilograms or one (1) cubic meter of volume, whichever produces the higher charge.
1.15 CARGO	CARGO means all goods, commodities, merchandise, materials, pipes, products, substances, equipment, or articles of every kind, whether solid, liquid, or gas, handled, stored, loaded, discharged, or otherwise dealt with within the PORT.
1.16 CONTAINER	CONTAINER means any standardized cargo transport unit, including ISO containers of any size or type, used for the carriage, storage, or handling of cargo by sea or land within the PORT.
1.17 CARGO AND CONTAINER BASE CHARGE	CARGO AND CONTAINER BASE CHARGE means the basic rate stated in this TARIFF for stevedoring, handling, and/or storage services, exclusive of any additional charge, surcharge, supplement, or special rate applicable by reason of the cargo's type, dimensions, weight, condition, storage requirement, or handling characteristics.
1.18 LASHING/UNLASHING	LASHING / UNLASHING means the securing or release of cargo or containers on board a VESSEL for the purpose of loading or discharging, excluding the supply of lashing materials, consumables, and hot work unless expressly stated otherwise.
1.19 HANDLING OF HATCH COVER	HANDLING OF HATCH COVERS means the opening, removal, repositioning, replacement, or closing of hatch covers or pontoons to permit access to under-deck cargo operations.
1.20 DANGEROUS GOODS (DG)	DANGEROUS GOODS or DG means goods classified as dangerous under the International Maritime Dangerous Goods (IMDG) Code, as amended from time to time. No Dangerous Goods shall be brought into the Port without prior declaration and approval and compliance with IMDG Code and applicable laws. All costs, damages, delays, penalties, or losses arising from dangerous goods shall be for the account of the PORT USERS.
1.21 OVERSIZE AND OVERWEIGHT GENERAL CARGO	OVERSIZE / OVERWEIGHT GENERAL CARGO means any cargo package exceeding any one of the following dimensions or mass limits: (a) length greater than 12 meters. (b) width greater than 3 meters. (c) height greater than 3 meters; or (d) Weight greater than 20 metric tons.
1.22 GENERAL CARGO	GENERAL CARGO means all conventional non-bulk cargo not specifically classified elsewhere in this TARIFF, whether unitized, packaged, breakbulk, or otherwise handled as discrete items.

**1.23
HOURLY, DAILY, SHIFT RATES**

HOURLY, DAILY, SHIFT RATES means the rates charged per hour, day, shift or part thereof.

**1.24
GROSS TONNAGE (GT) /GROSS
REGISTERED TONNAGE (GRT)**

GROSS TONNAGE (GT) or, where applicable, GROSS REGISTER TONNAGE (GRT) means gross tonnage or gross registered tonnage of a vessel as stated in its valid International Tonnage Certificate or equivalent official vessel certificate accepted by the PORT.

**1.25
PASSENGERS**

PASSENGERS means any person carried on board a VESSEL, other than crew, and declared in the applicable passenger list or manifest.

**1.26
CREW**

CREW means the personnel and individuals employed or engaged on board a VESSEL and declared in the official records or vessel's crew list.

**1.27
UNITIZED LOAD**

UNITIZED LOAD means a single item, or multiple items assembled, packed, banded, palletized, containerized, or otherwise arranged to be handled as one operational unit.

**1.28
CARGO WITHOUT PALLET OR
SUITABLE PACKAGING**

CARGO WITHOUT PALLET OR SUITABLE PACKAGING means cargo not presented in its original or appropriate transport packaging, or cargo that does not conform to accepted packaging, palletization, or handling standards required for safe and efficient port operations.

**1.29
SHIPPING AGENT**

SHIPPING AGENT means a duly licensed person or entity authorized to represent a vessel owner, operator, manager, or charterer in relation to a VESSEL's call, clearance, documentation, and port service arrangements at the PORT.

**1.30
SHIPPING LINE**

SHIPPING LINE means a company or entity that owns, operates, manages, or charters vessels and provides maritime transport services calling at Marsa Port, whether acting directly or through a SHIPPING AGENT.

**1.31
AGENCY TRANSFER**

AGENCY TRANSFER means the replacement of one SHIPPING AGENT by another SHIPPING AGENT for the same VESSEL call or related port transaction at the request of the principal, owner, operator, or charterer.

**1.32
GENERAL CARGO TERMINAL
STEVEDORING AND HANDLING
SERVICES**

- (a)** Stevedoring means the service of discharging cargo from the VESSEL to the wharf, or loading cargo from the wharf to the VESSEL, excluding unhooking unless otherwise stated.
- (b)** Cargo Handling means the service of unhooking, transporting, and offloading cargo to the storage yard within PORT LIMITS, or vice versa, as applicable.

**1.33
ROYALTY / ACCESS FEES**

A Royalty / Access Fee means the charge payable where a customer is permitted to use its own equipment, machinery, or handling resources within the Port Premises in lieu of port/operator-provided handling services, in order to compensate for use of port infrastructure, access, and associated wear and tear.

2. General Terms & Conditions

2.1 PORT RULES AND INSTRUCTIONS

At all times, PORT USERS shall comply with all applicable laws, regulations, notices, directions, procedures, and instructions issued by QFZ and/or QTerminals within their respective authority and as applicable within the PORT LIMITS.

2.2 PROVISION OF SERVICES – RIGHT TO REFUSE / SUSPEND SERVICES

QFZ and/or QTerminals reserve the right, at any time and without liability to refuse, suspend, restrict, or delay the provision of any service, access, movement, operation, or use of the PORT or PORT FACILITIES where required for safety, security, operational, technical, commercial, environmental, regulatory, legal or contractual reasons.

Neither QFZ nor QTerminals shall be liable for any delay, loss, damage, additional cost, or consequence arising from any such refusal, suspension, restriction, or delay, except to the extent otherwise required by applicable law.

2.3 RESPONSIBILITIES FOR DAMAGES TO PORT FACILITY

PORT USERS shall be liable for any loss of or damage to, or contamination of the PORT, its facilities, infrastructure, equipment, or other property arising from or in connection with their acts, omissions, operations, personnel, contractors, SHIPPING AGENT, VESSELS, cargo, or equipment. QFZ and/or QTerminals may require the responsible PORT USERS to repair such damage at its own cost within a specified period or may carry out such repair or reinstatement and recover all associated costs and expenses from the PORT USERS responsible.

Where any pollution, spill, discharge, or environmental contamination occurs within the PORT LIMITS arising from or in connection with a PORT USER's VESSEL, CARGO, equipment, or operations, QFZ and/or QTerminals shall be entitled to take such emergency response, containment, and remediation measures as they consider necessary, and all costs and expenses arising therefrom shall be recoverable from the responsible PORT USER on a full indemnity basis, without prejudice to any other rights or remedies available to QFZ and/or QTerminals under this TARIFF or applicable law.

2.4 PORT USERS WARRANTIES

Each PORT USER warrants that all CARGO, CONTAINER, equipment, vehicles, and VESSELS brought into, handled in, stored in, or otherwise dealt with within the PORT:

- Are properly packed, marked, labelled, documented, and declared.
- Comply with all applicable laws, regulations, codes, and PORT requirements.
- Are safe and fit for the intended handling storage, transport, or operation.
- Do not pose danger to people, property, operations or environment.
- Are not dangerous goods unless properly declared, packaged, and labelled.
- Are fit for handling using normal port equipment.
- Are not overweight unless properly declared or improperly loaded.

The relevant PORT USERS shall be liable for all consequences arising from any breach of the above warranties.

2.5 APPLICATION AND INTERPRETATION OF THE TARIFF

Unless otherwise expressly stated in this TARIFF or in an applicable appendix, schedule, written approval, or special agreement issued or approved by QFZ, the rates, charges, terms, and conditions set out in this TARIFF shall apply to all PORT USERS.

In the event of any ambiguity or dispute regarding the interpretation or application of this TARIFF, the interpretation of QFZ shall prevail, unless otherwise required by applicable law.

The entry of any VESSEL, CARGO, equipment, vehicle or person into the PORT LIMITS, or the use of any PORT FACILITY shall constitute acceptance of this TARIFF and all applicable Terms and Conditions.

2.6 AMENDMENT OF TARIFF

QFZ reserves the right, at its sole discretion, to amend, revise, supplement, withdraw, replace, or issue appendices, schedules, circulars, or notices in respect of any part of this TARIFF, including any rates, charges, terms, conditions, or procedures, from time to time. Such amendment shall take effect on the date specified by QFZ.

2.7 CURRENCY

All rates, charges, fees, deposits, and other amounts stated or payable under this TARIFF shall be in Qatari Riyals (QAR), unless otherwise expressly stated in writing by QFZ.

2.8 CARGO MEASUREMENT UNIT

Where charges are assessed by reference to Freight Ton (FT), the Freight Ton shall be determined on the basis of the Bill of Lading (BL), cargo manifest, cargo declaration, or such other supporting documents or information as may be accepted by QTerminals and/or QFZ.

QTerminals have the right to verify the weight and/or measurement of any cargo, including by random check or physical verification, for the purpose of determining the applicable charges. In the event of any discrepancy, the verified measurement adopted by QTerminals, subject to QFZ's approval, were required.

2.9 INSURANCE

The rates and charges published in this TARIFF do not include insurance of any kind. It shall be the sole responsibility of each PORT USERS to arrange and maintain, at its own cost, adequate insurance coverage in respect of its vessels, cargo, containers, equipment, personnel, and liabilities during its stay at or use of the PORT, unless otherwise expressly agreed in writing.

2.10 Review and Verification of Documents and Information

QFZ and/or QTerminals reserve the right to request, review, audit, verify, and retain copies of any cargo-related, vessel-related, operational, commercial, customs, or other documents, declarations, manifests, certificates, records, or information submitted in physical or electronic form, for the purposes of operational control, compliance, audit, verification, and determination of applicable charges.

Any discrepancy, omission, or misdeclaration may result in reassessment of charges and/or such further action as may be permitted under applicable law, port rules, or contractual arrangements.

2.11 EQUIPMENT HIRE

Any hire, use, or provision of PORT equipment, plant, or machinery shall be subject to availability, operational suitability, safety requirements, and the applicable rates set out in this TARIFF or otherwise approved by QFZ.

QTerminals and/or QFZ reserves the right to refuse the hire or use of any equipment where operational, safety, technical, or commercial considerations are required.

2.12 SPECIAL AGREEMENTS

QFZ may, at its sole discretion and on a case-by-case basis, approve special agreements, incentive arrangements, rebates, discounts, or other commercial terms with SHIPPING LINES, investors, tenants, or other PORT USERS.

Any such special agreement shall apply only to the specific user, service, period, volume commitment, or circumstances stated therein, and shall prevail over this TARIFF only to the extent expressly provided in such agreement.

2.13 Credit Arrangements and Advance Payment

(a) Credit Arrangements

Any SHIPPING AGENT, SHIPPING LINE, or other PORT USERS seeking credit facilities shall enter into a credit agreement in the form required by QTerminals and/or QFZ, as applicable. Grant of credit shall remain subject to approval and may be suspended or withdrawn at any time in accordance with the applicable agreement or this TARIFF.

(b) Advance Deposit for Non-Credit Users

Where a vessel is represented by a SHIPPING AGENT or PORT USER that does not have an approved credit agreement, QTerminals may require, as a condition of service and/or berthing, an advance deposit of up to eighty percent (80%) of the pro forma invoice or such other amount as may be determined by QTerminals and/or QFZ.

2.14 Invoicing, Payment, Invoice Queries, and Default

(a) Issuance of Invoices

Unless otherwise agreed in writing, invoices shall be issued within three (3) Working Days commencing on the first Working Day following vessel departure or completion of the relevant service, as applicable.

(b) Payment Term

All invoices shall be due and payable within thirty (30) calendar days from the date of receipt of the invoice, unless otherwise stated in writing.

(c) Invoice Queries / Disputes

Any query, objection, or dispute in relation to an invoice shall be submitted in writing within five (5) Working Days from the date of receipt of the invoice. Submission of an invoice query shall not entitle the PORT USERS to withhold payment of any undisputed amount.

(d) Late Payment

If any invoice remains unpaid after the due date, QTerminals may apply late payment charges (1% of invoice amount Per Day up to Ten (10) Days), suspend credit, withhold services (detain Cargo, refuse delivery), deny further use of PORT FACILITIES, or take other measures as may be permissible under applicable law, contract, or port rules until all outstanding amounts are paid in full.

2.15 PORT WORKING HOURS

2.15.1 Port Administration Office Hours

Unless otherwise notified by the QFZ and/or QTerminals, the Port Administration office working hours at the port are from 07:00 hours to 15:00 hours, on official working days.

2.15.2 PORT OPERATIONS AND GATES HOURS

Port operations and gate services shall be available on a twenty-four (24) hours per day, seven (7) days per week basis, subject to any temporary suspension, restriction or reduced service hours notified by QTerminals and/or QFZ.

Without prejudice to the above:

- (a) operations may be suspended for up to two (2) hours on Fridays for Jumu'ah Prayer; and
- (b) during the Holy Month of Ramadan, operations may be suspended for up to two (2) hours for Iftar and one (1) hour for Suhoor, unless otherwise notified by QTerminals and/or QFZ.

2.15.3 OVERTIME AND HOLIDAY SURCHARGE

Services provided on public holidays, or where additional manpower, equipment or attendance is required outside the normal working hours applicable to the relevant service, may be subject to overtime charges.

Unless otherwise expressly stated in this Tariff, a surcharge of fifteen per cent (15%) shall apply to the applicable published TARIFF.

2.16 BOOKING AND CANCELATION OF GANGS, EQUIPMENT AND MARINE UNITS

- (a) Requests for labor gangs shall be submitted not less than twenty-four (24) hours in advance.
- (b) Cancellation of booked labor gangs must be notified not less than six (6) hours prior to the scheduled berth or the scheduled commencement of operations, whichever is earlier.
- (c) Requests for mobile harbor cranes, equipment or marine units shall be submitted not less than six (6) hours in advance.
- (d) Cancellation of booked mobile harbor cranes or other equipment must be notified not less than two (2) hours prior to the scheduled commencement of operations.

Where labor, equipment, marine units, yard resources or warehouse resources are mobilized, kept waiting, idle or on standby without productive operations, for reasons attributable to the requesting party, all applicable labor, equipment, marine unit and standby charges shall be for the account of the requesting party.

2.17 WEIGHBRIDGE

Where the Terminal gates and warehouses are equipped with weighbridges, the weighing of CARGO and CONTAINERS shall be carried out where required for operational, safety, customs, or regulatory purposes.

Without prejudice to the foregoing, all packed containers presented for shipment shall comply with the applicable SOLAS requirements relating to Verified Gross Mass (VGM).

2.18 MARINE SERVICES

2.18.1 PILOTAGE

- (a) Pilotage shall be compulsory for all Vessels calling at PORT with a draft exceeding 14 feet, subject to confirmation by the Vessel Traffic Service (VTS) and any applicable Port restrictions.
- (b) Pilotage charges shall be levied based on the VESSEL's Gross Tonnage (GT/GRT), per hour or part thereof, from the commencement of pilotage until completion of the pilotage service.

2.18.2 PILOT LAUNCH

Pilot launch service shall mean the service of embarking and/or disembarking a pilot to or from a VESSEL, whether from the pilot station to the VESSEL or between VESSELS.

Where a pilot launch is used for any other purpose, the applicable charges shall be levied in accordance with the relevant operational tariff.

2.18.3 PORT DUES

PORT DUES will be levied on all VESSELS using the PORT FACILITIES.

All port dues charges are based on Vessel's Gross Tonnage (GT/GRT).

Unless otherwise stated, the Calculations of the Port dues will be applied for 24 hours or part thereof, calculated from the date and time of Vessel's arrival alongside berth till the date and time of departure from berth.

Where a VESSEL does not hold a valid Tonnage Certificate, the PORT DUES will be applied based on the vessel Displacement as determined by QTerminals and/or QFZ.

2.18.4 WEATHER CONDITION

No rates, detention charges, or penalties shall apply in respect of Vessel berth, unberthing, shifting, or cargo operations that are suspended or delayed due to adverse weather conditions, navigational restrictions, or other events beyond the reasonable control of QFZ and/or QTerminals, as applicable.

For the avoidance of doubt, the treatment of such events shall be subject to the operational determination of QFZ and/or QTerminals.

2.18.5 VESSEL MOORING

Mooring gangs shall be responsible for securing and releasing VESSEL's mooring lines to and from berth bollards.

Where a mooring gang is kept waiting due to delay attributable to the VESSEL, its Master, Owner, or SHIPPING AGENT, waiting charges shall apply per hour or part thereof.

2.18.6 TOWAGE

Towage service is compulsory during berthing and unberthing of vessels.

The minimum number and power of tugs required for any VESSEL shall be determined by QTerminals in coordination with QFZ, having regard to the Vessel's size, draft, maneuvering characteristics, weather conditions, and operational circumstances.

2.18.7 VACATING A BERTH

QFZ reserves the right to instruct any VESSEL to vacate its allocated berth upon completion of discharging and/or loading operations or if the agreed productivity is not achieved or in case of not adhering to port rules, regulations, or operational instructions.

Where QFZ permits a VESSEL to remain alongside berth without cargo operations, berth occupation charges shall apply in accordance with Clause 2.18.8 and any applicable area-specific TARIFF.

2.18.8 BERTH OCCUPATION

(a) Standard berth occupation and other applicable Port TARIFF shall apply to any double-banked Vessel.

(b) Commercial Vessels may occupy the berth without cargo operations for up to:

- two (2) hours prior to commencement of operations.
- two (2) hours during interruption of operations; and
- two (2) hours after completion of operations.

(c) Subject to prior approval by QFZ and/or QTerminals, berth occupation charges apply

- Where a Commercial Vessel occupies the berth without operations for longer than the periods stated in paragraph (b); or
- Where a Commercial VESSEL occupies the berth for reasons unrelated to loading or discharging operations.

(d) Noncommercial (leisure) Vessels occupying the berth for maintenance services or for any other reasons.

2.19 DANGEROUS GOODS CHARGES

Dangerous Goods shall be accepted at PORT only upon prior declaration, pre-coordination, and approval by QFZ and/or QTerminals, as applicable, and subject at all times to compliance with the applicable IMDG Code and all relevant laws, regulations, and Port requirements.

Unless otherwise stated, a surcharge of fifty per cent (50%) shall apply to the applicable stevedoring, handling, and storage charges for all import, export, and transshipment Dangerous Goods cargo and containers.

QFZ and/or QTerminals reserve the right to refuse, isolate, remove, return or dispose of Dangerous Goods at the sole risk and expense of the relevant PORT USERS.

2.20 WHARF CLEANING CHARGES

Cleaning of the wharf and disposal of garbage arising from cargo loading and/or discharging operations, is on ship's account, owner or SHIPPING AGENT and will be charged for each 6 CBM skip or part thereof.

2.21 IMPORT, EXPORT AND CUSTOMS FORMALITIES

The PORT USERS shall be solely responsible for compliance with all customs, immigration, port authority, environmental, health, safety, security and other governmental or regulatory requirements applicable to their VESSELS, cargo, containers, vehicles, equipment, personnel, or operations.

QFZ and/or QTerminals shall not be responsible for customs clearance, permits, duties, taxes, fines, inspections, holds, detentions, delays, or any action or omission of any governmental authorities.

All related costs, consequences, liabilities, and delays shall be on account of the relevant PORT USERS.

2.22 RULES AND PROVISIONS:

(a)Lashing\unlashing and dunnage collection inside cargo holds will be charged per man hour or part thereof. (b) A surcharge of fifty per cent (50%) shall apply to the applicable stevedoring, handling & storage for all frozen or chilled cargoes. (c)For oversize and overweight cargoes with unsuitable configuration for handling with standard equipment, the consignee, shipper or their SHIPPING AGENT must make separate arrangements with QFZ and/or QTerminals in advance. (d) A surcharge of thirty per cent (30%) shall apply to the applicable stevedoring, handling and storage charges for oversize and/or overweight and/or out of gauge cargo, in addition to mobile Harbor crane charges where applicable. (e)Pre-notification of required number of gangs is to be requested and agreed on 48 hrs. prior VESSEL arrival.

2.23 INDEMNITY

The PORT USERS shall indemnify, defend, and hold harmless QFZ, QTerminals, and their respective directors, officers, employees, agents, affiliates, and contractors from and against any and all claims, demands, actions, proceedings, losses, damages, liabilities, fines, penalties, costs, and expenses (including legal costs) arising from or in connection with:

- (a) the PORT USER's VESSELS, CARGO, CONTAINERS, vehicles, equipment, personnel, contractors, or operations.
- (b) any breach of this TARIFF, applicable law, permit condition, or port rule.
- (c) any misdeclaration, non-disclosure, or inaccurate information.
- (d) any Dangerous Goods, overweight cargo, unsafe cargo, or prohibited items.
- (e) any personal injury, death, property damage, environmental harm, or pollution event; or
- (f) any act or omission of the PORT USER or any person acting on its behalf.

2.24 REMOVAL OF OBJECTIONABLE CARGO

QFZ reserves the right, to inspect, remove, shift, segregate or any cargo which in its judgment is likely to damage other cargo or property, the environment, or safety of persons or operations.

All costs and consequences arising therefrom shall be for the account of the cargo owner, consignee, shipper, SHIPPING AGENT, or VESSEL, as applicable.

2.25 VESSEL TO VESSEL GOODS MOVEMENT (DIRECT)

Goods moved directly from VESSEL to VESSEL while double banked within the PORT will be charged at the rate of 10 QAR per Freight Ton (FT) when handled using VESSEL's gears.

2.26 SERVICES NOT INCLUDED IN THIS TARIFF

Where a service is requested that is not expressly included in this TARIFF, QFZ may, at its discretion, approve the application of a comparable tariff published for Hamad Port, Doha Port, Al Ruwais Port, or any other relevant reference tariff, with such adjustments as QFZ considers appropriate.

Where no equivalent tariff exists, QTerminals may propose an appropriate rate, quotation, or charging basis for QFZ review and approval prior to application.

2.27 TRANSIT CARGO

TRANSIT CARGO means all types of cargo imported or exported via Marsa Port, including:

(a) Inland transit through any border gate of the State of Qatar.

(b) Sea transit through any other seaport in State of Qatar

(c) Cargo handled in any economic or free zones in the State of Qatar for the purpose of manufacturing, assembling or storage and re-export; and

(d) Cargo imported and/or exported through Qatar airports (air freight shipments)

Unless otherwise stated, a discount of thirty per cent (30%) shall apply to the applicable stevedoring, handling and storage charges under this TARIFF for all TRANSIT CARGO and Cargo handled via Marsa Port and not for domestic use.

2.28 DATA AND INFORMATION

Where any PORT USER provides false or misleading data or information in relation to a VESSEL, cargo, container, package, or operation, the following charges shall apply, without prejudice to any other rights, remedies, or liabilities.

Where any PORT USER provides incorrect or incomplete data or information, QFZ and/or QTerminals may reduce or waive the following charges at their discretion.

(a) misdeclaration of Vessel particulars: QAR 5,000 per incident.

(b) IMDG Cargo with mis declared, undeclared, incorrectly packaged, marked, labeled or documented: QAR 10,000 per incident.

(c) Any safety- or measurement-related misdeclaration: QAR 10,000 per incident.

(d) Any other Non-IMDG / Non-Safety / Non-measurement related Cargo misdeclaration will be charged QAR 5,000 per incident.

In case of multiple cargo involved in one incident, the basic misdeclaration charge is applicable in addition to 500 QAR per cargo/package within the same Bill of Lading (BL), up to a maximum charge of 25,000 QAR per incident.

- Depending on the severity of the incident, the extent of the safety violation, and the repetitive nature will be subject to a minimum charge of QAR 5,000 to a maximum charge of QAR 25,000 is applicable as per the discretion of QFZ and/or QTerminals.

- All direct and indirect costs, losses, penalties, damages, delays, disposal costs, rehandling costs, or re-export / removal costs arising from such misdeclaration shall be for the account of the relevant PORT USERS.

- In case PORT rejects the receiver of cargo or vessel with incorrect information, the PORT USERS will be responsible for all the costs associated with removal, re-export, departure, storage, detention, and related consequences.

2.29 SHIPS WITH QATARI FLAG

Vessels with Qatari flag are granted the following exemptions, unless otherwise determined by QFZ:

- fifty per cent (50%) exemption from PORT DUES; and
- one hundred per cent (100%) exemption from anchorage fees.

2.30 FREE STORAGE DAYS – OPERATIONAL ADJUSTMENT

Based on recommendations of QTerminals, QFZ has the right to adapt the number of free storage days for cargo and containers in the port's warehouses and yards provided in this TARIFF, either by increase or decrease, according to the utilization and operations requirement in order to ensure smooth handling and to avoid congestion of cargoes at the port.

2.31 LIMITATION OF LIABILITY

To the fullest extent permitted by applicable law, neither QFZ nor QTerminals shall be liable for:

- any loss of or damage to CARGO, CONTAINERS, VESSELS, vehicles, equipment, or other property,
- any delay, interruption,
- loss of profit,
- loss of market,
- demurrage,
- detention,
- vessel delay,
- operational loss,
- any indirect, incidental, special, punitive, or consequential loss arising from or in connection with the use of the PORT, PORT FACILITIES, or any services provided therein.

Where liability cannot be excluded by law, the liability of QFZ and/or QTerminals shall be limited to the extent permitted by applicable law or, where applicable, such amount as may be expressly agreed in writing.

2.32 FORCE MAJEURE

QFZ and/or QTerminals shall not be liable for any failure, interruption, suspension, or delay in the performance of any obligation or service caused by or resulting from

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| • weather, | • sea conditions, acts of God, | • flood, |
| • fire, | • explosion, | • war, |
| • terrorism, | • civil unrest, | • labor dispute, |
| • epidemic, | • pandemic, | • quarantine restriction, |
| • governmental action, | • legal restriction, | • mechanical breakdown, |
| • utility interruption, | • navigational restrictions, | • blockade, |
| • or any other event beyond their reasonable control. | | |

2.33 GOVERNING LAW AND JURISDICTION

This TARIFF and any non-contractual obligations arising out of or in connection with it shall be governed by and construed in accordance with the laws of the State of Qatar.

(a) QFZ, QTerminals, and any PORT USER shall endeavour to resolve by amicable discussions any dispute or claim arising out of or in connection with this TARIFF or any non-contractual obligations arising out of the same. Written notice of any dispute shall be given by the disputing party to QFZ and/or QTerminals, and the parties shall use reasonable endeavours to resolve the dispute within thirty (30) calendar days of such notice (or such longer period as the parties may agree in writing).

(b) Any dispute not resolved under paragraph (a) shall be referred to and finally resolved by arbitration administered by the International Chamber of Commerce in accordance with the ICC Arbitration Rules in force at the time the request is submitted, which rules are incorporated by reference. The seat of arbitration shall be Qatar. The Arbitral Tribunal shall consist of one (1) sole arbitrator, unless the amount in dispute exceeds QAR 500,000, in which case the Tribunal shall consist of three (3) arbitrators. The language of arbitration shall be English.

(c) The competent court for the purposes of the arbitration shall be the First Instance Circuit of the Civil and Commercial Court of the Qatar Financial Centre and, in the case of enforcement, the competent judge shall be the Enforcement Judge of the First Instance Circuit of the Civil and Commercial Court of the Qatar Financial Centre.

(d) Notwithstanding the foregoing, nothing in this clause shall prevent QFZ or QTerminals from applying to any court of competent jurisdiction for any injunction, interim relief, or other like remedy to restrain any PORT USER from committing or continuing any breach

or anticipated breach of this TARIFF, or to protect or enforce any right in respect of CARGO, VESSELS, or other property within the PORT LIMITS.

(e) Notwithstanding Clause 2.14(c), no claim or dispute arising out of or in connection with this TARIFF shall be brought by any party more than six (6) months after the date on which the claiming party knew, or ought reasonably to have known, of the facts giving rise to such claim.

2.34 MISCELLANEOUS

If any provision of this TARIFF is held to be invalid, illegal, or unenforceable, the remaining provisions shall remain in full force and effect to the maximum extent permitted by law.

This TARIFF constitutes the general tariff framework applicable to the use of the PORT and PORT FACILITIES, unless otherwise expressly varied by an approved appendix, schedule, circular, notice, special agreement, or written approval issued by QFZ.

1. Port Dues

- Port Dues are a mandatory charge for VESSELS entry into PORT and use PORT FACILITIES.
- Port Dues will be levied on all VESSELS using the PORT FACILITIES.
- Port dues shall be assessed based on Vessel's Gross tonnage / Gross Registered Tonnage (GT/GRT).
- Port dues shall be charged per 24 hours, from the date and time of VESSEL is berthed until the date and time the VESSEL of departs from berth.
- Where a VESSEL does not hold Tonnage certificate, the port dues will be applied based on VESSEL's Displacement.

Details	Unit of Measurement	QAR
Port Dues	Per GT per 24 Hours Or Part Thereof	0.15

Notes:

- Port dues minimum charge for vessels of 5,001 GT and above is QR 2,000 per vessel per 24 hours
- Port dues minimum charge for vessels of 1,001 GT up to 5,000 GT is QR 1,000 per vessel per 24 hours
- Port dues minimum charge for vessels less than 1,001 GT is QR 300 per vessel per 24 hours

2. Berthing/Unberthing

- Mooring & Unmooring activities and Gang Deployments

GT	Unit of Measurement	QAR
Up to 2,500	Per vessel / Per Move	300.00
2,501 to 5,000	Per vessel / Per Move	600.00
5,001 to 10,000	Per vessel / Per Move	900.00
10,001 to 20,000	Per vessel / Per Move	1,200.00

3. Towage Charges - Tug Assistances

- Use of port tugs for berthing, unberthing, shifting, escorting or standby assistance.

Details	Unit of Measurement	QAR
Towage Charges Per Tug	Per hour / per move / per Tug or part thereof	2,000.00
Vessel without power, steering failure, escorting etc. within PORT LIMITS	Per hour / per move / per Tug or part thereof	4,000.00
Vessel without power, steering failure, escorting etc. out of the PORT LIMITS	Per hour / per move / per Tug or part thereof	6,000.00

Note:

- Minimum charge: 2 Hours per tug per move

4. Pilotage Charges

Details	Unit of Measurement	QAR
Vessels up to 2,500 GT	Per hour or part thereof	300.00
Vessels 2,501 – 5,000 GT	Per hour or part thereof	600.00
Vessels 5,001 – 10,000 GT	Per hour or part thereof	800.00
Vessels 10,001 – 20,000 GT	Per hour or part thereof	1,000.00
Vessels 20,001 – 80,000 GT	Per hour or part thereof	1,200.00
Vessels over 80,000 GT	Per hour or part thereof	1,400.00

Note:

- Pilotage shall be charged from the time pilotage commences until completion of the pilotage service.

5. Pilot Launch

Details	Unit of Measurement	QAR
Pilot embarking and dis-embarking launch hire	Per hour or part thereof	1,200.00

6. Stevedoring

- Stevedoring service means discharging from the vessel to the wharf (excluding unhooking), or vice versa.

Details	Unit of Measurement	QAR
With MHC	Per FT	29.00
Without MHC	Per FT	24.00

7. Royalty / Access Fee

- A Royalty / Access Fee shall apply whereas the customer is permitted to use its own equipment, machinery, or handling resources within the Port Premises.
- Royalty or Access Fee is separate from the Port Dues, other standard rates and shall not replace, reduce, or offset any port dues, berth charges, or other applicable charges. All such charges remain fully payable in accordance with this Tariff.

Details	Unit of Measurement	QAR
Royalty/Access Fee	Per FT	22.00

8. Berth Occupancy without Operations

- This charge applies to any barge or vessel occupying a berth without performing cargo operations, subject to approval.
- This includes, without limitation, Post-Operation Idle, Pre-Operation Idle, Administrative Delay & Maintenance Idle.

Details	Unit of Measurement	QAR
Idle Standing	Per GT / Day or part thereof	0.50 (Minimum 2,000.00 QAR per DAY or part thereof)

9. Miscellaneous

Details	Unit of Measurement	QAR
Cancellation of arrival, departure or shifting within 2 hours before services were due to commence - Per move (surcharge for towage, pilotage, pilot boat, and berthing & unberthing)	Per Cancellation	50%
Dangerous cargo classes IMDG (surcharge for pilotage and towage)	Per Move	50%
Pilot boat used for any job other than Pilotage operation	Per hour or part thereof	2,000.00
Small tugboat (up to 15-ton BP) used for any job other than berthing / un-berthing of VESSEL	Per hour or part thereof	2,500.00
Tugboat more than (15-ton BP) used for any job other than berthing/ un-berthing of vessel	Per hour or part thereof	4,000.00
Yard Cleaning	Per Hour (Minimum 3 Hours)	500.00
Lashing - unlashng or cleaning gang	Per Hour	400.00
Cancelation of gang charges	Per Case	500.00
Wharf cleaning during operations	Per Day or part thereof	1,000.00
Garbage Skip	Per Skip	400.00
Hull Cleanse / Vessel Under 25m	Per Case	2,993.00
Shore Power Plugin and plug out or Potable Water connect and disconnect	Per Vessel / per service Connect, disconnect.	200.00
Electricity charges as per consumption	Per KWH - As per actual consumption at applicable published rate	Actual Consume + 25% admin fee
Waste Removal Mobile Truck – via 3rd party services provided	Per Truck	Actual Cost + 25%
Schedule Waste Removal (Hazardous, Toxic Waste, etc.)	Per Truck	Actual Cost + 25%
Waste Removal Sewage Via Network Connection	Per Vessel / per service	200.00
Water Supply Via Water Pipes	As per actual consumption at applicable published rate.	Actual Cost + 25%
Potable Water by Water Truck– via 3rd party services provided	Per Truck	Actual Cost + 25%

Details	Unit of Measurement	QAR
Weighbridge Ticket Charges	Per Ticket	30.00
Provision of Fuel from Tanker vehicle	Per truck	450

10. Marine Berthing (Wet Berthing)

Vessel Length (LOA)	Annual Rate (QAR)	Monthly (QAR)	Daily (QAR)
Up to 12m	25,550	2,519	226
Over 12m up to 15m	29,930	3,285	303
16m - 20m	38,325	4,271	383
21m - 30m	54,750	6,096	548
31m - 40m	76,650	8,505	767
41m - 50m	98,550	10,950	986
51m - 60m	131,400	14,600	1,278
61m - 70m	177,938	19,783	1,716
71m - 80m	219,000	24,346	2,099
81m - 100m	273,750	30,405	2,628
101m - 120m	355,875	39,530	3,395
Above 120m (Different Based on Request)	Subject to case-by-case quotation and prior approval		

11. Haul Out & Relaunch - Travel Lift

- Applies to haul-out relaunch of VESSELS using Travel Lift.

Vessel Size LOA	Haul Out Or Relaunch Only (QAR)
Up to 12m	996
Up to 14m	1,142
Up to 16m	1,422
Up to 18m	1,966
Up to 20m	2,511
Up to 25m	3,082

Notes:

- For a VESSEL built in workshop - 1 move shall apply
- For a VESSEL undergoing refit, maintained, or dry-docking - 2 moves shall apply.

- Ancillary Services.

Details	Unit of Measurement	QAR
Positioning of Equipment by Hoist	Per hour	576.70
Travel Movement Within Zone (Dry to Dry)	Per movement	397.85
Strapping by Team of Divers	Per service per vessel	4,161.00
Slipway	Per service	55.00

12. Berth Occupancy without Operations/During wet maintenance

- This charge applies to any VESSEL occupying a berth without performing operations, where berthing is permitted to Conclude some minor maintenance activity while on berth.

Details	QAR / Day
Commercial Vessels - Rate 40 QAR / LOA / Day	Minimum 1,000 QAR
Leisure Vessels	Daily Marine Berthing Rate shall apply

13. Rates Raising & Lowering Charges

- The rates cover raising and lowering operations, including mandatory dockmaster supervision.
- Platform occupancy is charged daily while the vessel remains on the transfer system.
- Raising / Lowering Charges (per operation), Including Dock Mastering operation (SPMT) including Travel Movement from Dock to Premises

Vessel Size LOA	Formula QAR
Vessel 25m to 35m	= 38106 + (90.23 X LOA)
36m to 50m	= 38106 + (147.17 X LOA)
Greater Than 51m	= 38106 + (180.53 X LOA)

14. Platform Occupancy (Daily)

Vessel Size LOA	Formula QAR
Vessel 25m to 35m	= (21.9 X LOA) + 1825 / Day
36m to 50m	= (34.68 X LOA) + 5475 / Day
Greater Than 51m	= (43.8 X LOA) + 7300 / Day

15. Berth Occupancy without Operations/During wet maintenance

- This charge applies to any VESSEL occupying a berth without performing operations, where berthing is permitted to Conclude some minor maintenance activity while on berth.

Details	QAR / Day
Commercial Vessels - Rate 40 QAR / LOA / Day	Minimum 1,000 QAR
Leisure Vessels	Daily Marine Berthing Rate shall apply

16. SPMT Travel Movement Charges (Between Premises)

Vessel Size LOA	Formula QAR
Vessel 25m to 35m	= 22864 + (54 X LOA)
36m to 50m	= 22864 + (88 X LOA)
Greater Than 51m	= 22864 + (108 X LOA)

Details	Unit of Measurement	QAR
Adjustment of vessel by Team of Divers (min two team)	Per service per vessel per team	4,161.00

Vessel Length (LOA)	Up to 21 Days	From 22 to 56 Days	Over 56 Days
Up to 12m	146	168	329
Up to 14m	183	204	402
Up to 16m	219	245	493
Up to 18m	292	329	621
Up to 20m	402	438	803
Up to 25m	584	657	1,314
25m - 50m	54.75 / m	62.05 / m	124.10 / m
Above 50m	73.00 / m	80.30 / m	160.60 / m

Note:

- For vessels above 25m LOA, hard standing charges shall be calculated on a per meter per day basis according to the applicable duration band.

17. Permits Charges & Security Services

Details	Unit/Duration	QAR
Security services	Per Person - Per Hour or part thereof	50.00
Security charge for vessels and yards	Per day or part thereof	1,000.00
Jersey Barrier	Per unit per day or part thereof	10.00
Fireman watch	Per person per hour or part thereof	100.00
Fire tender	Per vehicle per hour or part thereof	1,500.00
Ambulance	Per vehicle per hour or part thereof	500.00
Escort of security vehicle -	Per vehicle per hour or part thereof	500.00
Permit to Work (PTW) - Cold Work Permit and Hot Work Permit	Per permit per vessel	250.00
Confined Space Entry Permit including Initial Gas Testing	Per enclosed space / per entry	3,500.00
Confined Space Entry Permit including Initial Gas Testing	Additional Confined Space during the same attendance - Per additional enclosed space	1,750.00
Confined Space Entry Permit including Initial Gas Testing	Repeat Gas Test / Permit Revalidation / Re-entry Approval. Per test	1,750.00
Waste Collection Permit/ Miscellaneous Permit/ Oil transfer Work Permit (to or from the vessel)	Per Work Permit	150.00

18. Registration and Licenses Charges

Tariff Category	Unit/Duration	QAR
RFID charges (Including fixing)	Per truck per RFID tag	200.00
Change RFID tag or truck head/trailer information, registered at port	Per change	25.00
Vessel, clearing and forwarding agency registration fees	First registration	2,500.00
Renewal of Vessel, clearing and forwarding agency registration	Per annum / Per month	1,200.00 / 100.00
Registration of 3rd Party Services Provider Fees	Per annum / Per Month	1,200.00 / 100.00
Agency Transfer Fees	Per Transfer	1,200.00
Ship Chandler Work Permit	First Work Permit	1,250.00
Renewal of Ship Chandler Work Permit	Per annum	650.00
Ship repair Work Permit	First Work Permit	2,500.00
Renewal of Ship repair Work Permit	Per annum	1,250.00
Ship survey/ Inspection Work Permit	First Work Permit	3,500.00
Renewal of Ship survey/ Inspection Work Permit	Per annum	1,750.00

Tariff Category	Unit/Duration	QAR
Waste Collection Permit/ Miscellaneous Permit/ Oil transfer Work Permit (to or from the vessel)	Per Work Permit	150.00
Port clearance certificate	Per certificate	150.00
Trucking company registration	Per annum	250.00
Bunker supply registration	First registration	2,500.00
Bunker supply registration	Per annum	1,250.00
Waste collection company registration	First registration	2,500.00
Renewal of Waste collection company registration	Per annum	1,250.00
Cargo discharge certificate	Per certificate	50.00
Damage report	Per report	50.00
Gate Pass Permit (effective upon installation and activation of gate control system)	Per pass / per vehicle / per entry	50.00 QR/day
Gate Pass Permit (effective upon installation and activation of gate control system)	Per pass / per vehicle / per entry	100.00 QR/week
Gate Pass Permit (effective upon installation and activation of gate control system)	Per pass / per vehicle / per entry	300.00 QR/month
Gate Pass Permit (effective upon installation and activation of gate control system)	Per pass / per vehicle / per entry	1,200.00 QR/year

19. Manpower Hire Charges

Public holidays manpower deployment is subject to overtime system where labor rate charges mentioned in this tariff will be applied in addition to the cargo and containers base charges.

Details per Manpower	Unit/Duration	QAR
Supervisor / Equipment operator	Per hour or part thereof [Minimum 4 hours]	55.00
Foreman / Winchman	Per hour or part thereof [Minimum 4 hours]	45.00
Tally clerk / Driver	Per hour or part thereof [Minimum 8 hours]	35.00
Labor / Signalman	Per hour or part thereof [Minimum 8 hours]	25.00
Mechanic / Electrician	Per hour or part thereof	220.00
Diving Services / Hrs. (excluding Strapping services of Vessel Adjustment during docking and undocking)	Per hour	1,150.00
Confined Space Safety Standby / Marine HSE Attendant	Per hour or part thereof [Minimum 4 hours]	55.00

20. High-Pressure Jet Washing (Hull Cleaning)

This service removes marine growth, slime, and fouling after docking MH.

Vessel Type	Tariff (QAR)/Meter
Private Motorboat	5.00 Min 150.00
Steel Boat	6. Min 150.00

21. Equipment Charging Schedule

- PORT equipment hire shall be subject to availability, technical suitability, safety requirements, and prior booking.
- Unless otherwise stated, all PORT equipment shall be charged per hour or part thereof, subject to the applicable minimum charge.
- Operator, fuel, consumables, rigging accessories, transport, mobilization, standby, and overtime shall be charged separately unless expressly stated otherwise.
- Equipment provided for specialized works, abnormal loads, emergency response, or out-of-hours operations may be charged at special rates or actual cost-plus agreed mark-up.
- Any cancellation after mobilization or late cancellation shall be subject to applicable cancellation / standby charges.

Details per Equipment	Unit/Duration	QAR
Forklift up to 3 Tons	Per hour or part thereof [Minimum 2 hours]	175.00
Forklift above 3 Tons up to 7 Tons	Per hour or part thereof [Minimum 2 hours]	350.00
Telehandler / boom handler	Per hour or part thereof [Minimum 2 hours]	175.00
Mobile Crane up to 25T	Per hour or part thereof [Minimum 2 hours]	750.00
Mobile Crane above 25T	Per hour or part thereof [Minimum 2 hours]	Case-by-case, 750.00 + xx%
Manlift / boom lift	Per hour or part thereof [Minimum 2 hours]	400.00
Scissor lift	Per hour or part thereof [Minimum 2 hours]	400.00

Note:

- The above rates are proposed as standard yard support equipment rates for routine shipyard, repair, refit, docking, relaunch, inspection, and maintenance activities. Equipment requiring specialist operators, abnormal handling plans, engineering review, certified lifting accessories, transport, third-party subcontracting, or emergency attendance shall be charged separately or on an actual cost-plus approved mark-up basis.

22. Ad-Hoc Services

- Any miscellaneous, non-standard, or ad-hoc services not limited to the services mentioned below shall be charged based on actual cost-plus 15% administration and coordination mark-up, Actual Cost refers to the direct, incremental, and auditable cost incurred for the provision of a specific service, supported by third-party invoices and/or verifiable QTerminals internal records, excluding overheads, inefficiencies, and any form of indirect or fixed cost allocation

Services Type		
Hull Blasting Services	Spot Blasting / Localized Blasting	Environmental & Waste Disposal
Hull Painting / Coating	Touch-Up / Spot Painting	Cathodic Protection Services
Anode Supply	Welding of Anode Pads / Brackets	Cathodic Protection Inspection
ICCP System Inspection	Staging / Scaffolding Services	Underwater Services / Diving Activities
Miscellaneous Shipyard & Marine Services Tariff	Hull Thickness Measurement (UTM)	Lighting for Night Work
Fire Watch / Safety Standby	Specialized Diver Services	Equipment Hire