

# PORT TARIFF 2026

(W.E.F 01-JAN-2026)



**Hambantota International Port Group**

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<b>Conventional Cargo Tariff</b> All Rates in USD (\$)		
<b>01.</b>	<b>Dockage</b>	
1.1	Dockage for commercial vessels Per 100grt or part thereof, per hour or part thereof	0.32
1.2	Dockage for Cruise Vessels Per 100grt or part thereof, per hour or part thereof	0.40
1.3	Dockage charge for commercial vessels with grt less than 500, per three days or part thereof	100
1.4	Dockage for foreign naval vessels Per 100grt or part thereof, per hour or part thereof	3.20
1.5	Dockage charges for non-operational / non-working hours	3.20
	A non-operational dockage is applicable for occupying the berth after approved hours (\$ 3.20 per hour or part thereof per 100grt or part thereof). Dockage rate at oil berth – Please refer tariff item 15	
<b>02.</b>	<b>Stevedoring Charges for RO RO Vessel Operations (rate per tonne or part thereof)</b>	
2.1	Stevedoring charges for import/export of motor vehicles	5.50
2.2	Stevedoring charges for transshipment of motor vehicles- discharging or loading	2.20
2.3	High and heavy vehicles / equipment (Local)	6.50
2.4	High and heavy vehicles / equipment (Transshipment)	5.00
2.5	Shifting of Cargo - Charges as Per Commodity Handled	Refer clause 5.10 for charges
<b>2.6</b>	<b>Re-Handling of Cargo- Charges as Per Commodity Handled</b>	
2.6.A	Re-handle while onboard	Normal stevedoring rate
2.6.B	Re-handle via Quay	Twice normal stevedoring rate
	Re-handling rate is applicable to : Cancel Discharge units (after the involvement of fully/partial stevedore activities), re-handling involved due to stowage plan changes, Shut out onboard loaded unit). <b>In addition ,10.2.A rate will be applicable for related activities</b>	
<b>2.7</b>	<b>Stevedoring Charges for MAFI Handling (TS/Local) Rate Per Unit</b>	
2.7.A	Mafi Length: 20 Feet or below	25
2.7.B	Mafi Length: between 21 feet and 40 Feet	40
2.7.C	Mafi Length: between 41 feet and 60 Feet	65
2.7.D	Mafi Length: 61 Feet and above	100
<b>03.</b>	<b>Occupation Charges on Import Vehicles discharged from Ro-Ro vessels (per calendar day, per tonne or part thereof)</b>	
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 <sup>st</sup> to day 30th	1.20
3.4	Occupational charges from day 31 <sup>st</sup> onwards	2.00

<b>04.</b>	<b>Occupation Charges on Transshipment Vehicles loaded to Ro-Ro vessels (per calendar day, per tonne or part thereof)</b>	
4.1	Transshipment vehicles if loaded within 21 calendar days from discharged date	Free
4.2	If not shipped within the free storage period, storage rent shall apply from 22nd day onwards	1.50
<b>05.</b>	<b>Stevedoring Charges- Discharge/Load Conventional Cargo –Break Bulk, Bagged / General to or from Local Market (rate per tonne or part thereof)</b>	
<b>5.1</b>	<b>Bagged &amp; General Cargo</b>	
5.1.A	Non - irritant cargo	5.00
5.1.B	Irritant cargo	6.00
<b>5.2</b>	<b>Dry Bulk Cargo</b>	
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
<b>5.5</b>	<b>Stevedoring charges for Overweight and Oversized Cargo (Cargo which weight is over 20 MT and or cargo volume is over 50 CBM consider under this category)</b>	
5.5.A	Above 20 MT and inclusive 30MT / Above 50 CBM and inclusive 70 CBM cargo handles using port equipment	12.00
	<p>If Cargo weight is over 30 MT, 20% surcharge will apply on the rate mentioned at 5.5.A for each additional 10 MT or part thereof.</p> <p>If Cargo volume is over 70 CBM, 20% surcharge will apply on the rate mentioned at 5.5.A for each additional CBM or part thereof. If both weight and size exceed the limits, whichever higher is considered for invoicing.</p>	
5.5.B	Above 20 MT and inclusive 100MT / Above 50 CBM and inclusive 90CBM handles using customer's equipment when suitable equipment are not available at HIPG	8.00
	<p>If Cargo weight is over 100 MT, 20% surcharge will apply on the rate mentioned at 5.5.B for each additional 50 tons or part thereof.</p> <p>If Cargo volume is over 90 CBM, 20% surcharge will apply on the rate mentioned at 5.5.B for each additional CBM or part thereof.</p>	
	<b>Note:</b> For item 5.5, the maximum cumulative surcharge will not exceed five times the base rate	
<b>5.6</b>	<b>Bulk Liquid Cargo from / to Bowsers</b>	
5.6.A	1,000 tons & above per calendar day	2.50
5.6.B	Up to 999 tons per calendar day	3.00
<b>5.7</b>	<b>Handling of LPG Cargo</b>	
5.7.A	Transshipment LPG cargo loading /discharging one way via oil berth (Using loading arm or hose pipe)	5.00
5.7.B	Domestic LPG cargo Loading/ Discharging one way via oil berth (Using loading arm or hose pipe)	6.50

<b>5.8</b>	<b>Totally Mechanized Handling of Bulk Cargo (Cement, Grain) Daily Average Output Basis</b>	
5.8.A	12,001 MT and above	2.00
5.8.B	10,001 MT to 12,000 MT	2.50
5.8.C	8,0001 to 10,000 MT	3.00
5.8.D	6,001 MT to 8,000 MT	3.50
5.8.E	6,000 MT and below	4.00
5.9	Animals -Livestock (Cattle & Smaller Species) - Each	2.00
5.10	Handling Mail Bags	8.00
<b>5.11</b>	<b>Stream Operation</b>	
5.11.A	Ship to ship transfer of all types of conventional cargo or transfer of heavy lifts from submersible vessels (labour & EQ not supplied by HIPG) at berth	1.50
5.11.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
5.11.C	Ship to ship transfer of all types of conventional cargo or transfer of heavy lifts from submersible vessels (labour & EQ not supplied by HIPG) handling at anchorage/OPL	1.00
<b>5.12</b>	<b>Shifting of Cargo- Charges as per commodity handled</b>	
5.12.A	Shifting On Board (SOB)	Normal stevedoring rate
5.12.B	Re Stow via Quay	Twice normal stevedoring rate
<b>06.</b>	<b>Detentions &amp; Cancellation of Booked Gangs</b>	
6.1	Detentions -(due to ship's fault/any other detention resulting in operational delays ) per hour or part thereof per gang (Over 15 minutes)	50.00
6.2	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
6.3	Detention charges Per hour or part per gang on vessels worked by private labour. (per hour or part thereof)	10.00
<b>07.</b>	<b>Transshipment Break Bulk &amp; General cargo (per tonne or part thereof)</b>	
7.1	Transshipment break - bulk cargo, general cargo & high and heavy cargo irrespective of mode - of operation -one way	5.00
<b>08.</b>	<b>Occupation Charges Conventional Cargo &amp; High &amp; heavy Cargo - Supplied to or from Local Market (per calendar day, per tonne or part thereof)</b>	
8.1	Imports if cleared within 7 calendar days from discharged/ de-stuffed date (actual day of discharging/de-stuffing will be left out when counting the free period)	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	Delay charge from 8 <sup>th</sup> day to 14 <sup>th</sup> day	0.50

8.4	Delay charge 15 <sup>th</sup> day onwards	0.75
<b>8.5</b>	<b>DG Cargo – Imports (per calendar day, per tonne or part thereof)</b>	
8.5.A	If cleared within 48 hours discharged /de stuffed	free
<b>8.5.B</b>	<b>Basic charge if not cleared within free period</b>	
8.5.B.I	From time discharged / de-stuffed to time cleared	1.00
8.5.B.II	Delay charge from 8 <sup>th</sup> day to 14 <sup>th</sup> day	1.65
8.5.B.III	Delay charge 15 <sup>th</sup> day onwards	2.50
<b>8.6</b>	<b>Normal Cargo Exports &amp; High &amp; Heavy Cargo (per calendar day, per tonne or part thereof)</b>	
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 of shipped	0.25
8.6.C	Delay charge from 8 <sup>th</sup> day to 14 <sup>th</sup> day	0.25
8.6.D	Delay charge from 15 <sup>th</sup> day to 21 <sup>st</sup> day	0.50
8.6.E	Delay charge from 22 <sup>nd</sup> day onwards	0.75
<b>09.</b>	<b>Occupation Charges for Transshipment Dry Bulk, Break Bulk Cargo &amp; High and Heavy /Equipment (per calendar day, per tonne or part thereof)</b>	
9.1	First 21 days	free
9.2	From 22 <sup>nd</sup> day to the date of loading	1.50
<b>10.</b>	<b>Ancillary services</b>	
10.1	<b>RO-RO and Other Operations (per unit)</b>	
10.1.A	Jump start / Battery energising, of local vehicles / high & heavy local cargo (per vehicle)	5.00
10.1.B	Minor Engine Repair	20.00
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	20.00
10.1.F	Opening of door lock	20.00
10.1.G	Removal of vehicle for 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 per trailer	50.00
10.1.J	Supply of fuel per litre	2.50
10.1.K	Vehicle Washing- Per unit	5.00
10.1.L	Transshipment vehicle and 20' container gate out for entrepôt movement.	40.00
10.1.M	Transshipment High and heavy per unit and 40', >40' containers gate out for entrepôt movement	75.00



10.1.N	Transshipment Packages removed to be loaded at a different port per tonne	5.00
10.1.O	Battery disconnecting – connecting per unit one way	5.00
10.1.P	Empty MAFI trailers bundling / unbundling per unit (Applicable for all the units involved for bundling)	25.00
10.1.Q	SOC Checking	\$ 100 flat rate for 1 <sup>st</sup> 100 units \$1.2 per unit from 101 unit onwards
<b>10.2</b>	<b>Miscellaneous Charges</b>	
10.2.A	Change of cargo information/change of discharging advise per vehicle (Refer special note- item 16.8)	2.00
10.2.B	Change of on carrier/destination (block charge)	50.00
10.2.C	Change of status per vehicle	25.00
10.2.D	Sorting of vehicles per unit	0.50
10.2.E	RORO related Special Services Per Unit	0.50
10.2.F	point to point shifting Per Unit - For Vehicles	3.00- Up to 100 units 2.50- Over 100 units
10.2.G	point to point shifting Per Unit - For High & Heavy/ GC	8.00
<b>10.3</b>	<b>Sundry Services</b>	
10.3.A	Bagging, weighing restacking etc. (per bag- 50 kilos)	2.00
10.3.B	Landing/ loading on request at the 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)	8.00 - 1 <sup>st</sup> 100MT 9.00 – 2 <sup>nd</sup> 100MT 10.00 – 201MT and above
10.3.I	Supply of Fire water per tonne or part thereof	9.00
10.3.J	Supply of shore power (per KW hours)	0.30
10.3.K	Connection charges (Per connection per day)	20.00
10.3.L	Supply of power for Electric Vehicle Charging (per KW hours)	0.30
10.3.M	Weigh bridge chargers for additional operations	20.00
10.3.N	Supply of Tarpaulin for damaged containers covering (on customers request)	\$ 200 per 2 weeks or part and

		\$ 50 per week for additional weeks
<b>10.4</b>	<b>Labour/Person Rates (per person per hour or part thereof)</b>	
10.4.A	Operator	5.00
10.4.B	Supervisor	3.00
10.4.C	Labour	2.50
	<b>Note:</b> Please refer to the special notes, item 16.6 and 16.7	
<b>10.5</b>	<b>Surcharges</b>	
10.5.A	Non declaration of DG cargo (in addition to surcharge on undeclared cargo)	250.00
10.5.B	Wrong declaration of cargo except dry bulk and RORO (surcharge to be applied on the underdeclared portion of the weight or measurement on top of the stevedoring rate)	100% of stevedoring rate (Subject to a minimum charge of \$ 100)
<b>10.6</b>	<b>Additional Services</b>	
10.6.A	Supply of Ambulance (Up to 15 Km one way)	200 per trip. \$ 5 per Km for additional distance travelled.
<b>11.</b>	<b>Hiring Charges for Supply of Equipment &amp; Crafts (per hour or part thereof)</b>	
11.1	Quay crane (Minimum hire period:3 hrs.)	600.00
11.2	Portal crane (Minimum hire period:3 hrs.)	450.00
11.3	Hiring of Rubber Tired Gantry	450.00
11.4	Mobile crane - 50MT	300.00
11.5	Mobile cranes - 80MT	420.00
11.6	Any lift between 2MT to 10MT using a (50mt or 80mt) mobile crane	80.00
11.7	Any lift less than 2MT using a (50mt or 80mt) mobile crane	50.00
11.8	Fork lift –Any lift less than 5MT	50.00
11.9	Fork lift – 5 MT /6 MT	60.00
11.10	Fork lift – 16 MT	105.00
11.11	Fork lift – 25 MT	180.00
11.12	Mafi prime movers	50.00
11.13	Trailers	26.00
11.14	JCB wheel loader	130.00
11.15	Bucket elevator	130.00
11.16	Empty stacker per unit	80.00
11.17	Reach stacker per unit	100.00



11.18	Goose neck	150.00
11.19	Safeneck attached with Terburg Tractor/ Gooseneck attached with Mafi head	200.00
11.20	Terburg RORO tractor	170.00
11.21	Low Bed	65.00
11.22	Man Cage	200.00
	<b>(per tug, per hour or part thereof)/ (Irrespective of Day / Night)</b>	
11.23	Tug Hire Charges within Port Limits and OPL other than for purposes of Port Entry	1,500.00
11.24	Tug hire charge - Attending vessels not under command (NUC) outside the harbour	3,000.00
11.25	Utilizing pilot launch for commercial operations other than pilotage movements (within the harbour)	250.00
11.26	Utilizing Pilot Launch for commercial operations outside the harbour	900.00
11.27	Using tugs for push & hold of vessels within the harbour	660.00
<b>12.</b>	<b>Landing &amp; Delivery &amp; Shipping Chargers Payable by Consignee / Consignor</b>	<div> <b>Direct Delivery Shipping (per tonne or part thereof)</b> </div> <div> <b>Delivery Shipping from Warehouse /Yard (per tonne or part thereof)</b> </div>
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
<b>12.3</b>	<b>Crude oil/petroleum products</b>	
12.3.A	Loading /Discharging of petroleum products at berths	3.00
12.3.B	Supply of petroleum products to vessels using bowsers	3.00
12.4	All other cargo not listed above	1.20 1.50
<b>12.5</b>	<b>Supply of Equipment for Cargo Delivery Shipping (per package over 05 MT of weight)</b>	
12.5.A	Equipment charges for cargo delivery/shipping- per package over 5 MT -10 MT	50.00
12.5.B	Equipment charges for cargo delivery/shipping- per package over 10 MT -15 MT	75.00
12.5.C	Equipment charges for cargo delivery/shipping- per package over 15 MT - 20 MT	145.00
12.5.D	Equipment charges for cargo delivery/shipping- per package over 20 MT - 30 MT	215.00
12.5.E	Equipment charges for cargo delivery/shipping- per package over 30 MT -40 MT	290.00
12.5.F	Equipment charges for cargo delivery/shipping- per package over 40 MT	480.00
	<b>Note:</b> 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	

<b>12.6</b>	<b>Port handling charges for Customs Seized/forfeited, vehicles sold or allocated to government departments - USD per week / per vehicle</b>	
12.6.A	Cars	32.00
12.6.B	Vans	42.00
12.6.C	Buses/Trucks	52.00
12.6.D	High & Heavy	82.00
<b>13.</b>	<b>Bonding &amp; Entrepot Charges</b>	
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 (online submission)	1.00
<b>14.</b>	<b>Off shore / within port boat operations (per operation/per vessel)</b>	
14.1	Service fee for operating off shore	200.00
14.2	Service fee for operating within the port	100.00
<b>15.</b>	<b>Oil &amp; Bunkering</b>	
15.1	Pumping rates (per MT or part thereof)	3.00
<b>15.2</b>	<b>Dockage at oil berth</b>	
15.2.A	Per 100grt or part thereof, per hour or part thereof	0.35
15.2.B	Non-productive hours, Per 100grt or part thereof, per hour or part thereof	3.50
15.3	Hiring flexible hoses for bunkering operation (per calendar day or part thereof)	500.00
15.4	Supply of Heat -Per MT per °C	0.20
15.5	Supply of N2- Per M <sup>3</sup>	0.50
15.6	Weighbridge charges- Per weighing	30.00
15.7	LPG Gassing up operation Per MT	25.00

### 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 charge will be levied on normal cargo storage rates [as per item No. 8.5] applicable from yard in date to date shipped inclusive of surcharges.

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 surcharges.
5. Oil & Bunkering - following activity is exempt for dockage charges.
  - a. Double banking dockage at normal berth for bunkering
6. When Labour is deployed onboard, additional 50% will be applicable on the labour rates mentioned under item 10.4
7. When deploying labour:
  - a. Per head charge is calculated for "per shift or part thereof" .
  - b. A gang contains 6 labors and 1 supervisor.
  - c. If 3 or more labors are used, using a supervisor is compulsory.
  - d. If the labor usage is less than 02 hrs, a minimum rate of 04 hrs usage charge is applicable instead of the shift charge. If the labor usage is more than 02 hrs. a shift charge is applicable.
8. The activities covered under 10.2.A include "Change of cargo/system information per vehicle ie: data changes on shut outs, changes to Chassis number, VH, HH status, BL number, CBM, weight, change of on carrier, port, model, original plan changes in data.
9. Tariff Item 10.2.C is applicable for TS/LOCAL-THROUGH CARGO. (category change) and vice versa (If there is a rate difference after the status change, Customer to make the payments to HIPG. HIPG will not refund additional payments arranged due to status changes.)
10. Handling of ship supplies is free of charge up to 100 MT in weight. Anything addition to 100 MT in weight will be charged as per the applicable stevedoring rate.

<b>Container Cargo Tariff</b> All Rates in USD (\$)			
<b>Stevedoring Charges</b>	<b>Rates</b>		
<b>1. Domestic Containers – per quay crane lift</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
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
<b>2. Transshipment Rates – per quay crane lift</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
Discharging or Loading of laden container per move	49	76	85
Discharging or Loading of empty container per move	49	76	85
Discharging or Loading of OOG (Handled by spreader)	97	146	178
<b>3. Re stow Rates</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
Re-stowing within the vessel – not via quay or CY	49	76	85
Re-stowing via quay or CY (Per two lifts)	98	152	170
Re-stowing within the vessel – not via quay or CY - OOG	97	146	178
Re-stowing OOG (Handled by spreader) via quay	194	292	356
<b>4. Additional Charges for Handling Containers Using Special Equipment</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
Handled by Over Height Spreader	20	20	20

Handled by slings attach to the spreader(per 15 minutes or part thereof)	50	50	50
<b>Note:</b> (The above charge will be applicable in addition to the handling charge.)			
<b>5. DG Containers</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
Hazardous cargo surcharge (Excluding Class 1,7)	75	75	75
Hazardous cargo surcharge (class 1.4, 5.1, 9-UN2071) delivery from Hook	125	125	125
<b>Note:</b> (The above charge will be applicable in addition to the handling charge.)			
<b>6. Re nominations</b> If it is required to change the second carrier of a transshipment container/Export container after the berthing of the first carrier, charges applicable including all CY moves (12 hours before berthing of the second carrier).	20' – USD 50.00 40' – USD 75.00 Over 40' - USD 75.00		
If it is required to change the second carrier of a transshipment/ Export within 12 hours till berthing time (of the second carrier), renomination surcharge will be applicable on above rates.	20' – USD 25.00 40' – USD 25.00 Over 40' - USD 25.00		
<b>7. Ancillary Container Rates</b>			
<b>Per Container</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
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 HIP facility (Per day Charge)	300	400	450
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)	10	10	10
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
Removing stuck locks	75 (per lock)		
Removal of stacking cones/ Twist locks with special assistance	100 (per lock)		

inclusive of gas cutting			
Additional charges for miscellaneous documentation	10	10	10
Patching of containers	25	25	25
Yard cleaning charges (per slot)	100	200	225
Trailer parking fee per day	240		
Repositioning door direction of container	100	125	135
<b>8. Transferring containers using a low-bed trailer</b> 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		
<b>9. Handling of Hatch Covers &amp; Gear Boxes (per Unit Charge)</b>			
Opening of the hatch cover and replacing it (Full Cycle)	100		
Discharging & Loading of Gear Box (Full Cycle)	85		
<b>Note:</b> If only one move is carried out, half of the above handling charges shall be levied.			
<b>10. Flat Rack Bundling/Unbundling Charges (Per Unit )</b>	<b>20'</b>	<b>40'</b>	
Bundling of 2 FR units	133	147	
Bundling of 3 FR units	167	195	
Bundling of 4 FR units	200	242	
<b>11. Use of Bunded Trailer (Charges per day)</b>			
0 to 7th day	100		
8th day to 14th day	150		
15th day onwards	200		
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, materials, extra handling, security, monitoring & labor etc charges of bunded trailer			
<b>12. Transshipment Container Storage Rates (Charges per day)</b> 14 days of free storage at HIP will be given for MTY or laden containers. If not transshipped within the FREE period storage will commence from the 15th day.			
	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
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
<b>14 days of free storage at HIP will be given for transshipment OOG</b>			
Laden containers from 15th day to 30th day	21	42	54
Laden containers from 31st day to 45th day	42	84	108
Laden containers from 46th day onwards	63	126	162
<b>10 days of free storage at HIP will be given for transshipment DG - Cargo</b>			
DG containers from 11th day to 20th day	23	46	60
DG containers from 21st day to 30th day	69	138	180

DG containers from 31st day onwards	92	184	240
<b>13. Domestic Container Storage Rates</b> <b>Charges per day</b>			
<b>Import MTY containers</b> 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:			
<b>Export MTY containers</b> 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:			
	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
MTY containers from 1st day to 14th day	7	14	18
MTY containers from 15th day onwards	21	42	52
<b>Laden EXPORT containers</b> 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:			
Export storage from 1st day to 14th day	7	14	18
Export storage from 15th day onwards	14	28	36
<b>Laden IMPORT containers</b> 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:			
<b>Normal Cargo</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
Basic charge (from 1st day to delivery day)	8	16	18
Delay charge ( from 8th day to 14th day)	15	30	33
Delay Charge ( from 15th day onwards )	23	46	50
<b>OOG Cargo</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
Basic charge (from 1st day to delivery day)	32	64	72
Delay charge (from 8th day to 14th day)	60	120	132
Delay charge (from 15 day onwards)	92	184	200
<b>DG Cargo</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
If cleared within 48 hours	Free	Free	Free
If not cleared within 48 hours - from date of discharge to date of delivery	35	70	80
Delay charge from 8th day to 14th day	105	210	240
Delay charge from 15th day onwards	140	280	320
<b>14. Landing, Delivery &amp; Shipping Charges</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
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



Additional charge on Over Height, Over width , Open Top , Flat Rack containers	Additional 10% on normal Container irrespective of Actual Measurement.		
Not mentioning the FCL status clearly on Shipping Note / Cargo Dispatch Note for Export containers	100% surcharge on the actual LnD charge		
<b>15. Dockage</b> Per 100gt or part thereof, per hour or part thereof	0.32		
<b>16. Surcharges</b>			
Crane idle charge Surcharge for idling a quay crane is USD 3,000 per crane/per hour or part thereof			
Dockage A non-operational dockage is applicable for occupying the berth after 1 hour from completion of vessel operations (without permission of HIPG) \$ 3.2 per hour or part thereof per 100gt or part thereof will be applicable from the operation completion time.			
Failure to take Direct Delivery of DG Cargo (class 1.4, 5.1, 9-UN2071) A surcharge of \$ 1,000 per day per container is applicable for failing to arrange direct delivery from the QC Hook.			
Undeclared containers/incorrect declaration of a container			
Undeclared containers- Surcharge in addition to the stevedoring charges for handling undeclared containers.	US\$ 150 per container		
Incorrect declaration of container weight- Containers that weigh above the ISO / CSC specification will incur a surcharge.	US\$ 300 per container		
Non-declaration of Hazardous cargo- Incorrect, incomplete or non-declaration of hazardous cargo will incur a surcharge.	US\$ 2500 per container		
<b>Delay in passing of boat notes</b>	<b>20'</b>	<b>40'</b>	<b>over 40'</b>
Delay charges for not passing the boat notes within the given time frame	30	45	60
<b>17. Other Services</b>			
Supply of Fresh Water- Charges for supplying Fresh Water: 8.00 - First 100Mt 9.00 - Second 100Mt 10.00 - Third 100Mt and above. Supply of fresh water per tonne or part thereof (minimum charge USD 150.00) 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.			
<b>18. Consolidation of Stevedoring Rates</b>			
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 containers that require special lifting gears which are not specified in the tariff will require advanced notice; and such containers will be invoiced on an individual basis.

### 19. Applicable Rebates- Year 2026

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

- 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.
- DG Containers: Class 1, 7, 5.1 & 9-UN2071 will be handled under special circumstances and additional rates will be applicable.
- DG- Emergency Operation:

Item	20	40	45
Pint to Point shifting of DG Containers	\$ 270	\$ 410	\$ 510

- Per Day charges for the usage of Sand Pit and/or Emergency DG container holder will be applicable and charged on usage.
- Contaminated sand/saw dust disposal cost will be charged.
- Other applicable additional services will be charged based on usage.

\*All charges mentioned above will be notified on a case by case basis.

- 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 all the invoices will be subjected to all applicable government levies and taxes.
- HIPG reserves the right to pass on stakeholders 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.
- Dockage mentioned under Item 01 does not cover the dockage applicable to the vessels calling for repairs/layups. Such dockage should be obtained from HIPG case by case.

### 02. Invoicing & Payment Terms

- If there is any discrepancy of the final reports received, agent to inform HIPG within 72hrs.
- 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.
- A surcharge of 3% per month will apply on the invoices not settled within the above specified period.
- 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**

1. Gearless vessels within 1hr after completion of cargo operation.
2. Geared vessels including RORO within 1hr and 30mins of cargo operation completion.
3. At the oil berths, 1hr period allowed for commence & complete operations for loading arm connecting & disconnecting.
4. Vessels calling for any other purpose other than cargo operation, within 30mins of completing operation or time requested to vacate berth by port control.
5. Any vessels requiring extra time at berth shall obtained prior approval from HIPG which may be given depending on the circumstances.
6. Approved vessels may stay at berth upon completion of cargo operations at operational dockage rate. Any extension beyond the approved time period incurs the non-operational 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 s 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).

**Load in g / 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.

**Navigational 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**

The physical handling of cargo between the vessel and the yard and vice versa.

**Transshipment**

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

**High and Heavy vehicles**

Vehicle carrying passengers and goods 10 MTS or more and or 80 CBM and above and all other mobile and or partially mobile equipment, not falling under passenger or goods category.

**Vehicle**

Means a conveyor of passengers and goods.

**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.

**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 marshalling area**

The term open/covered storage, parking area and/or marshalling 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 projects 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.

**SQM**

Means Square meter