



Tariff Book

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I. INTRODUCTION

The multipurpose container and general cargo terminals of the port of Beira are managed by Cornelder de Moçambique S.A., a joint venture between Cornelder Corporation Moçambique B.V. (Netherlands) – 67% and Portos e Caminhos de Ferro de Moçambique E.P. – (33%).

The operation is based on a Concession Agreement dated 15th July 1998 and signed between Portos e Caminhos de Ferro de Moçambique, E.P. (CFM), the Conceding Authority, and Cornelder de Moçambique S.A. (CdM), the Concessionaire.

The effective management of the Concession by the new private entity (CdM) started on 15th October 1998.

I.1 Port facilities

Any wharves, docks, piers, warehouses, land, structures and extensions thereof and appurtenances there to, equipment and appliances of all kinds situated within the jurisdiction area are owned, operated or leased by CdM.

- Multipurpose and Container Terminal: quays number 2, 3, 4 and 5 with a total length of 645 meters and the infrastructure behind these berths.
- General Cargo Terminal: quays number 6, 7, 9 and 10 with a total length of 670 meters and the infrastructure behind these berths.

I.2 CdM working hours and days

a) Administration

CdM administration hours are from 07H30 to 17H00, Monday to Thursday and from 07H30 to 16H30 on Friday (closed on Saturday, Sunday and Public Holidays).

b) Terminals

- The terminals are operational 24 hours a day and 7 days a week. For the purpose of a working day, normal calendar days are considered.
- Shift Identification
 - 1st Shift: 07H00 - 15H00;
 - 2nd Shift: 15H00 - 23H00;
 - 3rd Shift: 23H00 - 07H00.

I.3 Application of charges

This tariff applies to services provided by CdM in the area of Beira Port (i.e. from the open sea – 21 nautical miles – to the port) and excluding the Oil Terminal and the Fishing Port.

I.4 Definitions

a) Concession agreement

Concession Agreement means the agreement entered into and signed on 15th July 1998 between Cornelder de Moçambique S.A., the Concessionaire, and Portos e Caminhos de Ferro de Moçambique E.P., the Conceding Authority.

b) The Concessionaire

Concessionaire means Cornelder de Moçambique S.A., a Mozambican registered company having as shareholders Cornelder Corporation Moçambique, B.V. and Portos e Caminhos de Ferro de Moçambique, E.P.

c) The Concession

Concession means the multipurpose container terminal and the general cargo terminal as well as the expansion land as defined in the Concession Agreement.

d) The Concession boundaries

The boundaries of the Concession managed by Cornelder de Moçambique are those determined in the Concession Agreement dated 15th July 1998, as indicated on the Concession Agreement.

e) Bulk cargo

A homogeneous commodity in solid form discharged or loaded by means of grabs, vacuators, buckets, baskets and by any other mechanical means, on/from vehicles, open spaces or other storage areas.

f) Unitised cargo

Cargo assembled in units of which the weight exceeds 2.5 tons, which can be handled in a secure way with standard cargo handling equipment. (Web slings, containers other than ISO containers, cages, cargo strapped to platforms). The weight of each unit should not exceed 4 tons.

Exception is made for bundles of copper (bars or cathodes) and pallets, which are considered, unitised as from a weight equal or superior to 1.5 tons.

g) Abnormal cargo

Abnormal cargo is non-containerised cargo for which one or more of the following conditions apply:

- Any article with a mass in excess of 18 tons.
- Any article with dimensions, which exceed any one of the following:
 - Length: 13.00 meters
 - Width: 2.28 meters
 - Height: 2.89 meters

h) Dangerous or hazardous cargo

Dangerous or hazardous cargo shall mean commodities (general or containerised cargo) classified as such in terms of the IMDG Code (International Maritime Dangerous Goods Code). Unless expressly provided otherwise, this applies to dangerous goods in packaged form or in solid form in bulk.

Dangerous or hazardous goods will only be received at Port Facilities by advance arrangement with CdM and the Port Captain, and reserve the right to refuse or handle any Cargo or provide storage which in their judgment is likely to damage human health, other Cargo or property.

The handling of such goods will be governed by the International Maritime Dangerous Goods Code (IMDG) as listed below (classes):

- 1 - Explosives
- 2 - Gases: compressed/liquefied/dissolved under pressure
- 3 - Flammable liquids
- 4 - Flammable solids/substances liable to spontaneous combustion
- 5 - Oxidizing substances and organic peroxide
- 6 - Poisonous and infectious substances
- 7 - Radioactive substances
- 8 - Corrosives
- 9 - Miscellaneous dangerous substances

i) Cargo Not Elsewhere Enumerated (N.E.E.)

Cargo N.E.E. is a group of cargo covering groups of cargo not elsewhere enumerated in the type of cargo concerned.

j) Wharfage

Wharfage is systematically applied on all international and National (only for liquid cargoes) import (on FOB value) and export transit and national (only for liquid cargoes) general cargo (FAS Value) passing through the Concession, with final destination ports or destinations outside Mozambique.

k) Stevedoring of import cargo

Discharging of cargo from the ship to the shore, under gantry or ship's gear by means of standard port equipment and giving the master a receipt for delivery of the cargo.

l) Stevedoring of export cargo

Loading cargo from under gantry cranes or ship's gear in a ship by means of standard port equipment and obtaining from the master a receipt for delivery of the cargo.

m) Shore handling of import cargo

Transfer of the discharged cargo from the shore under gantry or ship's gear to the stacking area and loading on the means of transport provided or ordered by the owner of the cargo. For general cargo the terminal handling can be Direct (from under ship's gear directly on the means of transport) and Indirect (from under ship's gear, putting the cargo at the disposal of the receiver of the cargo for storage in the concession for onwards delivery or loading on the means of transport).

n) Shore handling of export cargo

Transfer of the cargo from the means of transport, to the stacking area and transport to the quayside under gantry or ship's gear for loading. For general cargo the terminal handling can be Direct (receipt of cargo under ship's gear directly from the means of transport) and Indirect (receipt of cargo under ship's gear after storage in the concession or receipt at any other place within the boundaries of the concession, than under ship's gear).

o) Cabotage or Coastal traffic - inbound

Cargo originating from another national port, transported by an agreed/certified national carrier (having been explicitly manifested or declared), and discharged in the Port of Beira with a final destination Moçambique.

Cargo originally declared as cabotage, subsequently moved by rail or road to the neighboring countries will lose its identity as a cabotage cargo and shall be treated as a normal import transit cargo and applicable charges shall be payable.

p) Cabotage or Coastal traffic - outbound

Cargo originating from Moçambique, (having been explicitly manifested or declared), and shipped through the Port of Beira to another national port, transported by an agreed/certified national carrier and with a final destination Moçambique.

q) Transshipment traffic

Cargo discharged from a vessel to be loaded on another vessel, having been explicitly manifested or declared being transshipment cargo.

Cargo originally declared as transshipment, subsequently moved by rail or road will lose its identity as a transshipment cargo and shall be treated as a normal import cargo and as applicable charges shall be payable.

r) Reefer containers

The demand for connection and other instructions concerning temperature and general settings must be communicated in writing by the agent/owner of the cargo prior the arrival of the container on the terminal.

s) Berthing priority

Berth assignments at the container terminal will be issued at the sole discretion of CdM to the owners, agents, or operators of vessels for the use of a specific berth by a specific vessel on a first-come, first-served basis.

t) Vessel's duties

The vessel shall supply the falls, gins, runners necessary, lights, winches and crane/derricks, all in good working and safety condition. If the vessel's appliances are not operational as required for that specific cargo, CdM will substitute them with other appliances and entitled to charge the expenses.

u) "Non-suitable" Vessels

The stevedoring tariff is based on modern vessels and normal cargoes which can be stowed in a normal manner. A vessel is considered a "non-suitable" vessel, if it does not fulfil the demands of a normal vessel, and consequently needs more time to stow the cargo, i.e. the vessel does not permit the estimated output to be achieved with the normal working capacity that the tariff is based on. The main characteristics of a "non-suitable" vessel are:

- Cargo hatches or the available space is too small for normal heaves of the actual cargo.
- Insufficient capacity of ship's own hoisting gear or the gear used to hoist heaves of normal size.
- Holds and/or structures which do not permit truck handling or other effective handling of cargo, or if the structure of the vessel requires excessive carpentry, cargo supporting or protecting work during loading.

v) Vacating a berth

CdM reserves the right to order a vessel to shift its position at a wharf, to change berths, or to vacate a berth when not actually engaged in loading or discharging cargo. Any vessel, upon notice to move, may be shifted and any expenses shall be charged to the vessel so moved.

w) **Conditions for unloading bulk vessels**

Unloading rates apply only to bulk carriers fitted with “McGregor-type” hatches. Vessels and lighters must be suitable for grab unloading and the use of Front Loader and/or Bobcats in the holds. The cargo must be free-flowing and loaded in such a way that it is directly accessible to grabs. If this is not the case, the extra personnel and/or equipment used for unloading or removing the product from the frames will be charged separately as per the rates in force.

2. TARIFF BOOK

2.1 Concept and structure of the tariff book

The tariff book consists of three (3) chapters with a similar lay-out, where for each type of traffic or service rendered the different billing elements have been grouped in a comprehensive manner.

Chapter	Table	Contents
1 <i>Containers</i>	1	Containers services
	2	Other services
2 <i>General Cargo</i>	3	General cargo services
	4	Other services
3 <i>Equipment</i>	5	Hiring of port equipment

2.2 Use of the container and general cargo terminals - deemed acceptance

Use of port facilities, or service offered by CdM shall be deemed an acceptance of this tariff and the terms and conditions named herein.

2.3 Special conditions

All exceptions to the present tariff will be communicated direct to the respective clients in writing by the management of CdM.

The management of CdM reserves the right to conclude contracts for determined time and volumes of cargo to be handled.

2.4 Unit of taxation and abbreviations

Common abbreviations appearing in this tariff book have the same force and effect as if the words were written in full. Some other, perhaps less common, abbreviations has the meaning shown in the following table:

Abbreviation	Meaning
D	Day
FAS	Free Alongside Ship
FCL	Full Container Load
FOB	Free On Board
g	Gang
H	Hour
kl	Kiloliter
LCL	Less than Container Load
m	Man
M	Month
m ²	Square meter
m ³	Cubic meter
ton	1000 Kg
Doc	Document
port ton	1 m ³ or 1 ton, whichever yields the higher tonnage
TEU	Twenty-foot Equivalent Unit
USD	US Dollar
N.A.	Not Applicable

2.5 Taxation of Mozambique International, Transhipment and Cabotage Cargo

For billing purposes of Mozambique International, Transhipment and Cabotage traffic the following discount percentages are considered, based on the normal tariffs, which are indicated in the respective tables for each service rendered:

- Mozambique International - 4% discount on the shore handling (*stevedoring and storage rates excluded*);
- Transhipment Cargo - 50% discount on the shore handling (*stevedoring and storage rates excluded*);
- Cabotage Cargo - 60% discount on the shore handling (*storage rates excluded*).

2.6 Taxation of dangerous and military cargo

General Cargo is subject to a surcharge of 100% on normal taxation contained in the respective chapters and tables.

Military cargo is subject to a surcharge of 500% on normal taxation (only terminal handling charge) contained in the different chapters and tables.

2.7 Taxation of wharfage

The values considered for calculation of wharfage are the FOB value for import cargoes, and FAS value for export cargoes.

For transhipment of international general cargo wharfage is only applied once, and this on the inbound movement.

The calculation of wharfage is done on an ad valorem basis using the following percentages:

- For import transit general cargo and national liquid cargo, the percentage applied is 1.70%.
- For export transit general cargo and national liquid cargo, the percentage applied is 0.90%.

2.8 Late presentation of documents

a) *Late presentation of documents for cargo to be offloaded*

All the relevant documents for cargo to be discharged have to be made available to CdM latest five (5) days before berthing of the vessel.

b) *Late presentation of documents for loaded cargo*

All the relevant documents for loaded cargo have to be made available to CdM latest 48 hours after sailing of the vessel.

In the case of non-compliance with the above indicated points, a relevant debit will be raised to the agent of the vessel.

2.9 Chargeable moves

A number of additional movements not included in the shore handling for import and export containers as well as empty containers will be charged separately in accordance with the tariffs contained in the relevant table.

The additional chargeable movements on the terminal are the following:

- internal moves (2) for detailed custom's inspection of import and export containers;
- internal moves (2) for stripping or stuffing of container within the boundaries of the concession;
- internal moves (2) for fumigation purposes or removal of fumigation plates;
- internal moves (2) for cleaning, washing/steam cleaning of containers;
- Internal move (1) which at the request of the agent are loaded or discharged on/from vessels berthed at quays other than quays number 2, 3, 4 and 5.

2.10 Storage and rental

a) *Free period allowed for containerised and general cargo*

For billing purposes full import or export containers or general cargo benefits from different free periods depending on the destination or origin of the goods.

For the purpose of calculation of the free period of storage for both containerised and general cargo and where the free period exceeds three (3) days, Saturdays, Sundays and public holidays are counted.

b) *Storage of dangerous cargo*

Storage of dangerous cargo (general or containerised) is subject to a surcharge of 100% on normal taxation contained in the indicated tables and free storage is not provided to the following goods or cargo:

- Reefer (full) containers;
- IMO classification goods;
- Perishables, cool or refrigerated goods.

c) Additional storage

The additional storage for cargos not removed from the Concession after payment of the port charges on the basis of the respective documentation, the cargo (general or containerised) benefits from 24 hours free period for the delivery or loading of cargo on the means of transport ordered or provided by the receiver. The storage will be charged at the rates contained in the different tables under the tariff number for “following days”.

d) Rental

The rental of space on the Concession is ruled by special lease contracts concluded between CdM and the tenants. For particular issues not covered by/or included in the respective lease agreement the content of the present tariff will prevail.

2.1.1 Rights reserved

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

CdM reserves the right to supply, when it is possible, a sufficient number of port handling equipment, supplies, materials and labour, in order to perform all the services in connection with the operation of the Container and General cargo Terminals, unless otherwise agreed.

3. CONDITIONS FOR PAYMENT

3.1 Payment of services rendered

Use of Port facilities or service, is conditioned upon satisfaction assurance of the Port that applicable charges will be paid. All charges are due and payable as they accrue or on completion of service or use. CdM, through a Proforma Invoice, may require payment of the stevedoring charges in advance to the vessel owners or its agents 48 hours before the vessel is assigned a berth and commences its loading or unloading operations.

Services rendered in relation to transit cargo are expressed in USD and billed to the client in USD.

National cargo and Cabotage traffic will be billed to the client in national currency (Metical). However, for National cargo loaded or discharged on a free-in or free-out basis where the freight is paid in foreign currency, the services rendered will be billed to the client in USD.

3.2 Payment for services rendered in over-time

Requests for stevedoring, terminal handling of cargo as well as any other additional service must be made to CdM in writing and well in advance.

A surcharge of 15% on all rates contained in the respective tables will be applied for the services rendered on Saturdays, Sundays and Public holidays, starting to count at 07H00 to 07H00 of the following day.

3.3 Payment of stand-by charges

In the event of paralysation of gangs at the request and/or convenience of the vessel a fixed stand by fee will be billed to the vessel.

Stand-by is also billed in the event of paralysation of the loading or discharge operations due to slow presentation/evacuation of cargoes for which the responsibility is not with CdM.

4. CURRENT ACCOUNT

CdM offers the possibility to render and bill the services on the basis of a current account against a bank guarantee, amount of which will be determined by CdM at an average of six weeks expenses, in function of the volume and value of services rendered.

For the clients with Current Account the payment of stevedoring services must be done 48 hours before the vessel is assigned to berth and commences its loading or unloading operations, and for the other port services the credit limit for payment is 30 days from the date of invoice. Failure to do so CdM reserves the right to increase the total amount of the invoice with a percentage which will be communicated to the clients on a regular basis through circular letters.

Payment of services rendered to clients who do not have a current account with CdM is on a cash basis only. Cash payments are considered payment in species, certified cheques, bank transfers confirmed by the receiving bank.

5. DOCUMENTS TO BE SUPPLIED

The following documentation must be provided to CdM:

a) Container import and exports:

- "Documento Combinado".
- Delivery order .
- Bill of Lading.
- Customs cargo exit authorization.
- Letter of responsibility from Shipping Line.
- Full out order/booking.
- Original Cargo Manifest.
- Empty container list.

b) Bulk and break bulk exports:

- "Nota de Embarque".
- Commercial Invoice.
- Packing list.

c) Bulk and break bulk imports:

- "Documento Combinado".
- Delivery order.
- Bill of Lading.
- Customs cargo exit authorization.
- Commercial Invoice.
- Original Cargo Manifest.

d) Coastal cargo:

- Cabotage Note.
- Customs cargo exit authorization.
- Letter of responsibility from Shipping Line.
- "Nota de Embarque".

e) Transhipment cargo:

- Information Letter from Vessel Agent.
- Letter of responsibility from Shipping Line.
- “ Nota de Embarque”.
- Customs authorization.

6. HIRE OF PORT EQUIPMENT

When, subject to availability and convenience to CdM, port equipment is hired, charges shall be raised according to the Table 9 of this tariff book and the party that orders the equipment shall pay well in advance unless otherwise agreed.

7. LIABILITIES AND CLAIMS

7.1 Liability for loss or damage

CdM will not be responsible for any loss, damage or delay of cargo, which may arise from any cause beyond its direct authority and control. Further, the terminals shall not be liable for any loss, damage or delay of cargo, or any other injury which results from animals, insects, rodents or vermin; nor from decay, deterioration, evaporation, shrinkage or loss of quantity, quality or value from inherent vice of product, nor from fire, frost, leakage or discharge from fire protective sprinklers, oxidation or rusting, nor from civil disorder, insurrection, riot, strike or labour stoppage, whether or not agents or the employees of the terminals be involved; nor from delay caused by shortage of qualified labour.

CdM will not be responsible for any loss, damage of any cargo stored outside the shed's as per agents/receivers request, which may arise from inclement weather conditions.

7.2 Claims for faults, damages, weight, measurements and incorrect rates

Claims will only be attended to on receipt of detailed and complete information about the faults, damages weight measurements and incorrect rates. This information must be communicated in writing to the management of CdM. Clients have a maximum period of one (1) month to make their claim. The period commences from the date of the invoice issued by CdM.

8. PERSONNEL AND VEHICLES ACCESS TO CDM FACILITIES

8.1 Personnel access

All CdM facilities are restricted access areas. Entry into port facilities is not permitted without an approved and valid identification ID.

All personnel that require regular access to the port facilities for official business must apply for ID cards issued by CdM and valid for one (1) year.

8.2 Vehicle access

Vehicles that are authorized regular access will be issued appropriate decals to display on the windshield.

All vehicles that require regular access to the port facilities for official business must apply for decals issued by CdM and valid for one year.

8.3 Penalties

- All persons operating vehicles on CdM facilities must abide by all traffic and parking regulations, signs and pavement markings.
- Violations shall result in monetary fine of USD 500.00 per vehicle.
- Habitual offenders or those failing to pay fines shall have vehicle access privileges revoked.
- Persons or vehicles failing to comply with this Rule may be denied access to CdM facilities.

9. ADDRESS AND CONTACT NUMBERS

For specific Tariff questions or to request a form, please contact:

Cornelder de Moçambique S.A.
Porto da Beira, Largo dos CFM
P.O. Box 236
Phone: + 258 2332 2734/5
Fax: + 258 2332 2736/3838
E-mail: cornelder@cornelder.co.mz
Beira – MOZAMBIQUE

10. TARIFF TABLES

See attached Tables.

Table I: CONTAINERS SERVICES

Description	Unit	USD	
		20'	40'
Mineral Products (excluding Granite and Marble)			
Stevedoring	TEU	80.00	144.00
Shore Handling Charge	TEU	165.00	297.00
Agricultural Products			
Stevedoring	TEU	80.00	144.00
Shore Handling Charge	TEU	185.00	333.00
Products N.E.E. (FCL)			
Stevedoring	TEU	80.00	144.00
Shore Handling Charge	TEU	235.00	423.00
Products N.E.E. (LCL)			
Stevedoring	TEU	80.00	144.00
Shore Handling Charge	consignee	55.00	55.00
Reefer, Abnormal, Platforms and IMDG Containers			
Stevedoring	TEU	100.00	180.00
Shore Handling Charge	TEU	305.00	549.00
Empty			
Stevedoring	TEU	70.00	126.00
Stripping and Stuffing			
Granite, loose, one consignee, indirect (excluding lashing)	TEU	260.00	468.00
Breakbulk cargo, one consignee, direct	TEU	225.00	405.00
Breakbulk cargo, one consignee, indirect	TEU	245.00	441.00
Breakbulk cargo, one consignee, direct (using machines over 3 tons)	TEU	310.00	558.00
Breakbulk cargo, one consignee, indirect (using machines over 3 tons)	TEU	330.00	594.00
Breakbulk cargo, more than one consignee, direct	port ton	12.00	12.00
Breakbulk cargo, more than one consignee, indirect	port ton	15.00	15.00
Storage			
Empty containers - Free period	D	3	3
Empty containers - Following days	TEU	5.00	9.00
Import Full containers - Free period (National and Transshipment)	D	5	5
Import Full containers - Free period (Transit)	D	10	10
Import Full containers - Following days	TEU	20.00	36.00
Export Full containers - Free period (National and Transshipment)	D	5	5
Export Full containers - Free period (Transit)	D	15	15
Export Full containers - Following days	TEU	8.00	14.40

Table 2: OTHER SERVICES

Description	Unit	USD	
		20'	40'
Shifting/Re-stowage			
<i>Internal or external</i>	TEU	120.00	216.00
Opening and Closing of Hatches (panel)			
<i>Opening or closing</i>	each	100.00	100.00
Various			
<i>Chargeable move</i>	TEU	62.00	111.60
<i>Loading/off loading empty containers</i>	TEU	45.00	81.00
<i>Connection and PTL -fee</i>	TEU x D	30.00	54.00
<i>Control of temperature</i>	Unit x D	1.50	1.50
<i>Sweeping</i>	TEU	10.00	18.00
<i>Steam cleaning</i>	TEU	30.00	54.00
<i>Attachment /removal of clip-on</i>	each	15.00	15.00
Administrative Debits			
<i>Photocopying</i>	each	1.00	1.00
<i>Late arrival of containers in the terminal (after closing the stack)</i>	Unit	150.00	150.00
<i>Late presentation of manifests or loading list</i>	each	300.00	300.00
<i>Cancellation or alteration of invoices/docs</i>	Doc	75.00	75.00
<i>Misdeclaration of container weight</i>	Unit	175.00	175.00
<i>Cancellation or alteration with an additional move (stack)</i>	Unit	100.00	100.00
<i>Alteration of container status from FCL to LCL or vice-versa</i>	Unit	80.00	80.00
Security Surcharge - ISPS			
<i>Containers (only to be loaded)</i>	Unit	6.00	6.00

Table 3: GENERAL CARGO SERVICES

Description	Unit	USD
Bulk Cargo		
Rice, Maize, Wheat, Beans, Flour		
Stevedoring	ton	4.50
Shore Handling Charge - direct	ton	3.30
Shore Handling Charge - indirect	ton	7.50
Products N.E.E.		
Stevedoring	ton	4.50
Shore Handling Charge - direct	ton	3.80
Shore Handling Charge - indirect	ton	9.60
Bulk Cargo to be Bagged		
Rice, Maize, Wheat, Beans, Flour		
Stevedoring (N.A. for export)	ton	4.50
Shore Handling Charge - direct (N.A. for export)	ton	5.40
Shore Handling Charge - indirect (N.A. for export)	ton	8.90
Bagging	ton	9.30
Products N.E.E.		
Stevedoring (N.A. for export)	ton	4.50
Shore Handling Charge - direct (N.A. for export)	ton	5.75
Shore Handling Charge - indirect (N.A. for export)	ton	9.10
Bagging	ton	9.30
Bagged Cargo		
Rice, Maize, Wheat, Beans, Flour		
Stevedoring	ton	9.40
Shore Handling Charge - direct	ton	5.40
Shore Handling Charge - indirect	ton	8.70
Products N.E.E.		
Stevedoring	ton	9.40
Shore Handling Charge - direct	ton	5.75
Shore Handling Charge - indirect	ton	9.10
Big Bags >800 Kg		
Stevedoring	ton	8.60
Shore Handling Charge - direct	ton	4.70
Shore Handling Charge - indirect	ton	7.15

Description	Unit	USD
Unitised Cargo		
Products N.E.E.		
Stevedoring	ton	8.60
Shore Handling Charge - direct	ton	2.80
Shore Handling Charge - indirect	ton	6.60
Cargo in Drums		
Products N.E.E.		
Stevedoring	ton	8.60
Shore Handling Charge - direct	ton	3.30
Shore Handling Charge - indirect	ton	5.20
Liquid Cargo		
Water		
Shore Handling Charge (equipment supplied by the client)	kl	0.60
Products N.E.E.		
Shore Handling Charge (equipment supplied by the client)	kl	1.65
Shore Handling Charge (equipment supplied by CdM)	kl	1.95
Reefer Cargo		
Deep Frozen		
Stevedoring	ton	12.00
Shore Handling Charge - direct	ton	6.00
Shore Handling Charge - indirect	ton	N.A.
Chilled		
Stevedoring	m3	9.20
Shore Handling Charge - direct	m3	6.80
Shore Handling Charge - indirect	m3	N.A.

Description	Unit	USD
Metals		
Scrap (delivered under ship's hook by the client)		
Stevedoring	ton	3.15
Shore Handling Charge - direct	ton	3.20
Shore Handling Charge - indirect	ton	N.A.
Products N.E.E.		
Stevedoring	ton	9.40
Shore Handling Charge - direct	ton	5.40
Shore Handling Charge - indirect	ton	6.20
Timber		
Timber Logs		
Stevedoring	ton	19.00
Shore Handling Charge - direct	ton	4.70
Shore Handling Charge - indirect	ton	8.20
Sawn Timber		
Stevedoring	port ton	8.60
Shore Handling Charge - direct	port ton	4.00
Shore Handling Charge - indirect	port ton	5.00
Granite, Marble and Other Blocks		
Up to 30 ton		
Stevedoring	ton	11.50
Shore Handling Charge - direct	ton	N.A.
Shore Handling Charge - indirect	ton	5.45
Over 30 ton		
Stevedoring	ton	13.00
Shore Handling Charge - direct	ton	N.A.
Shore Handling Charge - indirect	ton	10.50

Description	Unit	USD
Living Animals		
Bovine		
Stevedoring	unit	8.00
Shore Handling Charge - direct	unit	3.50
Shore Handling Charge - indirect	unit	N.A.
Goats, Porks, Sheeps		
Stevedoring	unit	4.00
Shore Handling Charge - direct	unit	2.50
Shore Handling Charge - indirect	unit	N.A.
Equipment, Abnormal Cargo, Vehicles and Trucks		
Equipment and Abnormal Cargo		
Stevedoring	port ton	9.40
Shore Handling Charge - direct	port ton	3.00
Shore Handling Charge - indirect	port ton	5.75
Vehicles and Trucks		
Stevedoring	port ton	5.80
Shore Handling Charge - direct	port ton	2.50
Shore Handling Charge - indirect	port ton	3.25
Selfdriven Vehicles and Trucks		
Up to 3.5 ton tare		
Stevedoring	unit	13.00
Shore Handling Charge - direct	unit	27.00
Shore Handling Charge - indirect	unit	50.00
Between 3.5 and 5.0 ton tare		
Stevedoring	unit	27.00
Shore Handling Charge - direct	unit	50.00
Shore Handling Charge - indirect	unit	70.00
Over 5.0 ton tare		
Stevedoring	unit	50.00
Shore Handling Charge - direct	unit	110.00
Shore Handling Charge - indirect	unit	120.00

Description	Unit	USD
Warehouse		
Storage		
<i>Free period - National</i>	<i>D</i>	<i>3</i>
<i>Free period - Transit</i>	<i>D</i>	<i>7</i>
<i>Free period - Transhipment</i>	<i>D</i>	<i>10</i>
<i>Following days (bagged cargo)</i>	<i>ton x D</i>	<i>0.40</i>
<i>Following days (cargo N.E.E.)</i>	<i>port ton x D</i>	<i>0.40</i>
Rental		
<i>Rental of Space</i>	<i>m2 x M</i>	<i>6.00</i>
Open Storage		
Storage		
<i>Free period - National</i>	<i>D</i>	<i>3</i>
<i>Free period - Transit</i>	<i>D</i>	<i>7</i>
<i>Free period - Transhipment</i>	<i>D</i>	<i>10</i>
<i>Following days (equipment, abnormal cargo, vehicles and trucks)</i>	<i>unit x D</i>	<i>10.00</i>
<i>Following days (metals and minerals)</i>	<i>ton x D</i>	<i>0.30</i>
<i>Following days (cargo N.E.E.)</i>	<i>port ton x D</i>	<i>0.30</i>
Rental		
<i>Non concrete areas</i>	<i>m2 x M</i>	<i>1.00</i>
<i>Concrete areas</i>	<i>m2 x M</i>	<i>2.00</i>

Table 4: OTHER SERVICES

Description	Unit	USD
Loading, Offloading and Removal of Cargo		
<i>In bulk</i>	<i>ton</i>	<i>4.00</i>
<i>Units not exceeding 3 ton</i>	<i>ton</i>	<i>5.20</i>
<i>Units exceeding 3 ton</i>	<i>ton</i>	<i>10.50</i>
Separation		
<i>Separation of timber</i>	<i>m3</i>	<i>4.00</i>
<i>Separation of general cargo</i>	<i>port ton</i>	<i>2.90</i>
Shunting		
<i>Wagons inside the Concession</i>	<i>each</i>	<i>50.00</i>
Bagging		
<i>Cargo N.E.E. with equipment provided by third parties</i>	<i>ton</i>	<i>6.00</i>
Unbagging and Gathering of Empty Bags		
<i>Cargo N.E.E.</i>	<i>ton</i>	<i>0.70</i>
Weighing and Measuring of Cargo		
<i>Weighing of cargo on the weighbridge</i>	<i>each</i>	<i>12.00</i>
<i>Weighing of cargo on the scale</i>	<i>each</i>	<i>1.00</i>
<i>Measurement per operation</i>	<i>each</i>	<i>1.00</i>
Palletisation		
<i>Palletisation with material supplied by the client</i>	<i>port ton</i>	<i>8.00</i>
Trimming		
<i>Mechanical Trimming</i>	<i>H</i>	<i>75.00</i>
<i>Manual Trimming</i>	<i>g x H</i>	<i>65.00</i>
Supply of Labour		
<i>Tally man, Drivers, Operators of machines</i>	<i>m x H</i>	<i>13.00</i>
<i>Specialized labour</i>	<i>m x H</i>	<i>11.00</i>
<i>Non-specialized labour</i>	<i>m x H</i>	<i>5.00</i>
Granite		
<i>Washing of granite</i>	<i>Unit</i>	<i>25.00</i>
Stand - by		
<i>Stand - by</i>	<i>g x H</i>	<i>50.00</i>

Description	Unit	USD
Surcharge for Vessels		
<i>With improper cargo stowage</i>	<i>ton</i>	<i>5.00</i>
<i>With non free flowing cargo</i>	<i>ton</i>	<i>3.00</i>
Garbage		
<i>Removal of garbage</i>	<i>ton</i>	<i>12.00</i>
Administrative Debits		
<i>Photocopying</i>	<i>each</i>	<i>1.00</i>
<i>Late presentation of manifests or loading list</i>	<i>each</i>	<i>250.00</i>
<i>Cancellation or alteration of invoices/docs</i>	<i>Doc</i>	<i>75.00</i>
<i>Misdeclaration of general cargo weight</i>	<i>ton</i>	<i>8.50</i>
<i>Late Documentation Charge - General Cargo</i>	<i>ton</i>	<i>0.95</i>
Passengers		
<i>Embarking or disembarking</i>	<i>each</i>	<i>5.20</i>
Fire Apparatus		
<i>Fire Apparatus (if required)</i>	<i>H</i>	<i>130.00</i>
Security Surcharge - ISPS		
<i>Bulk and Breakbulk cargo (only to be loaded)</i>	<i>ton</i>	<i>0.10</i>

Table 5: HIRING OF PORT EQUIPMENT (subject to availability)

Description	Unit	USD
Forklift & Reachstacker		
<i>Forklifts up to 5 tons</i>	<i>H</i>	<i>80.00</i>
<i>Forklifts between 6 and 10 tons</i>	<i>H</i>	<i>90.00</i>
<i>Forklifts between 11 and 15 tons</i>	<i>H</i>	<i>100.00</i>
<i>Forklifts between 16 and 20 tons</i>	<i>H</i>	<i>105.00</i>
<i>Forklifts between 21 and 30 tons</i>	<i>H</i>	<i>134.00</i>
<i>Forklifts over 30 tons</i>	<i>H</i>	<i>177.00</i>
Mobile & Gantry Cranes		
<i>Cranes up to 20 tons</i>	<i>H</i>	<i>105.00</i>
<i>Cranes between 20 and 34 tons</i>	<i>H</i>	<i>177.00</i>
<i>Cranes over 34 tons</i>	<i>H</i>	<i>230.00</i>
<i>Specialized Mobile Cranes</i>	<i>H</i>	<i>230.00</i>
<i>Gantry Cranes</i>	<i>H</i>	<i>353.00</i>
Other Equipments		
<i>Spreaders</i>	<i>H</i>	<i>107.00</i>
<i>Front loader</i>	<i>H</i>	<i>65.00</i>
<i>Escavator</i>	<i>H</i>	<i>80.00</i>
<i>Shunting tractors</i>	<i>H</i>	<i>70.00</i>
<i>Tugmasters (with trailers)</i>	<i>H</i>	<i>60.00</i>
<i>Trailers</i>	<i>H</i>	<i>25.00</i>
<i>Nets</i>	<i>each x D</i>	<i>3.00</i>
<i>Tarpaulins</i>	<i>each x D</i>	<i>20.00</i>

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