



QS Maritime L.L.C

Shinas Port Tariff

QS Maritime LLC

ميناء شناص
SHI~AS PORT

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1 DEFINITIONS:

CONTAINER: the standard ISO container, suitable for stacking and transportation of Cargo, constructed of metal, fibreglass, plastic or wood, which confines its contents and must be capable of being handled as a unit and lifted by a crane.

FREE TIME: The specified period during which Cargo or Containers may occupy space assigned to them in the Port, free of storage charges, either prior to loading or subsequent to discharge from a Vessel:

FRESH WATER: may be purchased from the Port Operator's nominated suppliers at the Port, subject to availability, and at the relevant suppliers' rates.

Gangway: is a narrow passage that joins the quarterdeck to the forecastle of a sailing ship.

General cargo: Means all other cargo which is not defined as a type of cargo specifically in this tariff and Cargo that may be loaded in general, non-specialised, stowage areas, excluding Containerised Cargo.

Liquid bulk: cargo Means the liquid cargo being discharged from the carrying vessels or loaded to the receiving vessels.

LOA: Length Overall.

PILOT: A Vessel pilot employed or appointed by the Port Operator.

Small crafts: Means wooden dhows, service workboats and towing launches (steel or wooden) irrespective of length overall or size, fishing boats and any other craft with the length overall less than 20 meters

Tariff: This tariff issued by Shinas Port for defining the payments of charges and dues by the users for using port services

TRANSHIPMENT: Refers to the process of landing Cargo from a Vessel for the purpose of shipment onto another Vessel. Transhipment or Transhipped Cargo shall be construed accordingly.

TUG: A seagoing Vessel primarily intended or used for towing or pushing other Vessels.

1.1 Introduction:

1.2 General

This tariff is published by QS MARITIME indicates the tariff of Shinas Port which to be paid by the port users for various usages of port infrastructure and services with effect from 1st June 2025. Rates, rules, and regulations contained in this Tariff shall apply for all port users equally, unless otherwise specified by written amendment from the CEO.

1.3 HSE

Port users using the port facilities are required to obey to the safety rules and regulations issued by QS MARITIME or any local statutory authority. The user can be charged for not using or following the Safety and environment policies.

1.4 PORT RULES AND REGULATIONS

All port services provided subject to following rules and regulations.

1. All the laws of Sultanate of Oman as applicable
2. "Rules and regulations for seaports" issued by The Cooperation Council for The Arab States of The Gulf, issued in year 2006 and amendments thereof
3. International Maritime Dangerous Goods Code
4. International Ship and Port Facility Security (ISPS) Code
5. Any other rules and regulation enforced by the governmental authorities or by QS MARITIME

This Tariff and any subsequently issued Tariffs, Circulars, Trade notices or amendments hereof by QS MARITIME are to be treated as circulars. QS MARITIME reserves the right to alter, change, or amend from time to time any or all charges, terms, conditions, or interpretations contained in this tariff with or without prior notice.

1.5 CUSTOMS

The masters of ships on arrival either in the port or at the Anchorage should produce all documents required by the Customs officers of Royal Omani Police, Directorate General of Customs.

All imports and exports of cargo of any sort will be subject to clearance from the Royal Omani police - Directorate General of Customs.

1.6 HAZARDOUS MATERIALS

The port has specific rules and regulations in place for the safe handling of dangerous and hazardous goods. In accordance with these regulations, the responsible agents are required to submit lists of such cargo that will be transported on board vessels before the vessels' arrival at the port. Furthermore, whether you are an agent, importer, or exporter, it's essential to obtain any necessary clearances from the relevant authorities prior to unloading the goods from the vessel or bringing them into the port. The management and procedures for handling such cargo are guided by the International Maritime Dangerous Goods Code, which is published by the International Maritime Organization. This code provides comprehensive guidelines and standards for the proper handling of dangerous goods to ensure the safety and security of maritime operations.

No.	Description of the goods	Remarks
I	Explosives, Gases (compressed, liquefied, or dissolved under pressure), Inflammable solids, Oxidizing substances and organic	To be delivered directly from the vessel
II	Inflammable liquids, peroxides Goods of class, Corrosives, Miscellaneous dangerous substances, Poisonous and infectious substances.	Can be stored in the Hazardous cargo yard
III	Radioactive substances	Not allowed

1.7 HELD HARMLESS

Each entity that owns or operates a vessel, charters a vessel, or represents them, and each owner or agent responsible for cargo being handled at the port, acknowledges that as a condition for receiving port services, they commit to indemnify and absolve QS MARITIME, including its agents, employees, and any other individuals, companies, or entities hired by QS MARITIME to provide labor, materials, or equipment for the provision of port services. This indemnification covers any potential losses, claims, demands, or lawsuits related to damages, including legal expenses and attorney fees, as well as liability for injuries, fatalities, or property damage that may arise as a result of the services provided at the port by any vessel owner, vessel operator, charterer, or cargo owner, or their respective agents and employees.

All individuals or entities utilizing the Port Service facility within the port, or those acting on their behalf (agents), bear the responsibility for any damage that arises from their use of any of the port facilities. QS MARITIME retains the right to undertake the repair of such damages or arrange for their repair, with all associated costs to be covered by the responsible users.

1.8 ACCESS TO RECORDS

QS MARITIME retains the authority to access all cargo and passenger manifests, documents, and any other relevant information concerning vessels, cargo, or passengers. This access is essential for verifying the accuracy of reports submitted and for assessing charges. It's important to note that any information obtained in this manner will be kept confidential and will only be disclosed to authorized members of QS MARITIME who are carrying out their official duties in accordance with QS MARITIME's internal protocols. Additionally, in certain situations, this information may be shared with local law enforcement authorities upon their request.

1.9 INSURANCE

The charges outlined in this Tariff do not encompass any costs associated with insurance for cargo, passengers, vessels, or third-party equipment and liabilities. It is the responsibility of the user to procure the necessary insurance coverage for these purposes.

1.10 TAXATION

The rates listed in this tariff do not encompass government taxes. Any taxes imposed by state taxation authorities will be applied in addition to the rates specified in this tariff.

1.11 PAYMENT

QS MARITIME reserves the right, at its sole discretion, to make estimated, advance collections of all charges that may be incurred for the provision of port services. Permission for a ship to sail or for cargo to be delivered out of the port may be withheld until such advance charges have been settled.

Invoices will be generated for all services provided to port users, unless an alternative arrangement has been mutually agreed upon in writing between QS MARITIME and the user. The user is obligated to settle each invoice in full and with cleared funds, either with immediate effect from the receipt of the invoice or within the agreed credit period, whichever occurs first. Payments should be made to the bank account designated by QS MARITIME or through any other payment method specified by QS MARITIME from time to time.

1.12 SHIPPING AGENTS

For any vessel or small craft arriving at the port seeking any form of service, it is a requirement to appoint a local agent to act as a representative for the ship. This agent holds the responsibility for complying with local authorities and QS MARITIME in terms of providing necessary information, settling charges, and handling all other matters related to the vessel's or small craft's visit to the port.

Once a vessel or small craft is declared for a port call by an agent, that agent is bound by all the terms and conditions outlined in this tariff. The agent cannot be relieved of any of their obligations or liabilities unless another agent is appointed to represent the same vessel, and the new agent assumes all associated responsibilities and obligations.

1.13 PORT ACCESS

Access to the ports will be permitted by QS MARITIME only upon receipt of a written request from the port users. Any port user intending to bring a vessel or small craft to the Port for activities such as passenger embarkation or disembarkation, cargo loading or unloading, or any other authorized purpose, is required to furnish QS MARITIME with the specified information outlined in this tariff. Additionally, users should adhere to the port rules and regulations and be prepared to provide any additional information requested by QS MARITIME as needed.

1.14 VACATE A BERTH

QS MARITIME retains the authority to direct a vessel or small craft to leave its designated berth once the declared operational activities are concluded or for any other valid reason. It is the responsibility of the user to comply with this request, and any associated expenses will be incurred by the user.

1.15 USE OF FACILITIES

QS MARITIME holds the authority to designate and regulate the utilization of all facilities within the port areas. QS MARITIME may choose to accept or decline the provision of port services for valid reasons in accordance with the laws, rules, and regulations detailed in this tariff.

The placement or use of equipment or accessories owned by port users within the port areas is prohibited without prior permission granted by QS MARITIME, and the requisite charges, as specified, have been paid. The user of such equipment or accessories assumes full responsibility and liability for any harm caused to individuals or damage of any kind, including property damage belonging to the Operator and other third parties. All such equipment or accessories brought into the ports must be adequately covered by the owner's insurance policy for third-party liability.

1.16 Agent Registration

To register as an agent; Sending the following documents for registration purposes:

Ministry of Transport, Communications and Information Technology Certificate (MTCIT)

Commercial Registration Certificate (CR)

Oman Chamber of Commerce and Industry Certificate (OCCI)

Bank Guarantee of OMR 2000.00

Description	Unit	Rate
Registration Fees	Year	OMR 250.000

*Note that the tax is applicable.

2 PORT DUES

Port dues will be assessed from the time the vessel arrives at the anchorage till the time she leaves the anchorage area and sails out on all vessels berthing within the Port for discharging or loading of cargo or embarking and disembarking of passengers or any other purposes.

2.1 BERTHING DUSE:

Description	Unit	Rate
Berthing Duse	Day	OMR 120.000

2.2 SMALL CRAFTS DUES

Below charges will be levied on all small crafts calling the berthed.

*All small crafts dues will increase 60% from day 4.

Description	Unit	Rate
Small crafts cargo, service workboats and towing launches (steel or wooden) using anchorage/ berth	Day	OMR 20.000
Dhows and launches when using the port's berths	Day	OMR 35.000
Work boats of length overall less than 30 meters stationed in the port's berths and engage in providing services to ships at anchorage	Day	OMR 35.000
Work boats of length overall above 30 meters and stationed in the port's berths and engage in providing services to ships at anchorage	Day	OMR 50.000
Small boats up to 2 tons dead weight capacity, using the port berthing facilities	Day	OMR 10.000

2.3 CHARGES FOR SERVICES TO DOMESTIC FERRIRIES

Description	Unit	Rate
Port Dues	Day	OMR 200.000
Berthage charges inwards or outwards	occasion	OMR 50.000
Passenger levy:		
Embarking	passenger	OMR 1.300
Disembarking	passenger	OMR 1.300

Warfare for vehicles ex – domestic ferries driven on and off by the accompanied driver:		
Bicycles	Unit	OMR 0.000
Motorcycles	Unit	OMR 0.000
Saloon cars	Unit	OMR 1.000
SUVs, pickups and minibuses up to 10 tons	Unit	OMR 2.000
Heavy vehicles, trucks and buses over 10 tons	Unit	OMR 4.000
Vehicles categories in above c, d and e which are not accompanied by a driver requiring drive on or off by the operator's driver	Unit	OMR 10.500
Vehicles parking which is not cleared within 24 hours	Day	OMR 5.000

2.4 PASSENGER/TOURIST/CREW CHANGE LEVY

1. The passenger, tourist, and crew levy are applicable to every individual boarding or disembarking from the aforementioned ships. This includes passengers in transit who utilize the port facility to disembark and return. The charges are detailed as follows:

The charges are as shown below:

Description	Rate
Per passenger (excluding infants below 2 years) embarking or disembarking	OMR 2.000
Per tourist (excluding infants below 2 years) embarking or disembarking	OMR 2.000
Per crew embarking or disembarking	OMR 2.000

2.5 CHARGES FOR OTHER FACILITIES

2.5.1 CHARGES FOR OIL POLLUTION PREVENTION

Pollution control charges are applied to all vessels and small crafts calling the port, both at berths and at anchorage as shown in the table below.

2.5.2 GARBAGE SKIPS

QSM provides garbage skips in the ports for the vessels to dispose small quantities of nonhazardous, solid garbage such as kitchen wastes, cabin waste, etc. The use of garbage skips for disposing of garbage is compulsory. The provisions of garbage skips are subject to below charges.

2.5.3 PORT CLEARANCE

QSM issues port clearance for each vessel either called at anchorage or berthing alongside the port before departure. Port clearance charges are applicable per call, as shown in table below.

Description	Unit	Rate
Charges for prevention of oil pollution	Ship/Call	OMR 100.000
Garbage skips	skip /day	OMR 20.000
Clearance charge	Ship/Call	OMR 25.000

2.6 EXEMPTED VESSELS

Description	Rate
Ships in distress or requiring medical assistance at anchorage only for the initial period of 6 hours	OMR 0.000
Ships exempted from the payment of Port dues by the Government of the Sultanate of Oman	OMR 0.000

3 ANCHORAGE DUES

Anchorage dues will be levied on all vessels lying at anchorage within port limits that do not require to be berthed which to be paid by the vessel's agent.

If any service provider not registered, they need to pay the cost of the service and port dues.

Short-term Anchorage stay:

Description	Unit	Rate
Daily anchorage dues per GT (minimum charges OMR 30 - maximum charges OMR 130) * the first 3 days free subjected to ordering two services,	Ton	OMR 0.003
For any service required at anchorage, Providing various services form.	Service	OMR 30.000
For any OPL call. *	Service	OMR 130.00

*Normal charges on the services provider are applicable

Long-term Anchorage stay:

*2 weeks and more

Description	Unit	Rate
Daily anchorage dues per GT (minimum charges OMR 30 - maximum charges OMR 130)	Ton	OMR 0.003
For any service required at anchorage, Providing various services form.	Service	OMR 30.000

4 Ship-to-Ship

Anchorage dues will be levied on all vessels at anchorage within port limits that do not require to be berthed which to be paid by the vessel's agent.

*For Ship-to-Ship (STS) operations, the agent must obtain a No Objection Certificate (NOC) from the relevant authorities prior to commencement.

*An approved STS service provider must be engaged during all STS operations.

Description	Unit	Rate
Daily anchorage dues	day	OMR 75.00
STS liquid	Ton	OMR 0.200
Lumpsum cost for handling of STS operation, mooring master assistance for underway berth and full supervision onboard. *Time will calculate from the time of mooring master arrive at Shinas port until his return to jetty after operation	24hr	OMR 1000.00
After the first 24 hrs, thereafter *Another day will be counted.	day	OMR 1000.00
Lumpsum cost for handling STS operation inclusive of STS gears, fenders, hoses and mooring master for underway berthing and full supervision onboard. *Time will calculate from the time of commencement of mobilization equipment from Shinas port yard and until return to jetty after operation.	48hr	OMR 5700.00
After the first 48 hrs, thereafter	hr	OMR 150.000

5 FRESH WATER

For the supply of water alongside/ Anchorage

Description	Unit	Rate
Subject to minimum of 10 ton	Ton	OMR 1.500

6 BUNKER ROYALTY

Tariff is applied for both supplied alongside and at anchorage

Description	Unit	Rate
Daily anchorage dues	day	OMR 150.00
Subject to minimum 1 ton	Ton	OMR 1.000

7 DEMURRAGE:

Charge that are payable for used of port storage facilities after expiry of the applicable free time.

*First 7 days are free.

** Minimum weight for general cargo is 1 ton

Description	Unit	Rate
General cargo:		
First period- For period of 7 days or part thereof after the free period	ton	OMR 0.500
Second period- For period of 10 days or part thereof after the free period	ton	OMR 0.750
Third period- For period of 14 days or part thereof after the free period	ton	OMR 1.500
Unpacked vehicles, mechanical equipment, trailers per unit, per day		
First period- For period of 10 days or part thereof after the free period	unit	OMR 3.000
Second period- For period of 14 days or part thereof after the free period	unit	OMR 5.000
Third period- For period of 10 days or part thereof after the free period	unit	OMR 6.500

8 Transshipment

Transshipment (sometimes also trans-shipment or transhipment) means the unloading of goods from one ship and its loading into another to complete a journey to a further destination, even when the cargo may have to remain ashore some time before its onward journey

Description	Unit	Rate
First 10 Days	ton	Free
Next 20 Days	ton	OMR 0.200
Thereafter	ton	OMR 0.400

9 Cargo Loading/Discharge

Description	Unit	Rate
General cargo (minimum charge per ton OMR 1.000)	ton	OMR 1.000
Dry Bulk - cement	DWT	OMR 0.800
Liquid cargo - liquid Bulk	DWT	OMR 0.100
Steel products	Ton	OMR 1.300
Live animal (except camels, and cows) more than 2000 head gives OMR 0.150	head	OMR 0.200
Live animal (camels and cows) more than 400 head gives OMR 0.250	head	OMR 0.300
Vehicle and mobile equipment up to 5FRT	Unit	OMR 35.000
Vehicle and mobile equipment above to 5FRT	Unit	OMR 45.000
Heavy lifting equipment 20 Ton and above	Unit	OMR 85.000
Small cars & SUV	Unit	OMR 25.000
Full container	Unit	OMR 45.000
Empty container	Unit	OMR 25.000

Full trailer container	Unit	OMR 40.000
Empty trailer container	Unit	OMR 20.000

10 DOCUMENTATION CHARGES

The port users should abide by the port documentation concerning the berthing of vessels and small crafts and the clearance of cargo.

11 PORT ENTRY PASS

11.1 ACCESS CONTROLLED AREA

The port operates as a custom bonded area, which means that access for both individuals and vehicles is tightly regulated. Entry of persons and vehicles into the Ports is entirely contingent upon approval and permission from both the Royal Omani Police and QS MARITIME.

11.2 VISITORS And VEHICLES GATE PASS

Item	Description (Period)	Amount Visitor OMR	Amount car OMR	Amount Truck or equipment OMR	Type
1	One day	1	2	4	Temporary
2	Three days	2	4	8	Temporary
3	One Week	3	8	16	Temporary
4	One Month	10	25	50	Permanent
5	Three Months	20	55	100	Permanent
6	Six Months	30	95	170	Permanent
7	Year	50	140	240	Permanent

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