



PORT TARIFF 2026/2027

Version 17 | Effective 1 July 2026 – 30 June 2027

Port Tariff issued by the Port, duly approved by the Board of Directors

For clarifications or questions, please refer to

Sohar Industrial Port Company SAOC

Attention to the Commercial Department. Address to: VP Commercial



TABLE OF CONTENTS

1. General

- [Article 1. Definitions](#)
- [Article 2. Applicability](#)
- [Article 3. Performance of the Services](#)
- [Article 4. Payment of Port Dues](#)
- [Article 5. Rates of Port Dues](#)
- [Article 6. Invoicing](#)
- [Article 7. Calculation of Port Dues / Inside Port Basin](#)
- [Article 8. Calculation of Port Dues / Outside Port Basin](#)
- [Article 9. Port Dues on Layby](#)
- [Article 10. Rebates on Port Dues](#)
- [Article 11. Linesman Services](#)
- [Article 12. Tug Towing Services](#)
- [Article 13. Pilotage Services](#)
- [Article 13A. Pilotage Exemption Certificate \(PEC\)](#)
- [Article 14. Anchorage Services](#)
- [Article 14A. Rig Handling Charges](#)
- [Article 15. Ship-to-Ship Services \(STS\)](#)
- [Article 16. Port Boat Charges](#)
- [Article 17. Project Cargo Surcharge](#)
- [Article 18. Port Waste Fee \(MARPOL Services\)](#)
- [Article 19. Port Invoices and Payment](#)
- [Article 20. Fuel and War Risk Surcharge](#)
- [Article 21. Shipping Agent Registration](#)

2. ANNEX 1 — Port Tariffs

- [1. Rates for Port Dues \(Inside Port Basin\)](#)
- [2. Rates for Marine Services \(Inside Port Basin\)](#)
- [3. Rates for Port Dues & Marine Services \(Outside Port Basin\)](#)
- [4. Rates for Anchorage Services](#)
- [5. Rates for Port Boat Services](#)
- [6. Project Cargo Surcharge](#)
- [7. Port Waste Fee](#)
- [8. Shipping Agent Annual Registration Fee](#)
- [9. Pilotage Exemption Certificate \(PEC\)](#)
- [10. Rig Handling Charges](#)
- [11. Fuel and War Risk Surcharge \(Subject to Quarterly Review\)](#)



GENERAL TERMS AND CONDITIONS

FOR PORT DUES, MARINE CHARGES AND ANCHORAGE SERVICES FOR SEAGOING VESSELS

1. GENERAL

Article 1. DEFINITION

A. ADMINISTRATION

The administration and the management of the SOHAR Port and Freezone operations are under the "Sohar Industrial Port Company SAOC" hereinafter referred to as "SIPC". This present tariff covers all SOHAR Port activities.

B. JURISDICTION

SIPC has jurisdiction over all the areas set out in the Port Ordinance (hereinafter called 'The Port Authority').

C. APPLICATION AND INTERPRETATION OF TARIFF

Tariffs, rules and regulations are issued by the SIPC and regularly updated. The validity date at the bottom of the document is for reference. These rates, rules and regulations shall apply equally to all users of the Port (and to any individual, person, firm or corporation engaged in and/or responsible for the handling of a vessel and/or the movement of its cargo, including but not limited to vessel and/or cargo Agents, Charters, Brokers, Freight Forwarders and Shippers or consignees) and generally shall apply to all traffic at the Port.

D. PORT, PORT AREA

The port basins, sites, waters, quays, anchorage, landing stages, mooring posts, buoys and other similar works or facilities belonging to SIPC or the parties with which SIPC has entered into a cooperation agreement for the calculation and collection of port dues, marine charges and/or other dues. The Port Area is marked on the map appended to these General Terms and Conditions as mentioned on our company website.

E. PORT CUSTOMERS / CLIENT

All users of the Port (and to any individual, person, firm or corporation engaged in and/or responsible for the handling of a vessel and/or the movement of its cargo, including but not limited to vessel and/or cargo Agents, Charters, Brokers, Freight Forwarders and Shippers or consignees) who are registered with the Port. Port registration is subject to the commercial registration documents / registered activities, bank guarantee submission and other registration related documents.

F. CONSENT TO TERMS OF TARIFF

The use of the Port shall constitute a consent to the terms and conditions of this tariff, and evidence of agreement on the part of all vessels, their Owners, Operators, Charters, Mortgagees or Agents, the Cargo Owners and Agents (Shippers or Consignee) and other users of the Port, to pay all charges specified, and to be governed by all rules and regulations appertaining to the Port.

G. ALTERATIONS TO TARIFF

SIPC reserves the right to alter, change, or amend from time to time any or all charges, terms, conditions or interpretations contained in this booklet with or without prior notice.

H. RIGHT TO RECEIVE RECORDS

SIPC reserves the right to receive all cargo manifests, documents and other information relating to vessels or cargo for the purpose of auditing, verification of reports filed and assessment of charges. The Port reserves the right to apply a surcharge of 25% on the total invoice value whereas the Client fails to provide the required documents within the requested timeframe.



I. INSURANCE

Charges published in this tariff do not include any expense for insurance covering the cargo, containers, vessels or other equipment. It is the Port users' responsibility to provide such insurance coverage.

J. CURRENT EDITION AND VALIDITY

The current tariff edition refers to sequence #17 and is valid for a year period commencing 1st July 2026 until 30th June 2027.

K. TARIFF CURRENCY

All charges are stated in United States Dollars (USD) and their equivalent in Omani Riyals (OMR).

L. PAYMENT OF INVOICE

All invoices are issued as due to the presentation. However, normal terms are payment within 30 calendar days of invoice date.

M. CPI

The indexation rate for the new version is 1.81%. This is based on the average CPI of Oman and USA, CPI Oman 0.99% and CPI US 2.63%. Average Oman & US CPI 1.81%.

N. BANK GUARANTEE

The Port customers shall submit the original bank guarantee to the Port prior to registration. The minimum guaranteed amount shall be OMR 5,000, with a validity of one (1) year from the date of issuance. Upon renewal, for the first three (3) years, the guaranteed amount shall be subject to the monthly average invoice volume on a yearly basis, or OMR 5,000, whichever is higher. After completion of three (3) years, the guaranteed amount shall be subject to the monthly average invoice volume of the last three (3) completed years, or OMR 5,000, whichever is higher.

O. IT-APPLICATIONS

The Port's current IT application is MARASI (Port Management information System).

P. HARBOUR MASTER

The Harbor Master of SOHAR Port and Freezone designated by SIPC, who is also the head of the Marine Department.

Q. GROSS TON, GRT

The unit of measurement for the gross content of a Seagoing Vessel as referred to in the International Convention on Tonnage Measurement of Ships, London 1969 (Treaties journal 1979, no 122 and 194).

R. LENGTH OVERALL, LOA

The unit of measurement for the overall length of a Seagoing Vessel as referred to in the International Convention on Tonnage Measurement of Ships, London 1969 (Treaties journal 1979, no 122 and 194).

S. SIPC

Sohar Industrial Port Company SAOC.

T. LIQUID CARGO / TANKER VESSEL

A merchant vessel designed to transport liquids or gases in bulk. Major types of tankships include the oil tanker, the chemical tanker, and gas carrier.

U. GENERAL CARGO VESSEL

A cargo ship or vessel that carries cargo, goods, and materials including containers.



V. CONTAINER SHIP

A seagoing vessel intended and used exclusively for container transport by virtue of its construction and equipment.

W. CRUISE SHIP

A Seagoing Vessel exclusively intended and used for the commercial transportation of passengers undertaking the trip for purposes of tourism, consisting principally of the sea journey itself.

X. CAR CARRIER

A Seagoing Vessel intended and used for transport of cars, vans and/or trucks whether or not in combination with other rolling stock.

Y. ROLL-ON/ROLL-OFF SHIP

A Seagoing Vessel principally intended and used for transporting Cargo, which is fully or partially loaded and discharged to and from the vessel on wheels via a dedicated loading ramp, that forms part of the permanent equipment of the vessel.

Z. MOORING SERVICE

Purpose for making fast a vessel by taking its lines and attaching them to fixtures on quays or jetties, following instructions from the captain of the vessel, in the mooring sector designated by the Port Authority, and in the appropriate order and layout in order to facilitate docking, unmooring and unberthing operations.

AA. UNMOORING SERVICE

To release and cast off the lines of a vessel from the fixtures to which it is moored, following the sequence and instructions issued by the captain, and without affecting the mooring conditions of contiguous vessels.

AB. TUG

A Seagoing Vessel primarily intended or used for towing or pushing other Vessels.

AC. PILOTAGE SERVICE

The act, carried out by a licensed pilot, of assisting the master of a ship in navigation and maneuvering when entering, leaving or shifting in a port or the approaches thereto, and includes the provision of the pilot launch

AD. BUNKERING

The act of taking on fuel required by the Seagoing Vessel itself

AE. VESSEL

Any floating body, not being a type of ship defined elsewhere in this article, that, on account of its buoyancy is intended or used for transportation by water or for carrying objects, whether or not such objects are part of the floating body.

AF. WARSHIP

A Seagoing Vessel deployed on behalf of the Royal Navy of Oman or the navy of a foreign power, commanded by a naval officer and fully or partially manned by military personnel.

AG. VALUE ADDED TAX (VAT)

VAT is only charged on Port dues and Port services for Domestic calls, being ships with a last and next port of call within Oman. All vessels with a last or next port of call outside of Oman are considered international calls and will not be charged with 5% VAT.



AH. PILOTAGE EXEMPTION CERTIFICATE (PEC)

A Pilotage Exemption Certificate issued by the Harbour Master authorizing an eligible Master to navigate a specified vessel within designated areas of SOHAR Port without the use of a Pilot, subject to compliance with applicable Port requirements.

AI. MOBILE OFFSHORE DRILLING UNIT (MODU)

A Mobile Offshore Drilling Unit including, but not limited to, jack-up rigs, semi-submersible rigs, drillships and similar offshore units operating, anchoring or utilizing facilities within SOHAR Port limits.

AJ. SHIPPING AGENT REGISTRATION

The registration issued by SOHAR Port authorizes a shipping agent to conduct business and provide agency services within the Port subject to compliance with applicable Port requirements, procedures and regulations.



Article 2. APPLICABILITY

- 2.1 Unless otherwise agreed by the parties in writing, these General Terms and Conditions apply to the use of the Port Area by the Client and to all agreements under which SIPC renders services to the Client as well as to all offers and quotations of SIPC related to port services.
- 2.2 Insofar as not agreed otherwise, explicitly and in writing, the Client waives the applicability of any of its own general terms and conditions, and SIPC explicitly rejects the applicability of the Client's general terms and conditions.
- 2.3 Amendments to and/or deviations from the provisions of these General Terms and Conditions will only be binding on SIPC insofar as explicitly accepted by SIPC in writing.

Article 3. PERFORMANCE OF THE SERVICES

- 3.1 SIPC is entitled to perform the services specified in these General Terms and Conditions as it sees fit.
- 3.2 SIPC shall endeavor to perform the services to the best of its ability.
- 3.3 The Client shall always provide SIPC with all information necessary for the proper performance and billing of the services in a timely manner and shall provide all reasonable cooperation required.
- 3.4 Any time the Client fails to provide the necessary information, or fails to do so in a timely manner, SIPC shall be entitled to suspend performance of the services.



2. PORT DUES

Article 4. PAYMENT OF PORT DUES

- 4.1 If the Client with a Seagoing Vessel uses the Port or purchases other services in this context from SIPC, the client will incur port dues and other applicable charges, to be paid to SIPC.

Article 5. RATES OF PORT DUES

- 5.1 The port dues incurred by the Client are calculated in accordance with the calculations set out in annex 1 which annex is attached to these General Terms and Conditions.
- 5.2 The application of the rates for Seagoing Vessels only includes whole units of the content expressed in Gross Tons (GRT) based on the International Tonnage Certificate (ITC).

Article 6. INVOICING

- 6.1 The port dues are calculated and invoiced based on the content expressed in Gross Tons (GRT) based on the International Tonnage Certificate (ITC).

Article 7. CALCULATION OF THE PORT DUES / INSIDE PORT BASIN

- 7.1 For the calculation of Port Dues, the applicable rates are determined based on the classification of the vessel Cargo (Liquid, General and Car Carriers / Ro-Ro).
- 7.2 "Port Dues within the Inner Port Basin are applicable to all vessels entering the Port Basin at SOHAR. The Inner Port Basin comprises all Port areas except designated Outside Port Basin berths (for example, the VALE Jetties) and designated anchorage areas. Most locations are situated behind Breakwater 1; however, the L&T Berths, located behind Breakwater 2, are also considered part of the Inner Port Basin (refer to Port map).

Port Dues applicable within the Inner Port Basin shall be calculated as follows:

- Day 1 to Day 5 (irrespective of the total duration of stay) shall be charged at the applicable rate per GRT of the vessel.
- For the purpose of calculating Port Dues, one day shall mean a period of twenty-four (24) consecutive hours and shall not be based on a calendar day.
- Following the first five (5) days, Additional Port Dues shall apply at the applicable rate per GRT of the vessel for each additional day.
- Additional Port Dues shall apply per day, subject to a minimum period of twenty-four (24) hours.
- The commencement and completion time for the calculation of Port Dues shall be determined by the vessel's passage of the relevant breakwater (BW 1 or BW 2).
- In case a vessel enters and exits the Inner Port Basin multiple times during the same call (e.g, proceeding to a berth, moving to anchorage and subsequently returning to a berth), the total time spent within the Inner Port Basin shall be accumulated. This includes the time spent behind both BW 1 and BW 2, subject to the exception set out below:

Should there be more than 120 hours (5 days) between its last exit from BW and its next entrance, the duration is no longer cumulated, and new port dues will be due. In this case, call need to be registered again as new and the registration should be on the time when the vessel ordered to enter the port basin.



Article 8. CALCULATION OF THE PORT DUES / OUTSIDE PORT BASIN

- 8.1 For Port Dues outside the Inner Port Basin shall apply to vessels calling at berths located outside the Inner Port Basin. For the purpose of calculating Port Dues outside the Inner Port Basin, all vessels shall be classified as General Cargo vessels.
- 8.2 The commencement time of each stay shall be the vessel's time of arrival alongside the berth, and the completion time shall be the vessel's time of departure from the berth.

The port dues (outside Port Basin) are calculated as follows:

- Day 1 to 5 (irrespective of the total number of days) are charged at a rate per GRT of the vessel.
- For the calculation of Port Dues, a day is a twenty-four 24-hour period and not a calendar day.
- After the first 5 days, a charge called "Additional Port Dues" (per GRT of the vessel per additional day) applies.
- Additional Port Dues are charged per day, subject to a minimum period of twenty-four 24 hours.
- In case a vessel enters and exits the Outer Port Basin multiple times during one call (e.g. proceeding to a berth, then moving to anchorage and subsequently returning to a berth), the total time spent within the Outer Port Basin shall be accumulated. This includes the time spent at all berths located within the Outer Port Basin. However, there is one exception.

Should there be more than 120 hours (5 days) between its last exit from Berth and its next entrance, the duration is no longer cumulated, and new port dues will be due. In this case, calls need to be registered again as new and the registration should be on the time when the vessel ordered to enter the berth.

- 8.3 In case a vessel is in SOHAR visiting both locations inside and outside the Port Basin, the duration of stay at these two locations shall not be cumulated. For example, where a vessel remains inside the Port Basin for three (3) days and subsequently proceeds to a designated Outside Port Basin berth (e.g. VALE Jetties) for two (2) days, two separate Port Dues shall be invoiced (each equivalent to a five (5)-day charge).

The invoice shall be issued to the Ship Agent responsible for the first handling of the call. Where another Ship Agent becomes involved during the same call and only one Port Due is applicable, the invoice shall remain payable by the first Ship Agent.

Where multiple Port Dues become applicable and a subsequent Port Due arises while another Ship Agent is responsible for the vessel, the applicable Port Due shall be invoiced to the Ship Agent responsible at that time.



Article 9. PORT DUES ON LAYBY

When a vessel is coming to the port specifically for lay-by purposes, (and no cargo operations are planned), the port dues are not invoiced, but "lay-by" charges are invoiced instead. Lay-by charges are calculated per day (minimum 24 hours) and per length of vessel.

The start and end time of "lay-by" is recorded by the Port Control Officer (PCO).

Article 10. REBATES ON PORT DUES

- 10.1 **Green Award-** A vessel holding a valid Green Award certificate shall be entitled to a 5% rebate on Port Dues. The Green Award status shall be declared by the Ship Agent at the time of creating the vessel call. The rebate shall be subject to verification and approval by SIPC, and the certificate must be valid at the time of the vessel call.
- 10.2 **Environmental Ship Index (ESI)** - A vessel holding a valid Environmental Ship Index (ESI) score greater than 20 points shall be entitled to a 5% rebate on Port Dues.

The total rebate amount under this scheme during the year shall be subject to a maximum of 1% of the total Port Dues collected during the preceding year.

The ESI status shall be declared by the Ship Agent at the time of creating the vessel call. Eligibility for the rebate shall be subject to verification and approval by SIPC, and the ESI registration must remain valid at the time of the vessel call. Where supporting documentation is submitted during or after the vessel call, the rebate shall not apply.

3. MARINE SERVICES

SOHAR Port hosts a range of marine services provided by nationally and internationally experienced service providers, offering an efficient one-stop-shop solution for vessels calling at the Port.

Article 11. Linesman Services / Inside Port Basin and Outside Port Basin

- 11.1 Linesmen provide the mooring and unmooring services in the Port.
- 11.2 For every handling (IN, SHIFT, OUT) for which this service is provided, the applicable charge shall be invoiced.
- 11.3 The standard charge includes one mooring and one unmooring activity.
- 11.4 A 50% overtime surcharge applies during weekends (currently Friday) and public holidays.

Article 12. Tug Towing Services / Inside Port Basin and Outside Port Basin

- 12.1 Tug utilization for moving vessels in and out of the port including shifting (berth to berth, within the port, to anchorage and vice versa) and any movement performed between offshore.
- 12.2 Charges shall apply per tug, per hour, subject to a minimum charge of one (1) hour. The tugboat usage is invoiced per hour; from the time the tugboat departs from the service jetty until the time it returns to the service jetty.
- 12.3 Tugboat charges depend on the LOA of the vessel it is assisting.
- 12.4 The charge itself is applied per deployed tug, per hour, with a 50% surcharge in case of overtime. (The time of each individual tug is counted, not the cumulated time of tug usage. Example: 2 tugs used for 1.5 hours each, means an invoice for 4 hours (not 3 hours).
- 12.5 IMGD surcharge is applicable for all Tanker vessels, a surcharge of 50% on the total tug charges (the total charge includes the overtime surcharge if applicable).
- 12.6 50% surcharge / overtime per tug during weekend (currently Friday) and public holiday(s).
- 12.7 To determine if overtime applies, the start time of the service is the determining factor.
- 12.8 Vessels without power (Special Operation), defective steering (Emergency Operation), etc., will be charged at the rate of Outside Port Basin (Marine Services). Where such operations are conducted in the Outside Port Basin, the applicable rate shall be doubled.

Article 13. Pilotage Services / Inside Port Basin and Outside Port Basin

- 13.1 Charges per service / movement including pilot boat hire charges.
- 13.2 Pilotage services include vessel movements into and out of the Port, including berth-to-berth shifts, movements between the Port Basin and the anchorage, and vice versa, as well as any offshore movements
- 13.3 50% surcharge / overtime per service during weekend (currently Friday) and public holidays.
- 13.4 To determine if overtime applies, the start time of the service is the determining factor.



Article 13A. PILOTAGE EXEMPTION CERTIFICATE (PEC)

- 13A.1 The Harbour Master may issue a Pilotage Exemption Certificate (PEC) to eligible Masters of approved vessel types operating within SOHAR Port.
- 13A.2 The issuance of a PEC shall be subject to assessment of competency, local knowledge, navigational experience and any other requirements established by the Harbour Master.
- 13A.3 A PEC is issued to an individual Master and shall not be transferable.
- 13A.4 The Harbour Master may suspend, revoke or amend a PEC where considered necessary for safety, operational or regulatory reasons.
- 13A.5 The Harbour Master may determine the vessel types eligible for the Pilotage Exemption Certificate scheme and may amend such eligibility requirements from time to time.



4. ANCHORAGE SERVICES

The Port provides a range of anchorage services, and designated anchorage areas are allocated for the following operations:

- Anchorage A: Waiting Area
- Anchorage B: Marine Supply / Crew Change / Repairs / Long-Term Lay-up
- Anchorage C and E: STS Transfers / Bunkering Services
- Anchorage D: Marine Supply / Crew Change / Repairs / Long-Term Lay-up / STS Transfers / Bunkering Services.

For long-term lay-up, only warm or hot lay-up is permitted. For safety reasons, a minimum crew shall remain onboard a vessel or rig, or a tug shall be available to move a barge when required.

Article 14. Anchorage Services

When a vessel remains within the designated anchorage areas, the total duration of its stay at anchorage shall be subject to anchorage charges. The applicable charge shall be determined by the purpose of the anchorage rather than the specific anchorage location (Anchorage A, B, C, D or E). A distinction is made between anchoring for:

- Marine services (bunkering, supplies, crew change, waste discharge, minor repairs, hull cleaning, etc.)
- STS operations
- Port clearance
- Other purposes (waiting for berthing instructions, long-term lay-up, etc.)

During the same call, a vessel may visit one or more anchorage areas multiple times. The total time spent at anchorage shall be accumulated. Anchorage charges are calculated per calendar day.

A graduated charging structure applies, whereby the first ten (10) days of anchorage are free of charge. Thereafter, charges shall apply on a daily basis at the applicable rates for days 11-15, 16-20 and above 21 days.

Article 14A. RIG HANDLING CHARGES

14A.1 Rig Handling Charges shall apply to Mobile Offshore Drilling Units (MODUs), including jack-up rigs, semi-submersible rigs, drillships and similar offshore units utilizing SOHAR Port anchorages, facilities or services.

14A.2 The charge is intended to recover the costs associated with planning, coordination, monitoring, marine oversight and operational support provided by the Port.

14A.3 Charges shall apply per commenced twenty-four (24) hour period from the time the MODU arrives within SOHAR Port limits, designated anchorage or operating area until its departure from SOHAR Port limits.

14A.4 Additional marine services including pilotage, towage, mooring services, launch services and any other applicable marine services shall be charged separately in accordance with this tariff.

14A.5 The Harbour Master reserves the right to determine the applicable Gross Tonnage for charging purposes where a valid tonnage certificate is not available.



Article 15. Ship-to-Ship Services (STS)

The Port provides different types of Ship-to-Ship (STS) services, with separate flat rates applicable to each type of operation.

- STS Operation at Anchor
- STS Operation Underway

Two vessel calls shall be created for vessels involved in STS operations at Anchorages C, D and E. Both vessel calls shall be created by the appointed client or the STS Service Provider.

Tug use for STS operations

For the purpose of calculating tug charges for STS operations, the total deployment time of each tug engaged in the operation shall be considered, commencing from departure from the Service Jetty until return to the Service Jetty.

The first two (2) hours of tug usage per operation shall be charged at the applicable rate. From the third hour onwards, a 50% reduction in the applicable tug charge shall apply.

Article 16. Port Boat Charges

When a Port Boat is rented, the rental service is invoiced. The rental is invoiced per started hour, with a 50% surcharge for overtime. Different rates apply for the first two hours compared to subsequent hours.

Whether or not overtime is applicable is determined by the start time of the rental period. Overtime is applicable during weekends (currently Friday) and public holidays.

Article 17. Project Cargo Surcharge

The Project Cargo Surcharge is applicable per freight ton (w/M) on project cargoes destined for projects within the SOHAR Port concession area. The surcharge shall be levied through the Shipping Agent.

Project Cargoes are defined as all materials and equipment intended for the construction of projects within the SOHAR Port concession area. Pipes and related equipment intended for pipelines outside the SOHAR Port concession area shall not be subject to the surcharge. Cargoes destined for receivers or shippers outside the SOHAR Port concession area shall also be exempt from the surcharge.



Article 18. Port Waste Fee (MARPOL Services)

Any vessel entering the Port limits of SOHAR Port and Freezone shall be subject to the Port Waste Fee in accordance with the applicable Port Tariff.

The Port Waste Fee includes waste collection, treatment and disposal services in accordance with MARPOL requirements, subject to applicable service limitations and operational requirements.

Vessels of less than 400 GT and vessels calling exclusively for anchorage purposes shall be exempt from the Port Waste Fee.

Article 19. Port Invoices and Payment

The Client is required to pay Port invoices issued by SIPC within 30 calendar days from the invoice date by transferring the invoiced amount to the SIPC bank account specified on the invoice.

Any dispute between SIPC and the Client shall not entitle the Client to withhold or suspend payment of any invoice.

Article 20. FUEL AND WAR RISK SURCHARGE

20.1 The Fuel and War Risk Surcharge is introduced as a cost recovery mechanism to offset increases in marine fuel costs and war risk insurance premiums associated with the provision of marine services.

20.2 The surcharge shall apply per vessel call where the vessel utilizes Port marine services, including pilotage, towage, mooring services, pilot boat services or other marine services, and shall be invoiced to the vessel's appointed Shipping Agent.

20.3 The Port reserves the right to review and revise the surcharge on a quarterly basis to reflect actual fuel and insurance costs incurred.

Article 21. SHIPPING AGENT REGISTRATION

21.1 Shipping Agents conducting business within SOHAR Port shall maintain a valid registration with the Port.

21.2 Registration shall be subject to submission of the applicable registration documents, bank guarantee requirements and payment of the prescribed annual registration fee.

21.3 The Port reserves the right to suspend, cancel or refuse registration in the event of non-compliance with Port regulations, procedures or financial obligations.

21.4 Registration shall be renewed annually.



ANNEX 1-PORT TARIFFS

Version 17 and period from 1st July 2026 until 30th June 2027

This annex contains the following rate tables:

1. Rates for Port Dues (Inside Port Basin)
2. Rates for Marine Services (Inside Port Basin)
3. Rates for Port Dues & Marine Services (Outside Port Basin)
4. Rates for Anchorage Services
5. Rates for Port Boat Services
6. Project Cargo Surcharge
7. Port Waste Fee
8. Shipping Agent Annual Registration Fee
9. Pilotage Exemption Certificate (PEC)
10. Rig Handling Charges
11. Fuel and War Risk Surcharge (Subject to Quarterly Review)



1. Rates for Port Dues - Inside Port Basin

Port Dues applicable for a period not exceeding five (5) days / one hundred and twenty (120) hours.

Class	Type of Ship	GRT Tariff (USD)	GRT Tariff (OMR)
A	Vessels or tankers carrying liquid or liquefied oil related products in bulk cargo including gas and chemicals	0.3097	0.1192
B	Vessels not carrying any liquid or liquefied products in bulk cargo including gas and chemicals	0.0622	0.0239
B	General cargo ships	0.0622	0.0239
B	Project cargo ships	0.0622	0.0239
B	Container ships	0.0622	0.0239
C	Car Carriers / Ro pax and Roll-on / Roll-off Ships	0.0341	0.0131

Additional port dues tariff applicable after 5 days / 120 hours

Class	Type of Ship	GRT Tariff (USD)	GRT Tariff (OMR)
A	Vessels or tankers carrying liquid or liquefied oil related products in bulk cargo including gas and chemicals	0.0587	0.0226
B	Vessels not carrying any liquid or liquefied products in bulk cargo including gas and chemicals	0.0133	0.0051
B	General cargo ships	0.0133	0.0051
B	Project cargo ships	0.0133	0.0051
B	Container ships	0.0133	0.0051
C	Car Carriers / Ro pax and Roll-on / Roll-off Ships	0.0133	0.0051

Port dues tariff applicable for lay-by

Service	Details 1	Details 2	Tariff (USD)	Tariff (OMR)
General	Port dues on Lay-by berth	Per day / per meter length of the vessel	8.665	3.336



2. Rates for Marine Services - Inside Port Basin

Mooring and unmooring charges

Service	Details 1	Details 2	Tariff (USD)	Tariff (OMR)
Linesman	Mooring and Unmooring Charges	Includes one mooring and one unmooring	383.26	147.555
	Mooring Charges	Per activity	191.63	73.778
	Unmooring Charges	Per activity	191.63	73.778
	Surcharge / Overtime *	Per activity	95.83	36.895
	Mooring boat	Per activity, pilot's discretion	79.68	30.676
	* Surcharge / Overtime — Mooring Boat	Per activity, pilot's discretion	39.84	15.338
* Overtime during weekend (currently Friday) and public holiday(s)				

Tugboat charges

Service	Details	Tariff (USD)	Tariff (OMR)
Tugboat Charges *	Charges per tug per hour — based on the LOA of the vessel. (For moving vessels in and out of the port including shifting and offshore operations)		
i) LOA 0.00 - 99.99	Charges per tug per hour	467.81	180.106
ii) LOA 100.00 - 199.99	Charges per tug per hour	660.44	254.271
iii) LOA 200 and above	Charges per tug per hour	880.60	339.031
IMDG **	50% of the tug charges per tug		
Surcharge / Overtime **	50% of the tug charges, per tug including IMDG		
* Minimum one hour and each hour above first hour, rounding to next complete hours			
** Applicable for all tankers			
*** Overtime during weekend (currently Friday) and public holiday(s)			



Pilotage Fees

GRT Band	Details	Tariff (USD)	Tariff (OMR)
GRT 0 - 20,000 Tons	Per activity / movement	426.369	164.152
GRT 20,001 - 40,000 Tons	Per activity / movement	544.978	209.817
GRT 40,001 - 80,000 Tons	Per activity / movement	722.876	278.307
GRT 80,001 - 120,000 Tons	Per activity / movement	841.475	323.968
GRT Above 120,000 Tons	Per activity / movement	960.085	369.633
Surcharge / Overtime *	50% of pilotage charges	50%	
* Overtime during weekend (currently Friday) and public holiday(s)			

3. Rates for Port Dues & Marine Charges - Outside Port Basin

Ref.	Service	Details 1	Tariff (USD)	Tariff (OMR)
3.1	Port Dues — first 5 days / 120 hours	Per GRT	0.136	0.0523
3.2	Additional Port Dues — after first 120 hours	Per GRT, Per Day (minimum twenty-four (24) hours)	0.059	0.0229
3.3	Linesman — Mooring and Unmooring	Includes mooring and unmooring	5661.45	2179.660
3.4	Mooring Charges	Per activity	2830.73	1089.830
3.5	Unmooring Charges	Per activity	2830.73	1089.830
3.6	Surcharge / Overtime *	Per activity	1415.37	544.917
3.7	Mooring Boat	Per activity, pilot's discretion	138.10	53.169
3.8	Surcharge / Overtime — Mooring Boat *	Per activity, pilot's discretion	69.05	26.584
3.9	Pilotage Fees (per activity)	Includes one move in and one move out	13480.82	5190.115
3.10	Surcharge / Overtime — Pilotage *	Per activity / Per move	6740.42	2595.060
3.11	Surcharge / Overtime — Pilotage *	Per activity / Per move	3370.21	1297.531



3.12	Tugboat Charges	Per tug, per hour (For moving vessels in and out of the port including shifting and offshore operations)	1757.47	676.627
3.13	Surcharge / Overtime — Tug *	50% of the tug charges per tug	878.73	338.310

4. Rates for Anchorage Services

Ref.	Service	Details 1	Details 2	Tariff (USD)	Tariff (OMR)
4.1	Bunkering - Anchorage Charges	Per Operation / Per Metric Ton	(Tariff under revision - will be notified in due course)	0.00	0.000
4.2.1	STS Operation at Anchorage	At designated anchorage area	Per operation	14,442.13	5,560.218
4.2.2	STS Operation at Underway Berthing	At designated anchorage area	Per operation	12,131.38	4,670.581
4.3.1	Tug Charges for STS (First 2 Hours)	Per Tug, Per Hour	Minimum charge of one hour. Additional time rounded up to the next complete hour	866.53	333.613
4.3.2	Tug Charges for STS (After First 2 Hours)	Per Tug, Per Hour	50% reduction from the standard hourly tug rate	433.27	166.810
4.3.3	Surcharge / Overtime - STS Tug **	Per Tug	50% of the applicable tug charges		
4.4	Clearance - Anchorage Charges *	Per clearance		481.57	185.403
4.5.1	Anchorage Stay - 0 to 10 Days	Free of charge		0.00	0.000
4.5.2	Anchorage Stay - 11 to 15 Days	Per day	Minimum charge of one calendar day (twenty-four (24) hours)	536.61	206.596
4.5.3	Anchorage Stay - 16 to 20 Days	Per day	Minimum charge of one calendar day (twenty-four (24) hours)	1,073.22	413.190
4.5.4	Anchorage Stay - 21 Days and Above	Per day	Minimum charge of one calendar day (twenty-four (24) hours)	1,788.71	688.654
4.6.1	Long-Term Lay-Up (Monthly, Minimum 30 Days)	Per call	Minimum monthly charge applies	18,121.08	6,976.616

4.6.2	Long-Term Lay-Up (Each Additional Day Above 30 Days)	Per additional day		604.032	232.552
* Port clearance service applications must include either a minimum of two marine service requests or a minimum bunkering quantity of 250 MT. ** Surcharge / Overtime applies to tug services performed during weekends and official public holidays and shall be charged at 50% of the applicable tug tariff. - STS operation days (calendar days) shall be excluded from the calculation of the anchorage stay period. - Anchorage stay charges shall be calculated on a calendar day basis, with any part of a day being charged as a full day. - Long-term lay-up is subject to prior approval from the Harbour Master and availability of a suitable anchorage location.					

5. Rates for Port Boat Services

Ref.	Service	Details 1	Tariff (USD)	Tariff (OMR)
5.1	Pilot Boat Charges	Per Pilot Boat, Per Hour	536.61	206.596
5.2	Pilot Boat (after first 2 hours, 50% reduction)	Any additional hour or part thereof (minimum 1 hour) *	268.30	103.296
5.3	Tugboat Charges	Per Tugboat, Per Hour	866.53	333.613
5.4	Tugboat (after first 2 hours, 50% reduction)	Any additional hour or part thereof (minimum 1 hour) *	433.27	166.807
5.5	Mooring Boat Charges	Per Mooring Boat, Per Hour	138.10	53.169
5.6	Surcharge / Overtime **	50% of the charges, per tug, pilot boat and mooring boat		
* Any additional time after the first two hours shall be rounded up to the next complete hour. ** Surcharge / Overtime applies during weekends and official public holidays and shall be charged 50% of the applicable boat charge.				

6. Rates for Project Cargo Surcharge

Ref.	Service	Details 1	Details 2	Tariff (USD)	Tariff (OMR)
6.1	Project Cargo Surcharge	Per freight ton	Project cargoes destined for projects inside the Port concession area	1.38	0.530
* Containerized cargoes are exempted					



7. Port Waste Fees / Environmental Fees

Ref.	Service	Details	Tariff (USD)	Tariff (OMR)
7.1	Port Waste Fee	Per Vessel Call	844.156	325.000
Inclusive of waste collection, treatment and disposal services in accordance with MARPOL requirements. Not applicable to vessels of less than 400 GT and vessels calling exclusively for anchorage purposes.				

8. Shipping Agent Annual Registration Fee

Ref.	Service	Details	Tariff (USD)	Tariff (OMR)
8.1	Shipping Agent Registration Fee	Per Agent / Per Year	909.091	350.000

9. Pilotage Exemption Certificate (PEC)

Ref.	Duration	Tariff (USD)	Tariff (OMR)
9.1	Annual	779.221	300.000
9.2	6 Months	519.481	200.000
9.3	3 Months	259.740	100.000
9.4	1 Month	129.870	50.000

10. Rig Handling Charges

Ref.	GT Range	Details	Tariff (USD)	Tariff (OMR)
10.1	0 - 200	Per commenced twenty-four (24) hour period	409.091	157.500
10.2	201 - 6,000	Per commenced twenty-four (24) hour period	545.455	210.000
10.3	6,001 - 12,000	Per commenced twenty-four (24) hour period	818.182	315.000
10.4	12,001 - 30,000	Per commenced twenty-four (24) hour period	1,090.909	420.000
10.5	30,001 - 60,000	Per commenced twenty-four (24) hour period	1,636.364	630.000
10.6	60,001 - 120,000	Per commenced twenty-four (24) hour period	2,181.818	840.000
10.7	Above 120,000	Per commenced twenty-four (24) hour period	2,727.273	1,050.000



11. Fuel and War Risk Surcharge

Ref.	Service	Details	Tariff (USD)	Tariff (OMR)
11.1	Fuel and War Risk Surcharge	Per Vessel Call	966.234	372.000

Note: Applicable only to vessel calls utilizing Port Marine Services, in accordance with Article 20 of this Port Tariff.