



# **NOTICE TO MARINERS**

**No. 04 – 19<sup>th</sup> January 2021**

**Sub: Latest Version of Marine Tariff – Version 2**

**To: All Ship-Owners, Managers, Tenants, Operators and Shipping Agents**

The Marine Tariff has now been updated, released, and is attached herewith.

The latest edition of Marine Tariff (Version 2) incorporates necessary amendments and replaces relevant marine related sections within the Ras Al Khaimah Port and Al Jazeera Port tariff documents, providing a unified Marine Tariff for RAK Ports.

This edition (Marine Tariff - Version 2) will go into effect on 1<sup>st</sup> February 2021, superseding the current version (Version 1).

You can also download the Marine Tariff (Version 2) in its entirety from RAK Ports website, at <https://rakports.ae/wp-content/uploads/2021/01/Marine-Tariff-2021.pdf>

**Capt. Michael Magee**

Group Harbour Master, RAK Ports

*Status of previously published notices:*

2020: 01, 04, 07, 09, 16, 18, 19, 21, 24

2021: 01, 02, 03

**MARINE TARIFF**  
**VERSION 2**  
**(Effective 1 February 2021)**

*The user of any copy of this controlled document is responsible for verifying if it is the current version prior to use.  
The controlled current version is available on below website.*

WEBSITE OF THIS DOCUMENT  
<https://rakports.ae/wp-content/uploads/2021/01/Marine-Tariff-2021.pdf>



## MARINE TARIFF - RAK PORTS

**Document Owner:** Harbour Master, RAK Ports

**Revision History:**

Version	Date	Reason for change	Author
Orig.	24-10-2019	Initial Release.	HM
1	16-07-2020	Second release to include Cold move charges (page 9) and Annex Six – Other Sundry Charges (page 17).	HM
2	18-01-2021	Third release to provide a comprehensive Marine Tariff for RAK Ports.	HM

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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## MARINE TARIFF - RAK PORTS

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### MANAGEMENT

<b>Chief Commercial Officer:</b>	Mr. Roger Clasquin
<b>Chief Financial Officer:</b>	Mr. John Davies
<b>Harbour Master:</b>	Capt. Michael Magee
<b>Port Manager (SP &amp; RAKP):</b>	Mr. Justin Wardle
<b>Port Manager (AJZP):</b>	Mr. Colin Gray

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**GENERAL CONDITIONS AND DEFINITIONS**

The below conditions (statutory basis for charges) and definitions shall form an integral part of the Marine Tariff. All activities undertaken and services provided by the port, and charging provisions are in accordance with applicable regulations and shall continue to apply except where varied from time to time by the Port Management.

**1. STATUTORY BASIS FOR CHARGES**

**THE PORT TO RAISE CHARGES:**

The port to charge “ship, passenger, cargo and other dues” as considered “fit” is vested in the board of RAK Ports by the Ras Al Khaimah (RAK) Ports Act No. 9 of 2008.

**THE POWER TO COLLECT CHARGES RAISED:**

By virtue of the RAK Ports Act No. (9) of 2008 the Port may recover rates payable to them in respect of a ship by distraint and sale of the ship and its tackle and in respect of any goods by distraint and sale either of those goods or any other goods held on harbour premises belonging to the persons liable for payment of the dues.

**PAYMENT TERMS:**

Payment due within 30 days of the date of demand/invoice unless otherwise indicated. Thereafter interest will be charged at 2% per month PRO-RATA. The Port reserves the right to demand full payment prior to departure.

**CHANGES TO TARIFF:**

RAK Ports reserves the right to alter/modify the above tariff giving a notice period of 7 days only.

**VALUE ADDED TAX:**

All rates and charges contained within this tariff and any additional charges made by the Port are listed exclusive of Value Added Tax (VAT). VAT will be added as the Federal Decree-Law No (8) of 2017 on Value Added Tax, and under the associated Executive Regulations, as applicable.

**CURRENT EDITION AND VALIDITY:**

Current Marine Tariff edition is a new version and replaces and updates the previous Marine Tariff revision No. 1 and will apply from 1<sup>st</sup> February 2021. It also replaces relevant marine related sections within the Ras Al Khaimah Port and Al Jazeera Port tariff documents.

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**2. DEFINITIONS**

**AGENT:** Any individual, person, firm, or company who registered with the port in accordance with port requirements and engaged in and/or responsible for the handling of a vessel call.

**ANCHORAGE CHARGES:** The anchorage charges shall apply to vessels using the anchorage zones based on the vessel’s gross tonnage, per day or part thereof. Vessel using the anchorage area and subsequently berthing in the ports are exempted from the anchorage charges.

**BERTH:** The water area at edge of quay/wharf, including mooring facilities, used by a vessel calling RAK Ports for loading discharging of cargo, lay-by or other purposes.

**CHARGES PER HOUR OR PART THEREOF:** Defined as follows - if services are used for 1 hour and 15 minutes, the charge levied will be for 2.0 hours.

**COLD MOVE:** Vessels that are required to be moved without the power of engine/steering gear or due to damage shall be considered a cold move.

**COMBINATION:** A sea-going tug and barge, whereby the barge has no propulsion and is either towed or pushed by an accompanying tug.

**CONSERVANCY:** Vessels, 500GT and above, entering the limits of RAK Ports regardless of whether they eventually berth at a port will be charged Conservancy. The charges include a stay at anchorage for a period not exceeding 14 days. This charge covers Tower Operations, channel maintenance, aids to navigation, documentation, channel survey and other general marine matters as decided by the Harbour Master.

**CONSOLIDATED RATE:** Inclusive of Towage, Pilotage\*, Pilot vessel, Conservancy and Mooring for one inward and one outward movement and applies to all ships, excluding barges, calling at RAK Ports (excludes Tenants’ berths) into a single charge for Marine Services

*\* Vessels with PEC will have pilotage reduction and appropriate PEC charge applied.*

**CURRENCY:** All charges and rates mentioned in this schedule of charges are payable in United Arab Emirates Dirhams.

**DAY:** A calendar day consisting of 24 continuous hours commencing at midnight.

**DETENTION:** Detention charges shall be levied if a vessel is not ready to move when required.

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**DYNAMIC UKC (DUKC):** UKC denotes Under Keel Clearance, which is the minimum depth of water required under a ship’s keel to ensure that it doesn’t touch bottom. DYNAMIC implies a system involving real-time calculation of this minimum depth.

**GROSS TONNAGE (GT):** GT of a vessel as recorded in the valid National or International Tonnage Certificate, issued by a vessel’s national administration or classification society on behalf of the national administration. Where a vessel or craft has a dual GT, then the higher figure applies.

**HARBOUR DUES:** Dues will be levied on all vessels entering the port. The charge is based on the vessel’s gross tonnage (GT). Harbour dues pay for the upkeep and maintenance of the port marine infrastructure.

**HARBOUR MASTER:** The Group Harbour Master is designated by RAK Ports Executive Management/Board and head of the Marine department. The Harbour Master has day-to-day responsibility for managing the safe operation of navigation and other marine activities in the harbour and its approaches. The post holder must be competent and a suitably qualified person with sufficient experience for the role.

**LAY-BY AT BERTH:** Vessels/combinations requesting a Port berth for purposes other than working cargo.

**LIGHTER:** An open or covered barge equipped with crane and towed by a tugboat.

**LOA:** Length Overall.

**MARINE SERVICES:** Any marine service or operation of whatsoever nature provided or executed by the port (e.g., pilotage, towage, mooring etc.) in order to facilitate arrival, shifting or departure of vessels.

**MOORING GANG:** A group of trained marine employees who fasten or release and cast off the ships mooring ropes on/off the berth bollards, following the sequence and instructions issued by the pilot / vessel master or PEC holder.

**NAVY VESSELS and WARSHIPS:** A Seagoing Vessel deployed on behalf of the United Arab Emirates Navy or the navy of a foreign power, commanded by a naval officer and fully or partially manned by military personnel **(Will only be dealt with on a case-by-case basis)**.

**NON-CONSOLIDATED RATE:** The non-consolidated rate will apply in certain circumstances where the consolidated rate cannot apply (see Annex Two).

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**PEC (PILOTAGE EXEMPTION CERTIFICATE):** Means a certificate issued by RAK Ports to a bona fide Master or First Mate of a ship, exempting a vessel from compulsory pilotage when personally navigated by that master / first mate.

**PILOTAGE SERVICE:** The act carried out by a competent pilot, of assisting the master of a ship in navigation and manoeuvring when entering, leaving or shifting in a port or the approaches. All vessels, other than exempted vessels, navigating whether by entry, leaving or shifting within the Port shall be under the charge of a Pilot or PEC Holder, as per RAK Ports Pilotage Directions.

**PILOT VESEL:** The Pilot Vessel is used for embarking / disembarking of the pilot to and from the vessel.

**RAK PORTS:** RAK Ports is a collective name for a multi-purpose port network, comprising of Saqr Port, RAK Maritime City FZA, Ras Al Khaimah Port, Al Jazeera Port and Al Jeer Port. The port areas include the waters within the port limits and anchorages as detailed in Law 10 of 2017 amending Law 9 of 2008 concerning RAK Ports.

**SUPPLY LAUNCH:** A vessel, less than 500gt, which operates on a regular basis from one of the RAK Ports and provides marine services at sea, such as supply boats and crew boats used for delivery of goods and provisions, transfer of crew and other personnel, and offshore services within the areas of port jurisdiction or UAE waters.

**SHIP:** Any vessel or containership, tanker, cruise-ship, car carrier, general/bulk cargo vessel, tug, barge, lighter, non-displacement craft or other vessel of any description.

**SHIP TO SHIP (STS) TRANSFER:** Refers to the transfer cargo between seagoing of ships positioned alongside each other, either while stationary or underway.

**TOWING:** Towing is defined as any activity regarding the holding, pulling, pushing or otherwise moving a vessel by another vessel, if needed.

**VESSEL:** Means barges, boats, tugs, launches, or any other mechanised or non-mechanised floating craft.

**VESSEL IN DISTRESS OR DISABLED VESSELS:** Vessels that are unable to sail effectively or in a seaworthy state as a result of engine trouble, lack of officers or crew, damage to the hull or ship's gear (will be handled with on a case by case basis).

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**MARINE SERVICE CHARGES**

Vessels calling at RAK Ports (excludes Tenants’ berths) will be charged Harbour Dues and a Consolidated Rate for Marine Services as per tables 1 and 2. (See also Annex 2 for circumstances where below will not apply, i.e., Non-Consolidated Rate).

**1. HARBOUR DUES**

Harbour Dues will be levied on all vessels entering RAK Ports for cargo operations for a period not exceeding 5 days, commencing from when vessel berths alongside, at the following rate:

<b>TABLE 1</b>	<b>Saqr Port</b>	AED 750 + 0.25 per GT
	<b>RMC FZA - Common user berths only</b>	
	<b>Ras Al Khaimah Port</b>	
	<b>Al Jazeera Port</b>	
	<b>Al Jeer Port</b>	

**Note:**

- Rates are charged per GROSS TONNAGE and apply to all commercial vessels.
- Rates increase when vessels remain within the port for more than 5 days, and layby vessels should refer to the separate tables below (see table 3 & 4).
- Rates for STS Operations – on application.

**2. CONSOLIDATED RATE**

The consolidated rate for marine services incorporates vessel’s arrival and departure charges for: Towage, Pilotage\*, Pilot vessel, Conservancy and Mooring into a single charge.

<b>TABLE 2</b>	<b>Saqr Port</b>	AED 8,250 + 1.00 per GT
	<b>RMC FZA - Common user berths only</b>	
	<b>Ras Al Khaimah Port</b>	
	<b>Al Jazeera Port</b>	
	<b>Al Jeer Port</b>	

The non-consolidated tariff rates are available on page 8.

*\* Vessels with PEC will have pilotage reduction and appropriate PEC charge applied*

**ANNEX ONE**

**ADDITIONAL CHARGES – EXTENDED STAY**

Additional charges will be levied, for the extra services mentioned in the tables 3 & 4 below:

<b>TABLE 3</b>	<b>HARBOUR DUES AFTER FIVE DAYS OF VESSEL STAY</b>	
	<b>Saqr Port</b>	AED 0.10 per GT Per Day
	<b>RMC FZA - Common user berths only</b>	
	<b>Ras Al Khaimah Port</b>	
	<b>Al Jazeera Port</b>	
	<b>Al Jeer Port</b>	

<b>TABLE 4</b>	<b>LAY-BY AT BERTH</b>	
	<ul style="list-style-type: none"> <li>Remaining alongside after loading cargo, at their own request, additional charges will apply.</li> </ul>	
	<b>DAILY RATE</b>	
	<b>Vessel / Combination</b>	AED 35 per LOA per day
	<b>Small Tug (Less than 999 GT)</b>	AED 2,130 per day or part thereof

**Note:**

- No lay-by/repair charges will be levied on vessels during cargo operations.
- These charges will only be applied prior to or post cargo operations, however a grace period of 1½ hours will be given post cargo operations for completion of formalities tariff.

**ANNEX TWO**

**NON-CONSOLIDATED RATE**

Non-consolidated rates will apply in circumstances where the consolidated rates cannot apply for a variety of reasons. The list below details some examples. This list is not exhaustive and will be decided at the discretion of the Harbour Master:

- Berthing in an unusual manner (e.g. Mediterranean mooring).
- Vessel defects (e.g. mechanical failure, missing anchor) see also Cold Move Charges - Table 7).
- Security, environmental or safety concerns.
- Exceptional situations (e.g. unexpected weather conditions).
- Delays (e.g. vessel not ready to berth or depart at requested time).
- Unusual type vessels not complying with normal characteristics or circumstances.

Vessel deficiencies must be reported to the Port Control before berthing / un-berthing / shifting operations.

**I. CONSERVANCY**

Conservancy charges as follows:

<b>TABLE 5</b>	<b>Gross Tonnage</b>	<b>Charges in AED.</b>
	Up to 9,999 GT	1,070
	10,000 – 14,999 GT	1,415
	15,000 – 24,999 GT	1,760
	25,000 – 39,999 GT	2,105
	40,000 – 59,999 GT	2,450
	60,000 GT +	2,795

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II. PILOTAGE

Pilotage charges are as follows:

TABLE 6	Gross Tonnage	Charges in AED.
	Up to 9,999 GT	765
	10,000 – 14,999 GT	1,060
	15,000 – 24,999 GT	1,355
	25,000 – 39,999 GT	1,650
	40,000 – 59,999 GT	1,945
	60,000 GT +	2,240

**Note:** Pilotage in the Port is compulsory for all commercial Vessels /Combinations.

- If a pilot is kept waiting through any fault of the vessel or vessel’s agent, then there will be a charge of AED 1,010 per hour or part thereof.
- The vessel’s engine and steering gear should be available for use at all times during manoeuvre. Failure of power, engine or steering during the course of normal berthing, unberthing or shifting of a vessel shall be treated as “cold move” (See Cold Move Charges – Table 7).
- RAK Ports reserves the right to plan the sequence of pilotage moves as directed by the Harbour Master, taking into account the size of ships, tidal circumstances and availability of Pilots.
- If the movement requires the use of more than one pilot, the pilotage charges for additional pilot apply, as per the above (Table 6).

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**III. COLD MOVE CHARGES**

Cold Move charges are as follows:

<b>TABLE 7</b>	<b>Unplanned Cold Move</b>
	<p>“Unplanned Cold Move” charges apply if the vessel engine or steering gear fails to respond for any duration of time at any point of the berthing / un-berthing / shifting manoeuvre.</p> <p>The charges will be:  <b>Two times of tariff rate (for all services rendered).</b></p> <p><b>Note:</b> Depending on the circumstances of the case, some “planned cold moves” may be charged double.</p>

**IV. PILOTAGE EXEMPTION CERTIFICATE (PEC)**

In accordance with RAK Ports Pilotage Directions, a bona fide Master or First Mate of a vessel will be issued PEC pursuant with the requirements set forth in the PEC Regulations.

<b>TABLE 8</b>	<b>Gross Tonnage</b>	<b>Charges in AED.</b>
		PEC Written / Oral Examination Fee
	RAK Ports Pilot-accompanied Assessment Trip	1,000
	Issuance of Pilotage Exemption Certificate	600
	Endorsement of PEC (to add a ship or ships of substantially similar draught and tonnage and characteristics, towage endorsement etc.)	600
	Renewal – Revalidation of Pilotage Exemption Certificate	600

\*\* For each movement that a vessel, utilising a Pilotage Exemption Certificate, makes within the area of jurisdiction, a charge of 20% of the appropriate charge for an act of pilotage.

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**V. PILOT VESSEL**

<b>TABLE 9</b>		<b>Charges in AED.</b>
	a) Per hour or part thereof	595
	b) When used for purposes other than transporting pilots (per hour or part thereof)	995

**VI. MOORING LAUNCH**

<b>TABLE 10</b>		<b>Charges in AED.</b>
	a) Per hour or part thereof	495

**VII. MOORING GANG**

Mooring gang charges are as follows:

<b>TABLE 11</b>	<b>Gross Tonnage</b>	<b>Charges in AED.</b>
	Up to 9,999 GT	415
	10,000 – 14,999 GT	470
	15,000 – 24,999 GT	590
	25,000 – 39,999 GT	710
	40,000 – 59,999 GT	885
	60,000 GT +	1,010
	Mooring gang special services	150 per man per hour

**VIII. TOWAGE AND TUGS**

- a) Harbour Tugs are charged by the hour. Their use is compulsory and the number to be deployed is as per the discretion of the Harbour Master if the circumstances of the case deem necessary.
- b) Hire of the Port tugs is at all times subject to availability of the tugs and crew. The hire is to be in accordance with UK Standard Conditions for Towage and Other Services (1983).

**Tugs available and charges:**

<b>TABLE 12</b>	<b>Bollard Pull (HP)</b>	<b>Charges in AED. (Per hour or part thereof)</b>
<b>Ghalilah</b>	9.6t Bollard Pull (750HP)	1,180
<b>Hobby</b>	14t BP (894 HP)	1,250
<b>Hulaylah</b>	18t BP (1400HP)	1,440
<b>Masafi</b>	18t BP (1400HP)	1,440
<b>Hawk</b>	30t BP (1492HP)	1,800
<b>Durrah</b>	38t BP (2720HP)	2,000
<b>Shaam</b>	54t BP (4000HP)	3,250
<b>Falcon (ASD)</b>	48t BP (4076HP)	3,800
<b>Kestrel (ASD)</b>	69t BP (5600HP)	4,350
<b>Osprey (ASD)</b>	80t BP (6772HP)	4,900

**Note:** The following principles shall apply to this tariff:

- Each additional timing after the first hour, shall be rounding to its next complete hour.
- Towage charges for tankers, gas carriers of more than 20,000 GT and other vessels calling to load and or discharge hazardous and obnoxious goods (these kinds of goods are categorised as per the IMDG Code of the IMO) will be charged AED 8,000 per hour per tug.
- Use of the tugs for assisting disabled vessels and for charter is subject to availability of tug and crew and at the discretion of the Harbour Master (Minimum 2 X above).
- Use of a tug involving a trip to anchorage or within the port limit will be subject to

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availability of tug and crew. A minimum of 2 hours charge will be applied for such services.

- The Port Authority reserves the right to claim reward for salvage if the service rendered to a vessel in distress constitute salvage.
- The charge for tug is from the time the tugboat leaves its base until the time it returns to base. In circumstances a tug is despatched to another port away from its base port the charge will generally apply from passing Fairway Buoy inbound to passing Fairway Buoy outbound. The Port shall not be responsible to the hirer for any loss or damage or injury to life or property arising directly or indirectly from the use of the tugs or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of hire. The hirer shall indemnify the Port against all loss or damage or injury to life arising directly or indirectly from the use of the tugs during the period of the supply on hire to any property belonging to the port including the tugs or to any other person or property.

**IX. TUG DETENTION / STAND-BY / LATE CANCELLATION CHARGE  
(within one hour of booking time)**

Tug detention/standby/late cancellation charges shall apply for vessels causing delays in arrival or departure.

TABLE 13	Gross Tonnage	Charges in AED. (Per hour or part thereof)
	Up to 5,999 GT	2,350
	6000+ GT	4,700

**Note:**

- When a tug is ordered and attends, but it is not further employed, or when a tug is ordered, and attends, but is dismissed before the operation is commenced or completed, charges are still due.
- When a tug is ordered and the order is subsequently amended or cancelled within one hour before the services are to be provided, charges shall be made.

**X. MULTICAT CHARGE**

- Fees on application

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**ANNEX THREE**

**OTHER CHARGES**

Other charges will be applicable as mentioned in the tables 14 and 15 below:

**I. BATHYMETRIC SURVEYS**

	Service	Charges in AED.
<b>TABLE 14</b>	<b>BATHYMETRIC SURVEYS</b>	On application
	Multi Beam survey equipment T-20P Reson 512 beam with a position accuracy of 30 cms.	

**II. ADDITIONAL DRAFT**

	Service	Charges in AED.	
<b>TABLE 15</b>	<b>Dynamic Under Keel Clearance (DUKC) Calculation</b>		
	<b>Saqr Port Inner Harbour and RMC FZA</b>	Fixed up to 10-centimetre draft benefit per vessel	AED 4,000
		Beyond 10-centimetre draft, per additional centimetre	AED 400
		Maximum charge per vessel	AED 16,000
	<b>Saqr Port Deep-Water Bulk Terminal</b>	Fixed up to 5-centimetre draft benefit per vessel	AED 4,000
		Beyond 5-centimetre draft, per additional centimetre	AED 800
		Maximum charge per vessel	AED 16,000

**III. RECREATIONAL VESSELS AND FISHING / SMALL COMMERCIAL VESSELS NOT ASSESSED TO GT**

<b>TABLE 16</b>	Vessel visiting the Harbour		AED 100 per day
	Vessel remaining overnight	Less than 12 metres	AED 200 per day
		12 metres or greater	AED 300 per day
		Dhows	AED 1,000 per day
		Boat seeking shelter	AED 1,000 per day

**IV. SUPPLY LAUNCHES**

<b>TABLE 17</b>	All agents of supply launches will be subject to a charge of AED 350 per trip.
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**ANNEX FOUR**

**ANCHORAGE DUES**

Anchorage dues will be applicable for vessels not intending to visit the ports. Such activities may include but not limited to marine supply / crew change / repairs / lay-up / STS transfers and bunker services. Conservancy charges also apply.

TABLE 18	Location	Tariff (per day or part thereof)
	RAK Ports Anchorages	AED 0.15 per GT

**Note:**

- The anchorage dues will be levied for the entire period of anchorage, i.e. from the time the vessel enters the anchorage. Anchorage charges shall not be applicable for vessels waiting for berths.
- For the purpose of calculating period of stay of a vessel at anchorage, a day shall be reckoned as 24 hours from the time a vessel enters the anchorage.
- If vessel arrives at anchorage and in spite of availability of a berth, the Master opts not to berth the vessel for any reason (i.e., Option of Owner / Master / Charterer / Agent / Shipper / Receiver), then anchorage dues, remain applicable.
- Prior approval from Harbour Master is required and a stand-by tug is compulsory while immobilising at the anchorages. The stand-by tug may remain inside harbour and rates will be charged at the discretion of the Harbour Master.

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**ANNEX FIVE**

**SUNDRY CHARGES**

Sundry Charges will be applicable as per table 19 below:

<b>TABLE 19</b>	<b>Watering vessels:</b>	
	Fresh water supply	AED 40.00 per ton
	Sweet/Potable water supply	AED 10.00 per ton
	Sweet/Potable water supply approval fee	AED 150.00 per approval
	<b>Port Clearance / NOC Charges:</b>	
	Port Clearance	AED 260.00
	Vessel clearing from anchorage	AED 360.00
	Immigration attestation	AED 210.00 per attestation
	No Objection Certificate (NOC)	AED 210.00
	NOC to FTA	AED 1,050 (per period)
	Special NOC (Immigration, FTA, Coastguard or others)	AED 2500.00
	<b>NOC for crew change at OPL:</b>	
	NOC to Immigration for crew change	AED 500.00
	Master Undertaking Statement approval fee	AED 500.00
	Crew change per head (sign on/off)	AED 200.00
	<b>Bunkering Tariff:</b>	
	Road Tanker Bunkering charge	AED 13.00 per ton
	Marine Bunker supervision	AED 395.00 per truck
	<b>Tanker Operations:</b>	
	Tanker Discharge (Incl. porta cabin and portable mesh fencing fees)	AED 2,000.00
	<b>Combating of Oil Pollution:</b>	
	Hire of tier-1 anti-pollution equipment	On application
	Deployment of RAK Ports Marine Incident Response Team (IRT)	On application

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

**ANNEX SIX**

**OTHER SUNDRY CHARGES**

Other Sundry Charges will be applicable as per table 20 below:

<b>TABLE 20</b>	<b>Berth Delay:</b>	
	1½ hours will be allowed on arrival and after completion of cargo operations for carrying out formalities. Delay charges may be incurred in circumstances such as departure administration delays, vessel breakdown/damage, etc. (layby at berth [Table 4] may also be an option).	
	All vessel and combinations	AED 15 per LOA per hour
	<b>Stowaway:</b>	
	Stowaway Management/Admin	AED 30,000
	Stowaway Security	AED 1,500 per day
	<b>Arms &amp; Ammunition:</b>	
	Arms & Ammunition inspection fee	AED 6,000 per visit
	<b>Bollard Pull Test:</b> The charges exclude Harbour dues and other services rendered.	
	For tugs up to 100 tons.	AED 4,950
For tugs above 100 to 150 tons.	AED 9,950	
<b>RMC 50m Berth Parameters:</b>		
A charge may be levied for vessels protruding beyond the standard 50m seaward boundary from tenants' quayside	AED 200 per metre per day	