

The Regulation of Tariff
On Port Dues & Charges to be levied on foreign Vessels

“Attached herewith: - Decision No. 110 S.S.R dated 09th September, 1987
- Prakas No. 239BRK.KM.PK dated 08th June, 1993”

I. General Provisions :

1. The present Regulation of Tariff on Port Dues & Charges is aimed at implementing all dues and charges to be levied on all vessels coming into and going out of Cambodia international border (West bank: Kaam Samnor-Vinh Xuong or East bank: Koh Rokar-Thoeung Phuoc).
2. All kinds of dues and charges are quoted in “US Dollars”. The remuneration may be quoted in other foreign currencies according to the official rate of ex-change if such ones are approved by the Government of Cambodia.
3. With the exception of berthage dues, tonnage dues, channel dues, other charges such as: loading /discharging charges, tug assistance charges, technical derrick workers charges shall be increased by 25% for night-shift service and 50% for holidays and Sundays.
4. Night-shift is from 18.00 to 06.00 of the following day. Night-shift-pilotage is from 15.00 to 08.00 of the following day.
5. Annual holiday must be in accordance with the calendar which is approved by the Prakas of the Ministry of Labor and Vocational Training of Cambodia.
6. Unit of paying and the rounding-off method for port dues and charges :
 - 6.1 Tonnage dues are levied on vessel’s Gross Registered Tonnage (GRT).
 - A. Part of a GRT to be counted as one GRT.
 - B. For vessels of which GRT are unknown:
 - i. Tug-boats: one H.P to be treated as one GRT.
 - ii. Lighter: one Deadweight Ton to be treated as one GRT.
 - 6.2 Unit of engine power is the “Horse Power” (H.P). Part of a H.P to be counted as one H.P
 - 6.3 Time unit is Day and Hour
 - A. One day is defined as 24 hours, 12 hours or less to be counted as half day; over 12 hours to be counted as a full day.
 - B. One hour is defined as 60 minutes; 30 minutes or less to be counted as half hour; over 30 minutes to be counted as full hour.
 - 6.4 Unit of distance is Mile. Less than half-mile to be counted as half –mile; over half-mile to be counted as a full mile.

II. Various items of port Dues and Other Charges:

1. Tonnage Dues:

- 1.1 All vessels calling at port of Cambodia shall pay for Tonnage dues except:
 - A. Military vessels.
 - B. Vessels calling for the purpose of escaping from sea-peril or medical attendance.
- 1.2 Tonnage dues shall be levied 2 time; one time for entry, and one time for departure at the rate of : 0.13USD/GRT

- 1.3 Vessel calling without loading/discharging cargoes or embarking/disembarking passengers but only for the purpose of performing repairs, replenishing water or bunker, tonnage dues shall be granted a rebate of 30% on point 1.2.
- 1.4 Vessels whose scheduled discharging/loading cargoes or disembarking/embarking passengers in a single voyage necessitates their calling at different ports in Cambodia, shall pay:
 - A. 100% of tonnage dues at the first port
 - B. 50% of tonnage dues at every subsequent port.
- 1.5 For tugboat towing fleet of lighters, tonnage dues shall be charged on the total tonnage of all lighters adding together.
- 1.6 For << Lash>> vessels, tonnage dues shall be charged on the mother-carrier which carries lighters same as above-mentioned point.

<< Lash>> lighters which are discharged from the mother-carrier, to discharge cargoes at all ports out of port areas where the mother-carrier anchorage, tonnage dues shall be granted a rebate of 50% of rate in point 1.2.

2. Berthage dues:

- 2.1 Vessels berthing at quays, buoys or anchorage shall pay berthage dues.
- 2.2 Berthage dues to be calculated at 3 kinds of rate as following:
 - A. At quay: 0.23USD/GRT
 - B. At buoy: 0.10USD/GRT
 - C. At anchorage:0.05USD/GRT
- 2.3 In case of a vessel berthing 2 or 3 different places, berthing dues shall be levied once only, taking the highest rate.
- 2.4 In case of receiving the Harbor Master's sailing order but still occupying a berth, the vessels shall be fined as follows:
 - A. At quay: 0.70USD/meter/hour
 - B. At buoy: 50USD/hour

3. Channel Dues:

- 3.1 Channel dues to be chargeable 2 times, once for entry and once for departure at the rate of: 0.31USD/GRT
- 3.2 For <<Lash>> vessels, channel dues to be charged at the following rate:
 - A. Lighter-carrier: 0.16USD/GRT
 - B. Lighter: Channel dues shall be granted a rebate of 50% of rate in point3-1
- 3.3 Lighters shall be free from channel dues in case of their remaining on board the mother-ship while crossing channels.

4. Pilotage Dues:

- 4.1 All vessels coming into or going out of port or shifting within the limits there of shall employ pilots and pay pilotage dues.
- 4.2 Pilotage dues shall be chargeable according to the vessel's GRT and distance.

- A. For cargo vessel and cruise each coming into or going out of the port: 0.003USD/GRT/mile
- B. For motor tanker (oil/gas tanker) each coming into or going out of the port will be charged by (i + ii):
 - i. 0.003USD/GRT/mile*
 - ii. 0.03USD/GRT

Note: Pilotage charge is subject to a minimum of USD 100, and a higher charge in accordance with the actuality.

*All vessels passing through the international frontier (Kaam Somnar) must be subjected minimum distance of 55 miles (for each entry and departure). For the distance over 55 miles, charge is based on actual distance.

C. For each shifting within the harbor limits: 0.017USD/GRT

4.3 To avoid waiting time, the vessels shall send to port authorities 24 hour-notice of pilotage request. Should there be any alteration or cancellation a 06hour written notice is to be sent to port; otherwise dues shall be incurred on Pilot's standby.

- A. If pilot is still at the starting base, one hour waiting time is to be counted.
- B. If pilot has already left the starting base, waiting time shall be counted from the time the pilot left the starting base until he has received the notice of alteration, is back again thereto.
- C. If the pilot has already been at the pilot station, his waiting time shall not exceed 05hours. Beyond that duration the pilotage request shall be considered null and void and pilotage dues shall be charged according to the distance of which the vessel has requested pilotage service.

4.4 After having accomplished his mission if the ship's Master has requested to keep the pilot on board, there shall be payable pilotage dues according to the time requested.

4.5 Pilotage standby dues are chargeable 10USD/hour (including the motor-boat charges).

5. Tug assistance charges:

5.1 Vessels entering into or departing from port or shifting to another berth shall be provided with tug assistance which is chargeable by the time of tug service. This shall be counted from the time the tug left the starting point until its having returned thereto or being engaged in another service.

5.2 Tug assistance charges are to be calculated in accordance with the port decision according to either of the 2 following calculations:

- A. According to the engine power of the tug boat same as point **18-2.a** of the present tariff.
- B. According to the Gross Registered Tonnage (GRT) of the vessels which requested assistance same as the following Table 1.

Table 1: Tug Assistance Charges (Dollar/Hour)

Kind of vessels by GRT	Tug assistance Charges (USD/hour)
Below 1,000GRT	83
From 1,000 to 4,000GRT	149
Above 4,000 to 10,000GRT	165.5
Above 10,000 to 15,000GRT	215
Above 15,000GRT every subsequent 1,000GRT to be charged in addition to	18

6. Mooring and Unmooring Dues:

6.1 Vessels berthing at quays or at buoys shall pay mooring and unmooring dues as calculating in the following Table 2:

Table 2: Mooring and Unmooring (Dollar/Time)

Kind of vessels by GRT	Mooring and Unmooring Dues (USD/time)	
	At quay	At buoy
below 1,000GRT	16.5	50
From 1,000-4,000GRT	33	83
Above 4,000-10,000GRT	50	110
Above 10,000-15,000GRT	66	132
Above 15,000GRT	83	149

6.2 The above dues shall be applicable for one whole mooring and unmooring operation. Half dues shall be chargeable for a single mooring or single unmooring.

7. Charges for opening/closing hatches:

7.1 Vessels lighters shall pay the charges for opening/closing hatches which are performed by stevedores as per the following Table 3.

Table 3: Opening/Closing hatch (Dollar/hatch)

Kind of vessels by GRT	Tariff for each opening or closing of one hatch (USD/hatch)	
	Removing off or putting on hatch without beams	Removing off or putting on hatch with beams
Below 5,000GRT	13	26
From 5,000 to 10,000GRT	23	46
Above 10,000GRT upward	36	73

7.2 For vessels with a built-in machinery for opening and closing hatches:

- A. If opening-closing hatches are operated by crew members the vessels shall be free of charges.
- B. If opening-closing hatches are operated by stevedores. The charges shall be chargeable 30% at the rate as per Table 3.

8. Charges for cleaning & Sweeping holds:

- 8.1** For cleaning & sweeping holds of vessels and lighters by stevedores the charges shall be chargeable as per Table 4 hereunder.
- 8.2** Water and tools for cleaning/sweeping holds shall be supplied by the vessels.
- 8.3** On sweeping & cleaning a multi-decked hold, each deck shall be charged as 01 hold.
- 8.4** Vessel's hold which are to be cleaned and swept shall be entirely clear of cargoes, otherwise; additional discharging charges shall be payable.

Table 4: Cleaning & Sweeping Holds:

Kind of vessels by GRT	Tariff for cleaning & sweeping one hold (USD/hold)	
	Cleaning & sweeping hold after discharging innocuous-cargo	Cleaning & sweeping hold after discharging dangerous-poisonous cargo
Below 5,000GRT	33	53
From 5,000 to 10,000GRT	41	83
Above 10,000GRT	56	116

8.5 According to Master's request for cleaning & washing holds, the charges shall be chargeable as per the size of work done.

- A. with water supplied by vessel: 0.17USD/m²
- B. with water supplied by port: 0.20USD/m²
- C. Minimum charge for sweeping/washing: 20USD/time

8.6 Garbage removal dues: If the port Authorities have not issued any other regulation, the vessel staying in port shall have their garbage removed every 5 days by Port Garbage Dumping Service.

- A. vessel below 3,000GRT: 6USD/time
- B. vessel above 3,000GRT: 10USD/time

In the case of garbage removals are operated before 5 days as Master's request, the vessels shall pay additional dues as per above mentioned.

Note: All passenger cruises must pay USD 1.00 per passenger for each embarking and disembarking.

Other Charge: Clearance Fee: 100USD/vessel/voyage

9. Stevedoring Charges:

9.1 Stevedoring & LOLO charge for general cargo:

- A. Calculation Method:
 - i. Unit of cargo weight is the metric ton (t); metric ton: 1,000kg including contents and packings or containers.
 - ii. Apart of cargo with stowage factor of above 1.15m³; 1.133m³ to be computed as 01 ton.
- B. **Table of Stevedore Charge**

Table 5: Stevedore Charge (Dollar/Ton)

No.	Stevedore Charge	
	Kind of cargo	Base Cost
1	Cargo in bulk-metal in heap-gravel block, stones-food, stuff-fertilizer-lime-salt-sugar and similar cargo etc....	1.46
2	Cargo packed in cotton, paper, jute or nylon bags	1.58
3	Machinery, assembled equipment, empty containers, empty drums, empty cases of all kinds, timber logs	2.12
4	Cargo in drums, cases, or in bundles, rolls, sheets, bars	2.32
5	Cargo in bales such as raw cotton-jute hemp, rush paper, textile, clothing materials, household utensils, miscellaneous	2.45
6	Swan timber, wooden flooring panels, wooden and bamboo wares	2.52
7	Cargo in baskets	2.65
8	Cargo in ceramic or porcelain, crystal bottles, ceramic pots, fragile materials such as glasses	2.81
9	Fresh fruits, vegetables, livestock, cooled and frozen cargo	2.92
10	Special cargo and valuable cargo):gold, silver, diamond, motor, car, trucks, heavy and long construction material	4.97

C. Charge for cargo operation other than above, and increase rate of Table 5 shall apply as following:

- | | | |
|-------|---|------|
| i. | Discharging cargo at anchorage or at buoy | 50% |
| ii. | From ship onto trucks (under tackle), wagon or vice-versa | 50% |
| iii. | Moving or shifting cargo in hold the same ship | 30% |
| iv. | From warehouse or open space to trucks or vise-versa | 35% |
| v. | Discharging from ship to warehouse or open space or vise-versa | 100% |
| vi. | Warehouse or open space to wagon or vise-versa | 50% |
| vii. | From ship to ship or barge | 75% |
| viii. | Discharging cargo in hold which depth over 3m | 100% |
| ix. | For cargo caked or hardened which require picking splitting crushing when handle and increase of | 40% |
| x. | For cargo in small cases packed, drums below 10kg packed | 30% |
| xi. | Discharging in cool holds from 10c to 0c an increase | 50% |
| xii. | For frozen cargo or refrigerator an increase | 100% |
| xiii. | Dangerous and poisonous cargo (as mentioned in XIX) | 50% |
| xiv. | Night Shift from 18:00hour to 06:00hour in the following day | 25% |
| xv. | Holiday and Sunday (if holiday falls on Sunday, charge is accounted only one time) | 50% |
| xvi. | All vessels handled cargo both inside and outside of PPAP's port commercial zone and use their own equipment and labor must pay | |

20% of PPAP official stevedore charge. However, the vessel/cargo owner must first consult and get the approval from PPAP.

- xvii. Discharging or loading run through the scales is charged at 0.50USD/ton.

D. For over-weight and over-length cargo to be charged as following:

Table 6: Increasing of base cost for over weighted/lengthen cargo

No	Weight or length of package of cargo	Rate increase
1	weight from 5T to 10T	50%
2	weight from 10T to 20T	100%
3	weight over 20T	200%
4	Length from 12m to 16m	50%
5	length from 16m to 20m	100%
6	Length over 20m	200%

- E.** In case of discharging or loading cargo by using port mobile crane increase 1USD/Ton (except have not ship's crane)
- F.** The stevedoring charge of the cargo will be included of Tally Fee as following:
 - i. For all general cargo except the cargo in bag package: 0.70USD/Ton
 - ii. For cargo in bag package: 0.50USD/Ton
- G.** For stevedoring operation in salvaging ships in distress, a separate tariff shall apply in according to the special agreement between the port and ship's Master.
- H.** For idle time caused by ship's default in the stevedoring operation, the charge shall be calculated same as point 18 of this document.

9.2 Stevedoring Charge for Container:

- A.** Import: the charge for discharging the container from ship to truck on wharf and deliver the truck to container yard (CY) then lift off the cargo from truck on the CY.
- B.** Export: the charge for lifting on the container from CY to truck then truck will deliver the cargo to wharf and then the container will be loaded to ship.

Table 7: Stevedoring Charge for Containers from 2009 to 2014 (Dollar/Container)

Stevedoring Charge (USD/CNTR)	CNTR (1TEUS-3000TEUS)	2009	2010	2011	2012	2013	2014
A/ Quay-CY, CY-Quay	Laden CNTR 20'	49	49	49	49	49	49
	Laden CNTR 40' or 45'	74	74	74	74	74	74
	Empty CNTR 20'	26	26	26	26	26	26
	Empty CNTR 40' or 45'	37	37	37	37	37	37
B/ Crane Charge	Laden CNTR 20'	16	16	16	16	16	16
	Laden CNTR 40' or 45'	25	25	25	25	25	25
	Empty CNTR 20'	10	10	10	10	10	10
	Empty CNTR 40' or 45'	16	16	16	16	16	16
Stevedoring Charge (A+B)	Laden CNTR 20'	65	65	65	65	65	65
	Laden CNTR 40' or 45'	99	99	99	99	99	99
	Empty CNTR 20'	36	36	36	36	36	36
	Empty CNTR 40' or 45'	53	53	53	53	53	53

Note: The tariff for “Quay-CY, CY-Quay” is decreasing with the number of TEUs as described in table 8:

Table 8: Stevedore Charge based on TEUs throughput (Dollar/Container)

Quay-CY or CY-Quay Charge (USD/CNTR)	From 3001TEUS-7000TEUS	From 7001TEUS-12000TEUS	From 12001TEUS-17000TEUS	From 17001TEUS Up
Laden CNTR 20'	46	44	41	39
Laden CNTR 40' or 45'	24	23	22	20
Empty CNTR 20'	70	66	62	59
Empty CNTR 40' or 45'	35	33	31	29

9.3 Lift-on, Lift-off (LOLO) Charge for Container

- A. Import: the charge for lifting on the cargo from CY to truck.
- B. Export: the charge for lifting off the cargo from truck to CY.

i. From the beginning up to January 15th 2012

Table 9: Container (Lift on, Lift off: LOLO) from 2009-2012 (Dollar/Container)

LOLO Charge (2 ways) 2009-2012 (USD/CNTR)	CNTR	Import	Export		
			Full CNTR (Imported via PPAP)	Empty CNTR (Imported via PPAP)	CNTR (Imported via other gates)

	Laden CNTR 20'	70	24	0	47
	Empty CNTR 20'	46	24	0	47
	Laden CNTR 40' or 45'	107	19	0	63
	Empty CNTR 40'45'	88	19	0	63

ii. From January 16th 2013 to April 30th 2014

Table 10: Container (Lift on, Lift off: LOLO) from 2013-2014 (Dollar/Container)

LOLO Charge (2 ways) 2013 (USD/CNTR)	CNTR	Import	Export		
			Full CNTR (Imported via PPAP)	Empty CNTR (Imported via PPAP)	CNTR (Imported via other gates)
	Laden CNTR 20'	70	24	0	24
	Empty CNTR 20'	70	0	0	24
	Laden CNTR 40' or 45'	106	36	0	36
	Empty CNTR 40'45'	106	0	0	36

iii. From May 1st 2014 up to Present

Table 11: Container (Lift on, Lift off: LOLO) from 2014 to present (Dollar/Container)

LOLO Charge (1 way) 2014 to present (USD/CNTR)	CNTR	Import	Export		
			Full CNTR (Imported via PPAP)	Empty CNTR (Imported via PPAP)	CNTR (Imported via other gates)
	Laden CNTR 20'	47	47	24	47
	Empty CNTR 20'	24	47	24	24
	Laden CNTR 40' or 45'	71	71	36	71
	Empty CNTR 40'45'	36	71	36	36

Note: All the LOLO charge above is inclusive of 1USD tally fee for both import and export containers.

10. Charges for fresh water supplied

10.1 Fresh water supplied from hydrants at quays: 0.70 USD/m³

10.2 Fresh water supplied at quays by barges :1.60 USD/m³

10.3 Fresh water supplied out of quays by barges:3.30 USD/m³

11. Storage Charges: Storage charges for cargo stored in warehouses or in open storage shall be payable on the basis of ton/day or m² /day (general cargo), CNTR/day (container) – unit.

11.1 For Container:

- A. For import cargoes: 7days free of charge after completion of discharging from vessel
- B. For export cargoes: 5days free of charge from the moment the cargoes come to store yard.

11.1 For General Cargo:

- A. For import cargoes: 5days free of charge after completion of discharging from vessel
- B. For export cargoes: 5days free of charge from the moment the cargoes come to store yard.

Table 12: Storage Charge for Container and General Cargo (Dollar/Container/Day)(Dollar/Ton/Day)(Dollar/m²/Day)

Storage Charge	
1/ For Container (USD/CNTR/day)	
Laden CNTR 20'	3
Laden CNTR 40' or 45'	6
Empty CNTR 20'	1.2
Empty CNTR 40' or 45'	2
2/ For General Cargo (USD/Ton/day) or (USD/m²/day)	
In Warehouse	0.20 or 0.25
In Open Space	0.10 or 0.125

12. Stuffing/Unstuffing Charge for Container

- 12.1** Import: the charge for unstuffing the cargo from container with handling equipment and labor.
- 12.2** Export: the charge for stuffing the cargo into container with handling equipment and labor.

Table 13: Stuffing/Unstuffing Charge for Container

Stuffing/Unstuffing Charge	
For Container (USD/CNTR)	
Laden CNTR 20'	50
Laden CNTR 40'45'	100

13. Gate Fee:

The charge for the truck carrying the container or general cargo enters or exits the port (using port infrastructure).

Table 14: Gate Fee (Dollar/Truck)

Gate Fee (USD/Truck), (include VAT 10%)	
1/ For Trucking with Container	
Full/Empty CNTR 20'	5
Full/Empty CNTR 40' or 45'	8
2/ For Trucking with General Cargo	
From 1T to 6T	2
>6T	3

14. LOLO charge for Container at ICD

Table 15: LOLO Charge for Container at ICD (Dollar/Container)

CNTR	Price (include VAT10%)
Empty 20'	10
Empty 40'	15
Laden 20'	20
Laden 40'	35

15. Electricity charge for storage of reefer container and scale charge

15.1 Electricity charge for storage of reefer container :

Table 16: Electricity charge for storage of reefer container

CNTR	Under 6 hours (USD)	From 6 hours charged as 12 hours (USD)	From 12 hours charged as 1 day (USD)
CNTR 20'	10	20	40
CNTR 40'/45'	20	38	75

15.2 Scale charge for all truck :

Table 17: Scale Charge for Container Truck

Container Truck of 20'	Container Truck with Trailer of 40'/45'	General Cargo
3USD /Time	5USD/Time	0.50USD/Ton

16. Lighterage Charges:

16.1 For cargo lighterage performed within the harbor limits, there shall be payable, apart from stevedoring charges, lighterage charges according to the tonnage of cargo and the distance of lighterage transportation as per the tariff in Table 18

Table 18:Lighterage Charge (Dollar/Ton)

No	Kind of cargoes	3 miles distance	Each Subsequent mile
		USD/ton	USD/ton/mile
1	Bulk cargo, liquid, metal	1.5	0.05
2	Bagged cargo	2	0.06
3	Cargo in drum	2.2	0.07
4	Sawn timber & other cargo	2.4	0.08

16.2 For extra-weight and extra-lengths, lighterage charges shall apply same as kind of cargo in No. 4 of the Table 18.

16.3 Weight of lighterage cargoes are the weight of cargoes which were ready-packed, every tool which is used for packing, tying etc.... are excluding from the lighterage charges.

16.4 Lighterage charges are only chargeable for the operations of means for cargo lighterage from ship onto quay or from quay into the ship, not including stevedoring charges.

16.5 Special lighterage charges for a ship in distress shall be based on other agreement.

17. Charges for tug towing:

Charges for tug-boat which towed lighters of Lash system from the place of anchorage of mother-carrier to quay shall be chargeable only 70% on the lighterage charges as per the table 18.

18. Hire of labor, equipment, facilities:

18.1 Hire of labor:

- A.** Hire of technical and specialized labor (winch-man):3 USD/ person/hour
- B.** Hire of non-specialized labour:1 USD/ person /hour
- C.** Hire of diver : 35 USD/ person /hour
- D.** Duration of hire shall be based on the request of the ship's Master.
- E.** For labor in direct contact with dangerous, poisonous cargo, hire will be increased as specified in point 19.

18.2 Hire of means of transportations, equipment, facilities :

- A.** Motor-tug, tug-assistance : 0.40 USD/HP/hour

- B.** Lighter : 1.40 USD/GRT/day
- C.** Hire of cranes of various kinds :
 - i.** Floating Crane (Tug hire excluded)
 - 50 ton lifting capacity : 77 USD/ hour
 - Over 50 ton lifting capacity :116 USD/hour
 - ii.** Shore crane :
 - Around 5 ton lifting capacity :16.50 USD/hour
 - Above 5 ton and 10 ton lifting capacity :30 USD/hour
 - Above 10 ton and 25ton lifting capacity :40 USD/hour
 - Over 25-ton lifting capacity: Plus 1.50 USD/ton/hour for each surplus ton.
- D.** Other means of transportations and facilities :
 - i.** Motor boat : 33 USD/hour
 - ii.** Truck : 5 USD/hour
 - iii.** Trailer (without tractor) : 1.70 USD/hour
 - iv.** Tractor : 20 USD/hour
 - v.** Quayside crane:
 - 5 ton lifting capacity : 30 USD/hour
 - 10 ton lifting capacity : 70 USD/hour
 - 16 ton lifting capacity : 80 USD/hour
 - vi.** Fork lift truck :
 - 5 ton lifting capacity : 10 USD/hour
 - Over 5 ton lifting capacity :15 USD/hour
 - vii.** Air compressor for diver : 15 USD/hour
 - viii.** VHF of port: 1 USD/minute.
- E.** The above tariff does not include labor hired which will be calculated if employed.
- F.** Duration of labor hired, means of transportation, facilities shall be based on the request of the ship's Master.

18.3 Repacking of packages :

- A.** Repacking of packages shall be charged by weight of cargo: 1 USD/ton. Tools and materials required for packing shall be supplied by the entrusting party.
- B.** Repacking of dangerous, poisonous cargo charges shall be increased as specified in point 19.
- C.** Repacked cargo having to be moved to more than 25m far or over 2m high, the charges shall be increased by 30%.
- D.** For cargo caked on hardened which requires picking or tallying prior to being repacked or for cargo to be repacked into bags of 10kg or less, shall be increased by 50%.

19. Classification of dangerous-poisonous cargoes, Determination of the increased tariffs.

19.1 Various group of dangerous-poisonous cargo:

- A. GROUP A:** Radio-active, explosive, inflammable chemicals: Nitrates-Nitro compound-Alkaline-Methane-Magnesium powder-Nitro cellulose and all derivative products.
- B. GROUP B:** Other poisonous and inflammable substances such as gasoline oils of all kinds-Ether-Ammoniac-Lime powder-Dried chilly Oily materials-Oily-Paper-Acid of all kinds-Compressed gas-Dye stuffs-Bleaching powder-Insecticides-Calcium Carbide-Anthracite.
- C. Group C:** Dusty, dirty, smelly products such as camphor oil-Naphthalene-Cement-Coal Fertilizers-Ores-Shrimp paste-Animal bones-Salted fish of all kind and other dangerous, poisonous products not included in Group A & B.

19.2 Increase in tariff :

- A. Group A: increase by 100%.
- B. Group B: increase by 50%.
- C. Group C: increase by 30%.

20. Apart from dues and charges within the scope of the present tariff, other alien charges shall be mutually agreed upon between the ship and the port authorities.

Reference:

- Decision No.110 S.S.R dated 09th September 1987
- Prakas No.239BRK.KM.PK Dated 08th May 1993
- Charge on General Cargo Handling at Phnom Penh Autonomous Port dated 31th December, 2003 and 30th September, 2005
- Container Handling Charge at Phnom Penh Autonomous Port Dated 30th September 2005
- Decision No.081 PPAP on Electricity charge for storage of reefer container and scale charge dated on 11th January, 2009.

Remark: this is the official tariff, yet PPAP is authorized to negotiate the price of this tariff depending on the case.