

PORTS & TERMINAL MULTISERVICES LIMITED

Tin Can Island Port Complex · Lagos, Nigeria

Terminal Tariff Handbook

Charges to Importers and Exporters

EFFECTIVE 16 MAY 2026

Rates in Nigerian Naira (NGN)

All rates exclusive of 7.5% VAT

WWW.PTML-NIGERIA.COM

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1. Introduction

Ports & Terminal Multiservices Limited (PTML) operates a multipurpose marine terminal at the Tin Can Island Port Complex in Lagos (the Main Terminal), together with the M2A Terminal and the Mile 2 Terminal at Mile 2, handling containerised cargo, vehicles and roll-on/roll-off (RoRo) units, and general (breakbulk) cargo. This handbook sets out the schedule of terminal charges payable by importers, exporters and their appointed clearing agents for cargo discharged at or delivered through the terminal.

All rates in this handbook are quoted in Nigerian Naira (NGN) and are exclusive of Value Added Tax (VAT), which is applied at the prevailing statutory rate of 7.5%. Rates are subject to change at Management's discretion and in accordance with the approvals of the relevant regulatory authorities. The tariff applies to all cargo handled at the Main Terminal, the M2A Terminal and the Mile 2 Terminal.

The most up-to-date and comprehensive tariffs are published on the PTML website at www.ptml-nigeria.com and prevail in the event of any conflict with this handbook.

2. Definitions

Main Terminal. The PTML terminal at Tin Can Island Port Complex, Lagos.

M2A Terminal. The PTML terminal at Mile 2 receiving containers under Apapa Bill of Lading.

Mile 2 Terminal. The PTML terminal at Mile 2 receiving RoRo units and vehicles.

Terminal Handling Charge (THC). The charge for handling cargo at shipside, transferring it to the stack or parking area, stacking, inspection and reporting of seals/wiring, terminal planning, and provision of staff and equipment for customs inspection of vehicles and general cargo.

Terminal Delivery Charge (TDC). The charge for handling cargo out of the stacking/parking area, transferring it to the delivery point, loading onto trucks for delivery, and completing the interchange report at the delivery point.

Customs Examination. The charge for handling the unit out of the stack to the inspection area, providing equipment and labour to un-stuff and re-stuff the container for inspection, and returning it to the stack. Examinations processed after the 13:00 hrs cut-off on the scheduled examination day will attract an additional Late Examination Fee.

Double Handling / Repositioning. Charges apply for any supplementary yard movements, lifting, or restacking of cargo required outside the standard workflow. This applies to extra handling initiated by customer requests, carrier instructions, regulatory directives, or documentation anomalies.

Empty / Full Container. A container conforming to ISO standard type designations that is free of cargo (empty) or carries cargo (full). Tanks previously containing hazardous cargo are treated as empty only on presentation of a gas-free certificate.

General Cargo. Any cargo not falling under the Containers or Vehicles categories, including project cargo (pieces or components too large or heavy to fit in a container), charged per Weight or Measurement (W/M).

Mafi. A wheeled roll-trailer onto which cargo is strapped for transportation on to a vessel, categorised by length for the purpose of levying terminal charges.

Vehicles. Any drivable piece of machinery on wheels or tracks, whether self-propelled or to be pulled / towed with the help of another vehicle. For the purpose of tariff application, vehicles are categorised using either the manifest definition or volume, as follows:

- i. Cars.** Any vehicle defined on the Bill of Lading as 'Car' AND whose volume is less than 15 W/M. Any vehicle defined on the Bill of Lading as 'Car' and whose volume is 15 W/M or more shall be rated as 'Van'.
- ii. Vans.** Any vehicle defined as 'Van', 'SUV' or 'Pick-Up' AND whose volume is less than 25 W/M. Any vehicle defined on the Bill of Lading as 'Van', 'SUV' or 'Pick-Up' and whose volume is 25 W/M or more shall be rated as 'Truck/Bus'.
- iii. Trucks / Buses.** A self-propelled vehicle designed mainly to carry goods or passengers on the road, under 140 W/M.

This includes tractor units and prime movers, tippers and dump trucks, flatbed, box and refrigerated bodies, tankers and car carriers, recovery and tow trucks, buses and coaches, any truck with a cargo deck, even if fitted with an auxiliary loader crane (HIAB type).

A Truck or Bus of 140 W/M or more is charged at the Plant rate.

- iv. Trailer.** Any non-self-propelled unit designed to be towed by a road vehicle. This includes semi-trailers, flatbeds, lowbeds, tank trailers, car carriers, and loose trailer chassis.

Trailers are never self-propelled, so the non-starting charge applies automatically to every trailer on discharge unless it is combined with a truck head.

Excluded from Trailer: self-propelled vehicles that will not start (which are rated in their own category plus the non-starting charge), towed working equipment (which is rated as Plant) and Mafi roll-trailers (which are rated under the Mafi tariff).

A tractor unit shipped coupled to a semi-trailer is billed as two units: one Truck and one Trailer.

- v. Plant and Tracked Vehicles.** Any of the following, whatever the Bill of Lading says and whatever the volume:

(a) any tracked unit;

(b) anything of 140 W/M or more;

(c) self-propelled or towed equipment on wheels whose primary function is work, not road transport, such as: wheel loaders, backhoe loaders, motor graders, wheeled excavators, rollers and compactors, rough-terrain and all-terrain cranes, forklifts, reach stackers, telehandlers, articulated and rigid off-road dump trucks (Volvo A40, CAT 740/745, Tonly TL875 and similar), self-loading concrete mixers, wheeled batching plants, asphalt pavers on wheels, agricultural tractors.

(d) a truck chassis with permanently mounted working equipment and no cargo deck or body, such as: concrete mixers, concrete pumps, truck-mounted drilling rigs, aerial work platforms, road sweepers, crane trucks where the boom is the main equipment.

(e) towed working equipment, such as generator sets, compressors, mobile crushers and screens, asphalt and batching plants, lighting towers.

Non-self-propelled plant under (e) also carries the non-starting charge automatically.

Abnormal / Out-of-Gauge (OOG) Cargo. Any cargo whose dimensions exceed the external dimensions of the container in or on which it is carried, or which cannot be handled by the Terminal's standard equipment. The Terminal may, at its discretion, refuse or specially handle such cargo, without accepting liability.

Clearing Agent. A person or entity duly authorised by the consignee or consignor to clear or forward cargo and handle port-related activities. A clearing agent must be registered with the Nigeria Customs Service (NCS) and PTML to operate in the Terminal.

Hazardous / IMDG Cargo. Any cargo or residue defined as dangerous or hazardous under the International Maritime Dangerous Goods (IMDG) Code. PTML accepts such cargo on a case-by-case basis only. Such cargo must be declared in advance and may attract surcharges and special handling.

Reefer Container. Any container, reefer clip-on unit or heated tank that moves via the reefer area and requires a power connection.

Load Surcharge. The surcharge is applied only on the vehicle carrying the load, on all of that vehicle's terminal charges excluding Terminal Documentation. It also applies to vehicles loaded on top of one another, in which case the rate depends on the number of vehicles so loaded: 40% (1 unit), 50% (2), 70% (3), 80% (4) or 100% (5 units or more).

- Cars, vans, SUVs and pick-ups: applied whenever there is any item in the passenger area other than the vehicle's standard equipment (spare wheel, jack, tools, manuals, floor mats, and a charging cable in its bag).

- Trucks, buses, vans' cargo areas, trailers and plant: applied whenever there is any item on a seat in the cab, or cargo in the back or on the deck of more than 1 W/M (about 1 cubic metre, roughly one pallet stacked 1 m high).

Non-Starting Charge. Applies to any unit that cannot start or move under its own power at the time of handling and must be pulled, pushed, towed or jump-started.

Forklift Charge. A charge for the delivery of vehicles that cannot be pulled, towed or jump-started and therefore must be lifted by a forklift for delivery.

Storage. A charge for occupation of terminal stacking or parking space beyond the applicable free period, levied progressively per the storage schedules; distinct from any equipment detention (demurrage) levied by the carrier.

Transshipment Cargo. Cargo discharged from one vessel and re-loaded onto another at the Terminal without entering the local market.

Auction (Overstayed) Cargo. Cargo that has overstayed the permitted period and becomes liable to auction in accordance with applicable law. It attracts the standard tariffs plus 20 days storage; shipping agent charges also apply.

3. Abbreviations

ABBREVIATIONS

NGN	Nigerian Naira
USD	United States Dollar
VAT	Value Added Tax (7.5%)
THC	Terminal Handling Charge
TDC	Terminal Delivery Charge
B/L	Bill of Lading
W/M	Weight or Measurement, whichever is higher
TEU	Twenty-foot Equivalent Unit
LCL	Less than Container Load
HC	High Cube
OT	Open Top
FR	Flat Rack
VT	Ventilated
VGM	Verified Gross Mass
OOG	Out of Gauge
RF	Reefer (refrigerated container)
IMO/IMDG	Hazardous cargo (International Maritime Dangerous Goods Code)
M2A	M2A Terminal (containers under Apapa Bill of Lading)
RoRo	Roll-on/Roll-off
NCS	Nigeria Customs Service
NPA	Nigerian Ports Authority
ISPS	International Ship and Port Facility Security Code
DO / TDO	Delivery Order / Terminal Delivery Order
MOWCA	Maritime Organization of West and Central Africa
NIPOST	Nigerian Postal Service
CBN	Central Bank of Nigeria

4. General Terms and Conditions

These terms apply to all services in this handbook and should be read with the terminal's standard conditions of business.

Application of Tariff. Except as otherwise provided, the rules, rates and charges in this tariff apply to all cargo handled at the Main Terminal, the M2A Terminal and the Mile 2 Terminal,

including cargo delivered to or discharged from vessels at the Main Terminal. PTML reserves the right to review and amend the tariff from time to time as deemed reasonably necessary, subject to applicable regulatory approval. Additional charges may be levied at the usual rate for any service not specifically mentioned herein.

Precedence. In the event of any conflict between this handbook and the tariffs published on the PTML website (www.ptml-nigeria.com), the website shall prevail.

Currency and Payment. Charges in this handbook are quoted in Nigerian Naira (NGN) and are payable in Naira, in advance of delivery unless credit terms have been agreed in writing. Cargo will not be released until all charges due have been settled. Container deposits are not a terminal charge; where applicable, they are charged and refunded by the shipping agent.

Value Added Tax. All charges exclude Value Added Tax (VAT), which will be applied at the statutory rate of 7.5%, except for supplies that are exempt or zero-rated under the Nigeria Tax Act 2025.

Invoicing and Disputes. All invoices under this tariff are issued by PTML, including for services at the M2A Terminal and the Mile 2 Terminal. Invoices are due on presentation. Any dispute must be notified in writing within seven (7) days of the invoice date; undisputed amounts remain payable when due.

Lien and Right of Sale. PTML shall have a general and particular lien over all cargo in its custody for all sums due to it. Uncleared or unpaid cargo may be dealt with in accordance with applicable law, including sale by public auction, with costs recoverable from the proceeds.

Free Time, Storage and Demurrage. Free time and progressive storage apply as set out in the relevant schedules. Storage is a terminal charge for occupation of terminal space and is distinct from any equipment detention (demurrage) levied by the carrier.

Responsibility for Loss or Damage. PTML, its officers, agents or employees shall not be liable for loss of or damage to cargo or property handled or stored at the terminal — by fire, water, flood, the elements, collision, explosion, theft, riot, strike or other cause — except where due to PTML's own negligence, and in no event for indirect or consequential loss. Users shall indemnify PTML against claims arising from their cargo, operations or breach of these terms.

Dangerous and Hazardous Goods (IMDG). Dangerous goods must be declared in accordance with the IMDG Code prior to arrival. PTML accepts such cargo on a case-by-case basis and may refuse, relocate or specially handle it; applicable surcharges and segregation requirements apply. Undeclared or mis-declared dangerous goods are handled at the user's risk and cost.

Responsibility for Damage to Facilities. All users of PTML facilities are responsible for damage they cause and shall be liable for the actual cost of repair or replacement plus 10% for overhead and supervision, plus any further damages recoverable under the laws of the Federal Republic of Nigeria.

Health, Safety, Security and ISPS. All users shall conduct their operations safely and comply with the safety, security and ISPS rules of the Nigerian Ports Authority and all applicable Federal, State and Local regulations.

Force Majeure. PTML shall not be liable for any failure or delay in performance caused by events beyond its reasonable control, including acts of God, weather, strikes, civil unrest, government action or port closure.

Governing Law and Jurisdiction. This tariff and the terms herein are governed by the laws of the Federal Republic of Nigeria, and disputes are subject to the jurisdiction of the Nigerian courts.

5. RoRo (Vehicles) Tariff

The following charges apply per unit to vehicles and roll-on/roll-off cargo, for both import and export.

VEHICLES — PER UNIT (IMPORT & EXPORT)

CHARGE (NGN)	CAR	VAN/SUV	TRUCK/BUS	TRAILER	PLANT (W)	PLANT (T)
Terminal Handling Charge	48,000	71,700	93,600	121,500	157,800	236,700
Terminal Delivery Charge	10,800	13,200	17,400	19,500	21,900	33,000
Terminal Documentation (per B/L)	33,000	33,000	33,000	33,000	33,000	33,000
Double Handling Charge	48,000	71,700	93,600	121,500	157,800	236,700
Non-Starting Charge	13,200	19,500	44,100	49,200	76,500	114,900
Forklift Charge	45,000	75,000	N.A.	N.A.	N.A.	N.A.
STORAGE — PER UNIT PER DAY						
R1 · First 3 days	Free	Free	Free	Free	Free	Free
R2 · 4th–7th day	12,000	15,600	24,000	36,000	60,000	60,000
R3 · 8th–11th day	21,000	26,400	42,000	63,000	105,000	105,000
R4 · 12th day onwards	33,600	42,000	68,400	115,500	194,400	194,400

Plant (W) = wheeled plant; Plant (T) = tracked plant. Load Surcharge (vehicles loaded on top of one another): 40% (1 unit), 50% (2), 70% (3), 80% (4) or 100% (5 units or more) of all terminal charges of the vehicle carrying the load, excluding Terminal Documentation; tracked vehicles attract an additional 50% surcharge on THC and TDC.

6. Container Tariff

Container charges are levied per unit and vary by container size and type. Rates are shown separately for import and export.

6.1 Import — 20-foot containers

IMPORT · 20' CONTAINERS — PER UNIT (NGN)

CHARGE	DRY (BOX/HC/VT)	FLAT/OT/FR/TANK	REEFER	HAZARDOUS CARGO
Terminal Handling Charge	204,000	204,000	204,000	204,000
Terminal Delivery Charge	14,100	20,250	20,250	28,200
Terminal Documentation (per B/L)	33,000	33,000	33,000	33,000
Customs Examination (Phys/Scan)	71,400	71,400	71,400	71,400
Customs Examination (Fast Track)	23,700	23,700	23,700	23,700
Late Examination	107,100	107,100	107,100	107,100
Repositioning	71,400	71,400	71,400	71,400
Double Handling	71,400	71,400	71,400	71,400
Unstuffing / Stripping	300,000	300,000	300,000	300,000
Plug In/Out (one-time)	—	—	23,700	—
Electricity & Monitoring (per day)	—	—	60,750	—
STORAGE — PER UNIT PER DAY				
R1 · First 5 days	Free	Free	Free	Free
R2 · 6th–8th day	6,600	13,200	6,600	13,200
R3 · 9th–13th day	33,000	66,000	33,000	66,000
R4 · 14th day onwards	45,000	90,000	45,000	90,000

6.2 Import — 40-foot containers

IMPORT · 40' CONTAINERS — PER UNIT (NGN)

CHARGE	DRY (BOX/HC/VT)	FLAT/OT/FR/TANK	REEFER	HAZARDOUS CARGO
Terminal Handling Charge	306,300	306,300	306,300	306,300
Terminal Delivery Charge	18,000	28,500	27,000	36,000
Terminal Documentation (per B/L)	33,000	33,000	33,000	33,000
Customs Examination (Phys/Scan)	104,700	104,700	104,700	104,700
Customs Examination (Fast Track)	34,500	34,500	34,500	34,500
Late Examination	157,050	157,050	157,050	157,050
Repositioning	142,800	142,800	142,800	142,800
Double Handling	142,800	142,800	142,800	142,800
Unstuffing / Stripping	600,000	600,000	600,000	600,000
Plug In/Out (one-time)	—	—	23,700	—
Electricity & Monitoring (per day)	—	—	101,250	—
STORAGE — PER UNIT PER DAY				
R1 · First 5 days	Free	Free	Free	Free
R2 · 6th–8th day	13,200	26,400	13,200	26,400
R3 · 9th–13th day	66,000	132,000	66,000	132,000
R4 · 14th day onwards	90,000	180,000	90,000	180,000

6.3 Import — Mafi (roll-trailer) units

IMPORT · MAFI — PER UNIT (NGN)

CHARGE	MAFI ≤40'	MAFI >40'–80'	MAFI >80'
Terminal Handling Charge	307,500	460,500	615,000
Terminal Delivery Charge	28,500	42,750	57,000
Terminal Documentation (per B/L)	33,000	33,000	33,000
Customs Examination (Phys/Scan)	104,700	104,700	104,700
Customs Examination (Fast Track)	34,500	34,500	34,500
STORAGE — PER UNIT PER DAY			
R1 · First 5 days	Free	Free	Free
R2 · 6th–8th day	52,800	66,000	132,000
R3 · 9th–13th day	264,000	330,000	660,000
R4 · 14th day onwards	360,000	450,000	900,000

Mafi off-loading / stuffing / unstuffing: NGN 600,000 per Mafi plus NGN 1,500 per W/M. Handling and lashing of cargo on Mafi charged extra.

6.4 Export — 20-foot containers

EXPORT · 20' CONTAINERS — PER UNIT (NGN)

CHARGE	DRY (Box/HC/VT)	FLAT/OT/FR/TANK	REEFER	HAZARDOUS CARGO
Terminal Handling Charge	103,350	103,350	103,350	103,350
Terminal Delivery Charge	14,100	20,250	20,250	28,200
Terminal Documentation (per B/L)	33,000	33,000	33,000	33,000
Plug In/Out (one-time)	—	—	23,700	—
Weighing Charge (VGM)	52,500	52,500	52,500	52,500
Stuffing / Unstuffing	300,000	300,000	300,000	300,000
Electricity & Monitoring (per day)	—	—	60,750	—
STORAGE — PER UNIT PER DAY				
R1 · First 10 days	Free	Free	Free	Free
R2 · 11th–15th day	4,500	4,500	4,500	13,200
R3 · 16th–20th day	4,500	4,500	4,500	66,000
R4 · 21st day onwards	4,500	4,500	4,500	90,000

6.5 Export — 40-foot containers

EXPORT · 40' CONTAINERS — PER UNIT (NGN)

CHARGE	DRY (Box/HC/VT)	FLAT/OT/FR/TANK	REEFER	HAZARDOUS CARGO
Terminal Handling Charge	154,950	154,950	154,950	154,950
Terminal Delivery Charge	18,000	28,500	27,000	36,000
Terminal Documentation (per B/L)	33,000	33,000	33,000	33,000
Plug In/Out (one-time)	—	—	23,700	—
Weighing Charge (VGM)	52,500	52,500	52,500	52,500
Stuffing / Unstuffing	600,000	600,000	600,000	600,000
Electricity & Monitoring (per day)	—	—	101,250	—
STORAGE — PER UNIT PER DAY				
R1 · First 10 days	Free	Free	Free	Free
R2 · 11th–15th day	9,000	9,000	9,000	26,400
R3 · 16th–20th day	9,000	9,000	9,000	132,000
R4 · 21st day onwards	9,000	9,000	9,000	180,000

"—" denotes not applicable.

6.6 Export — Mafi (roll-trailer) units

EXPORT · MAFI — PER UNIT (NGN)

CHARGE	MAFI ≤40'	MAFI >40'–80'	MAFI >80'
Terminal Handling Charge	154,950	232,500	307,500
Terminal Delivery Charge	28,500	42,750	57,000
Terminal Documentation (per B/L)	33,000	33,000	33,000
STORAGE — PER UNIT PER DAY			
R1 · First 5 days	Free	Free	Free
R2 · 6th–8th day	52,800	66,000	132,000
R3 · 9th–13th day	264,000	330,000	660,000
R4 · 14th day onwards	360,000	450,000	900,000

7. General Cargo Tariff

General (breakbulk) and project cargo is charged per Weight or Measurement (W/M). The following rates apply for both import and export.

GENERAL CARGO (IMPORT & EXPORT)

CHARGE (NGN)	PROJECT ≤15 W/M	PROJECT >15 W/M
Terminal Handling Charge (per W/M)	6,375	9,000
Terminal Delivery Charge (per B/L)	3,000	3,000
Terminal Delivery Charge (per W/M)	1,800	3,000
Terminal Documentation (per B/L)	33,000	33,000
STORAGE — PER W/M PER DAY		
R1 · First 3 days	Free	Free
R2 · 4th–8th day	510	510
R3 · 9th–13th day	1,283	1,283
R4 · 14th–18th day	1,755	1,755
R5 · 19th day onwards	2,400	2,400

A minimum charge of 5 W/M applies to each package handled separately.

8. Other and Ancillary Charges

CUSTOMS EXAMINATION (PER UNIT)

TYPE	20'	40'
Physical Examination	71,400	104,700
Scanning	71,400	104,700
Fast Track	23,700	34,500

LCL (LESS THAN CONTAINER LOAD)

CHARGE	20'	40'	PER W/M
Un-stuffing (per unit)	75,000	112,500	-
Un-stuffing (per W/M)	-	-	6,300
LCL Delivery (per W/M)	-	-	3,375
Documentation (per B/L)	33,000	33,000	-

LCL THC, Terminal Delivery and Repositioning as per standard import rates. Storage: first 3 days free, thereafter at standard General Cargo rates.

SPECIAL HANDLING & SURCHARGES

CHARGE	RATE
Load Surcharge — vehicles	40% / 50% / 70% / 80% / 100% of all terminal charges of the vehicle carrying the load, excluding Terminal Documentation (1 / 2 / 3 / 4 / 5 or more vehicles loaded on top of one another)
Tracked-vehicle surcharge	Additional 50% on THC and TDC
Mafi Off-loading / Stuffing / Unstuffing	NGN 600,000 per Mafi + NGN 1,500 per W/M
Auction (overstayed) cargo	Standard tariffs + 20 days storage. Shipping agent charges also apply.

REEFER CHARGES

CHARGE	RATE (NGN)
Plug In / Out (one-time, per unit)	23,700
Electricity & Monitoring - 20' RF (per day)	60,750
Electricity & Monitoring - 40' RF (per day)	101,250

EQUIPMENT HIRE (PER HOUR, MINIMUM 2 HOURS)

EQUIPMENT	RATE (NGN)
Forklift	225,000
Reachstacker	375,000
Crane	562,500
Waterside Delivery - Boat *	562,500

* Special boats quoted on a case-by-case basis.

BARGE & INTER-TERMINAL

CHARGE	20'	40'
Barge Handling Charge (Import & Export)	100,000	200,000
Inter-terminal: Mile 2 Terminal to Main Terminal	150,000	200,000
Inter-terminal: Full Import Containers, Main Terminal to M2A Terminal	300,000	350,000
Unstuffing & Re-stuffing (incl. repositioning)	671,400	1,342,800

9. Contact

For proforma invoices, online payment of agency and terminal charges, updated tariffs, terminal position and cargo tracking, please visit the PTML website and select E-Services.

Customer Care: Tel 01-2790889

Email: customercare@grimaldi-nigeria.com

Website: www.ptml-nigeria.com

This handbook is a consolidated presentation of PTML's published terminal charges to importers and exporters. All rates are exclusive of 7.5% VAT and are subject to change at Management's discretion, in accordance with applicable regulatory approvals.

Appendix — Worked Example Invoices

The following three illustrative invoices show how PTML terminal charges combine with the carrier's shipping-line / agency charges to form a typical Receipt/DO/TDO. Figures use the rates effective 16 May 2026 and are exclusive of any discretionary discounts. Amounts are in NGN. One worked example is shown per page.

Important — these worked examples are NOT terminal charges alone. Each example combines PTML terminal charges with Grimaldi Agency Nigeria shipping-line / agency charges (e.g. Shipping Line Import Fee, Nigerian Port Freight Additional Recovery, Container Cleaning, Demurrage). The agency charges are set by the carrier's agency and not by the terminal; they must be verified independently against the current Grimaldi Agency Nigeria tariff. Updated and comprehensive tariffs are published on the PTML website at www.ptml-nigeria.com.

Vehicle — worked example

Worked Example 1 — Vehicle Import / RoRo

1 × Car · 1 Bill of Lading · Landed 6 May 2026 · Rated 16 May 2026 · 10 days on terminal · Standard free time (storage 3 days) · Vehicles do not attract carrier demurrage

SHIPPING LINE / AGENCY CHARGES — GRIMALDI AGENCY NIGERIA

Shipping Line Import Fee	12,750
Nigerian Port Freight Additional Recovery Fee	19,600

PORT & TERMINAL CHARGES — PTML

Terminal Handling Charge (THC)	48,000
Terminal Delivery Charge (TDC)	10,800
Terminal Documentation (per B/L)	33,000
Storage / Parking Rent — 7 chargeable days (days 4–10)	111,000

Total Charge	235,150
V.A.T. @ 7.5%	17,636
NIPOST & CBN Stamp Duty	100
GRAND TOTAL	252,886

Container — worked example

Worked Example 2 — Container Import

1 × 40' Dry Box · 1 Bill of Lading · Landed 1 May 2026 · Rated 16 May 2026 · 15 days on terminal · Standard free time (storage 5 days, demurrage 7 days)

SHIPPING LINE / AGENCY CHARGES — GRIMALDI AGENCY NIGERIA

Shipping Line Import Fee	94,000
Container Cleaning & Maintenance Recovery Fee	4,800
Nigerian Port Freight Additional Recovery Fee	157,000
Demurrage — 8 chargeable days (days 8–15)	140,600

PORT & TERMINAL CHARGES — PTML

Terminal Handling Charge (THC)	306,300
Terminal Delivery Charge (TDC)	18,000
Customs Examination (Physical)	104,700
Terminal Documentation (per B/L)	33,000
Storage / Parking Rent — 10 chargeable days (days 6–15)	549,600

Total Charge	1,408,000
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V.A.T. @ 7.5%	105,600
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NIPOST & CBN Stamp Duty	100
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GRAND TOTAL	1,513,700
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General Cargo — worked example

Worked Example 3 — General Cargo Import

10 W/M project cargo (≤ 15 W/M band) · 1 Bill of Lading · Landed 1 May 2026 · Rated 16 May 2026 · 15 days on terminal · Standard free time (storage 3 days)

SHIPPING LINE / AGENCY CHARGES — GRIMALDI AGENCY NIGERIA

Shipping Line Import Fee (per W/M, $1,050 \times 10$)	10,500
MOWCA Levy (per W/M, 65×10)	650

PORT & TERMINAL CHARGES — PTML

Terminal Handling Charge (per W/M, $6,375 \times 10$)	63,750
Terminal Delivery Charge (per B/L)	3,000
Terminal Delivery Charge (per W/M, $1,800 \times 10$)	18,000
Terminal Documentation (per B/L)	33,000
Storage / Parking Rent — per W/M, 12 chargeable days (days 4–15) $\times 10$	124,750

Total Charge	253,650
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V.A.T. @ 7.5%	19,024
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NIPOST & CBN Stamp Duty	100
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GRAND TOTAL	272,774
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These examples are illustrative only. Actual invoices depend on cargo type, number of units or W/M, the landing and rating dates, any extended free time granted, customs examination type, and applicable VAT and statutory levies. A live estimate can be produced from the PTML Invoice Estimator.