

# PORT OF PORT OF SPAIN

A Strategic Business Unit of Port Authority of Trinidad & Tobago



## Port Tariff

updated  
October 1st 2010

## Services to the Shipping Lines & Agents

ver 2.2

Head Office, Dock Road.  
Port of Spain.  
Trinidad. West Indies.

Tel: 868-623-2901/5  
Fax: 868-623-2901, ext 249  
Email: [info@patnt.com](mailto:info@patnt.com)



# CONTENTS

---

PAYMENTS	1
VESSEL SEA-SIDE OPERATIONS	2
BASIC CONTAINER HANDLING CHARGES	3
BERTHING WINDOWS	4
TARIFF CHANGES	5
LAND-GATE SIDE-GATE OPERATIONS	6
EMPTY STORAGE FOR CONTAINER OPERATORS	7
DOMESTIC EMPTY UNITS	8
TRANS-SHIPMENT EMPTY CONTAINERS	9
STORE RENT CHARGES WHEN THERE IS A CHANGE IN CONTAINER STATUS	10
INVOICING OF VESSELS	10-15
TARIFF FOR CONTAINER TRAFFIC IN USD	16-23
PILOT AND TUGS AT PPOS	24-25
PUBLIC HOLIDAYS OF TRINIDAD & TOBAGO	25

Tariff available for download at <http://www.patnt.com>

Amendments were made to pages **16, 17** and **22**.  
Changes are in **Blue** and coloured **Blue**.



# 1. PAYMENTS

---

- 1.1 All charges are quoted in USD.
- 1.2 Payments for Marine and Basic Container Handling charges can be made in USD or TTD at the rate of exchange based on the average of the buying and selling rate published by the Central Bank of Trinidad and Tobago. USD payments must be drawn on a Trinidad and Tobago Bank.
- 1.3 The rate used is based on the second to last day of each calendar quarter and is applied for the following quarter. The arrival (at berth) date of the vessel will determine the rate.
- 1.4 All other payments can be made in USD or TTD at the rate of exchange shown on the invoices as calculated above.



## 2. VESSEL SEA-SIDE OPERATIONS

---

- 2.1 Vessels can berth 24/7 at any time subject to pilot, tug and berth availability as well as draft.
- 2.2 Terminal operations are also 24/7 except as outlined under Public Holidays and may start on arrival of the vessel subject to actual ETA, availability of gangs and any future Union Working Agreements.
- 2.3 Operations can be continuous including meal hours subject to Union Working Agreements.
- 2.4 Vessels will be required to leave the berth on completion of cargo operations, unless an alternative arrangement is agreed upon with terminal management.



### 3. BASIC CONTAINER HANDLING CHARGES

---

- 3.1 One unit rate per type of operation
- 3.2 This unit rate is the same irrespective of weekday, work shift, Saturday or Sunday.
- 3.3 Container vessels handled on Saturday, Sunday and Public Holidays must have an exchange of sufficient volumes whose Basic Handling Charges' revenue exceeds PPOS' shift labour costs. Otherwise, the vessel will be invoiced for actual labour costs. The Terminal Operations Manager will advise the vessel agent if such a case may occur and offer the option to delay berthing to a normal work shift or to be invoiced the actual labour costs.
- 3.4 On Public Holidays (*See Page 25*) PPOS will work vessels provided that sufficient manpower can be allocated.
- 3.5 For Public Holidays if worked, there will be a surcharge of 25% of the Basic Handling Charges related to vessel Ship to Shore (STS) activity only. Public Holidays will start at 00:01 hours and end at 23:59 hours of the day deemed a Public Holiday.
- 3.6 For Mooring/Unmooring a 75% surcharge is applied for Public Holidays.
- 3.7 Gang(s) ordered for a "NO SHOW" Vessel will be invoiced to the Line, unless these gang(s) can be transferred to other Vessel(s).

## 4. BERTHING WINDOWS

---

- 4.1 Lines may request a Berthing Window Agreement subject to those already in place and the expected exchange per vessel and estimated productivity on any service that it may operate.
- 4.2 A vessel arriving in a ‘window’ will be allowed to berth ahead of any other waiting vessels and will be allocated at least one STS.
- 4.3 Windows are expressly given on the basis that PPOS may withdraw them at any time that designated vessels do not arrive regularly within their window.
- 4.4 Windows may be withdrawn either permanently or temporarily by PPOS if it has been deemed in the best interests of all users of the terminal.



## 5. TARIFF CHANGES

---

- PPOS reserves the right to amend or adjust Basic Handling Charges in light of inflation or energy input increases.
- In addition, if the costs of any energy inputs that are charged by State Enterprises are varied after the date of publication of the prevailing Tariff, PPOS reserves the right to levy a surcharge.

ELECTRICITY USAGE CHARGES		
Energy Rate	0.1700	per KWH
Maximum Demand Charge per month	42.23	per KVA

## 6. LAND-GATE SIDE-GATE OPERATIONS

---

- 6.1 Receiving and delivery takes place from 07:00 hours to 23:00 hours on weekdays except for meal breaks 11:00 hours to 11:30 hours and 19:00 hours to 19:30 hours.
- 6.2 In order to optimise yard management, a Planned Delivery System is in operation from 07:00 hours to 15:00 hours for import containers, which must be booked the day before.
- 6.3 Ten or more containers on one Bill of Lading can be stacked separately out of the Planned Delivery System, subject to notice by agents or consignee prior to vessel arrival. Delivery may be requested independent of the Planned Delivery System.
- 6.4 The gate may be opened on request on Saturdays, Sundays and public holidays subject to the following rates, paid in advance at Cargo Accounts for full or empty containers:

1-5 Containers	USD 1,200
6-10 Containers	USD 2,400
11 or more Containers	USD 3,600



## 7. EMPTY STORAGE FOR CONTAINER OPERATORS

---

- Each container operator will be granted an Empty Free Stock Level separated into domestic and trans-shipment.
- Domestic empties include empties discharged from a vessel and those returned from import deliveries.
- Trans-shipment empties are those designated at the time of discharge on the BAPLIE and/or discharge list.
- Empty Storage will be charged by TEU per day over the agreed Empty Stock Level. The Empty Free Stock Level is determined as follows:-
- Empty Stock Levels to be reviewed semi-annually.

## 8. DOMESTIC EMPTY UNITS

---

- Last calendar year's throughput of discharged full TEUs of domestic cargo.
- Multiply these TEUs by 7 days free storage, yields Empty Container Day TEUs over 12 months.
- Divide the Empty Container Day TEUs by 365.
- This is the level of Empty Free Stock the container operator is allowed to have on any calendar day.
- Any TEUs above the Empty Free Stock level on any day will be charged on a once a week basis.
- Any TEUs below the Empty Free Stock do not yield any credit.



## 9. TRANS-SHIPMENT EMPTY CONTAINERS

- The same approach and calculation as per Domestic Empty Units but is using fourteen (14) free calendar days.
- The two levels are now combined of Empty Free Stock, Domestic and Trans-shipment.
- The empty stock levels will be reviewed and adjusted upwards or downwards as necessary July 1st or January 1st.
- If a container/box operator predicts a strong increase or decrease in activity this will be taken into account.
- However, in the event the prediction does not materialize the port reserves the right to revert to old stock level from the date of change.

## 10. STORE RENT CHARGES WHEN THERE IS A CHANGE IN CONTAINER STATUS

---

- The container will be treated in its new status from the date of the payment. Free storage days prior to the change will no longer apply.
- Free storage days in its new status will apply.

## 11. INVOICING OF VESSELS

---

### 11.1 VESSEL/BOX OPERATOR

- Vessel Planning receives the moves to be discharged and loaded from agent/line as per the PPOS Terminal Operations Requirements Policy, which states that load and discharge plans must be received 24 hours prior to vessel arrival for Deep Sea Calls and 10 hours for Short Sea Calls.
- The expected exchange sub-divided into each Box Operator is the calculation for the vessel advance, which is payable prior to berthing.

# 11. INVOICING OF VESSELS - CONTINUED...

---

## 11.1 VESSEL/BOX OPERATOR

- Unless agreed separately with PPOS – Chief Financial Officer, each vessel operator is responsible for their advance payment and the coordination of payment by each Box Operator.
  
- After the Vessel has left, PPOS produces a **Vessel Performance Report (VPR)**, which shows:
  - Units Discharged and Loaded by size/type status - Domestic/Trans-shipment Box Operator
  - Hatch Cover Moves
  - Out of Gauge Units
  - Restows via Quay
  - Restows Cell/Cell
  - Hazardous Cargo Units
  - Amount of Units handled by Vessel Gear
  - Standby Charges
  - Administration Charges for Change in Data
  - Format of Vessel Bay Plans
  - The Lines' representative or agent is required to sign-off on the Vessel Operations Report within four hours after the vessel operations are complete.

## 11. INVOICING OF VESSELS - CONTINUED...

---

### 11.1 VESSEL/BOX OPERATOR

- The VPR becomes the Operational Pro-Forma Invoice. Any discrepancies will be mutually agreed upon, corrected and signed for within 2 working days after the vessel departure.
- The Operational Pro-forma Invoice is relayed to PPOS Finance Department for formal issue.
- The PPOS Final Invoice showing the advance payment deductions goes to the respective Vessel and Box Operators.
- Payment is due on receipt. PPOS reserves the right to charge interest at 2% per month for delayed payments.
- Standby charges prior to start of operations caused by awaiting documentation from the agent or vessel are effective immediately and have no grace period. The time for waiting on documents will be recorded on the VPR and charged at the standby charge rate per hour ship to shore (*See Page 20*).

# 11. INVOICING OF VESSELS - CONTINUED...

---

## 11.1 VESSEL/BOX OPERATOR

- Standby charges prior to start of operations caused by vessel delays will have grace periods of 2 hours.
- Standby charges during operations caused by vessel delays will have a grace period of 1 hour per ship to shore.
- Administration charges for changing data are applicable once discharge and load information has been received and is subsequently changed within 24 hours prior to vessel arrival for Deep Sea Calls and 10 hours for Short Sea Calls. Administration Charges also apply once a container is discharged or received through the gate if vessel, voyage, port of discharge or status etc is changed.
- A late fee for non-receipt of complete manifests, discharge and load information from the vessel operator within the 24 hour cut-off for Deep Sea Vessels and 10 hour cut-off for Short Sea Vessels to vessel arrival will be charged at a rate of USD300. per day.

# 11. INVOICING OF VESSELS - CONTINUED...

---

## 11.2 LAND-SIDE BILLING

At the end of every week the following costs are to be settled:

- Empty Container Storage if any empty TEUs exceeded the Empty Free Stock Daily Allowance for domestic containers.
- Storage related to empty trans-shipment units.
- Ancillary costs of:
  - Seals
  - Removing placards empty domestic and empty trans-shipment boxes
  - Reefer running costs for exports
  - Reefers plugged in and out for Imports/Exports/ Trans-shipments
- Extra terminal move requested by Line is charged to the Agent.
- Move of containers to the repair yard is to be charged to the Agent.



## **11. INVOICING OF VESSELS - CONTINUED...**

---

### **11.3 TRANS-SHIPMENT CONTAINERS:**

- A trans-shipment container offloaded at another Port but received by PPOS for export will incur a Gate Receive Charge of USD35. and will be loaded at the Transshipment Rate.
- A trans-shipment Container offloaded at PPOS but delivered to another Port for export will incur a Gate Delivery Charge of USD35.

### **11.4 EMPTY CONTAINERS:**

- An empty container discharged at PPOS and delivered to another port will incur a Gate Delivery Charge of USD35.
- An empty container discharged at another port and received by PPOS will incur a Gate Receive Charge of USD35.

### **11.5 EXPORT CONTAINERS:**

- Export containers received at PPOS and re-delivered to the shipper without loading will incur a Gate Receive Charge of USD35. plus a Gate Delivery Charge of USD35. This must be paid in cash by the shipper at Cargo Accounts; total charge of USD70.

## 12. TARIFF FOR CONTAINER TRAFFIC IN USD

Basic Handling Charges	Full Units		Empty Units		NOTES
	20 ft	40 ft	20ft	40ft	
<b>Discharge Import</b>					
Container Crane & Gottwald Crane	173	173	50	50	2 USD increase covers the sealing cost of MT Boxes.
Vessel Gear	146	146	50	50	
Ro-Ro Vessel	110	110	50	50	
Ro-Ro Vessel Empty Chassis	-	-	45	45	
<b>Loading Export</b>					
Container Crane & Gottwald Crane	112	112	107	107	
Vessel Gear	96	96	91	91	
Ro-Ro Vessel	80	80	75	75	
Ro-Ro Vessel Empty Chassis	-	-	40	40	
<b>Trans-shipment</b>					
TEU Band/Year					
0-30,000	59	59	59	59	Rates apply to the Box Operator
30,001-60,000	55	55	55	55	
Above 60,001	53	53	53	53	
<b>Out of Gauge Containers/Flats</b>					
Additional USD over the above Unit Rate	75	75	75	75	Applies when Spreader or Frame cannot be used alone.
Additional USD over the above Unit Rate	25	25	25	25	Applies when cargo exceeds ISO standard 20/40ft with Spreader.
Hatch Covers	90	90	-	-	Per Single Move/ <b>Spreader</b>
	<b>180</b>	<b>180</b>	-	-	<b>Per Single Move/Wires</b>
<b>Exceptional Pieces</b>					
Cargo that requires special lifting equipment due to size and weight decision as per port					Subject to quotation

## 12. TARIFF FOR CONTAINER TRAFFIC IN USD

Basic Handling Charges	Full Units		Empty Units		NOTES
	20 ft	40 ft	20ft	40ft	
Conventional Cargo via STS Crane					Handling conventional cargo via any crane from a container vessel. Vessel charges are as follows:- 0-10T - 200USD/piece 11-20T - 400USD/piece 21-40T - 600USD/piece 40T and more - *TBN
<b>Gate Receive/Delivery</b> Gate Receive/Deliver Charge for units not discharged or loaded at PPOS	35	35	35	35	In additional to any Basic Handling Charge
Extra Terminal Move requested by Line	10	10	10	10	Per Container
<b>Shifting Containers per Cycle</b> From Cell to Cell Via Quay (also Lashing Bins)	<b>90</b>	<b>90</b>	<b>90</b>	<b>90</b>	
<b>Inter-Island Unit PPOS/Tobago Rate</b> Box Rate Roundtrip PPOS-Tobago-PPOS	LCL 1060 FCL 1005	LCL 1205 FCL 1130			Unit from PPOS on Chassis to Ro-Ro Vessel discharge at Tobago and returned for PPOS ex Ro-Ro Vessel and vice versa. Chassis supplied by Trucker or TTIT.

\* To Be Negotiated

## 12. TARIFF FOR CONTAINER TRAFFIC IN USD

<b>OTHER CHARGES</b> Storage for Containers	Full Units		Empty Units		NOTES
	20 ft	40 ft	20ft	40ft	
<b>Import Containers</b> 7 Free Calendar Days after free time in USD/ Day	0 13 25	0 25 50	See Empties as per agreement		0-7 Days 8-15 Days > 16 Days 5 or more Import Containers on one B/L - 10 Free Calendar Days until further notice.
<b>Full Export Containers</b> 14 Free Calendar Days Charge in USD/Day after 7 Calendar Days	13	25			
<b>MT Containers for Loading</b> Empty Stock Level per Container Operator			As per agreement		
Charge per TEU/Day in excess of Free Stock			2	4	
<b>Trans-shipment Containers Full or Empty</b> 14 Free Calendar Days			As per agreement		
After Free Time in USD	13	25	2	4	



## 12. TARIFF FOR CONTAINER TRAFFIC IN USD

OTHER CHARGES	Full Units		Empty Units		NOTES
	20 ft	40 ft	20ft	40ft	
<b>Parking of Chassis Charge/Day</b>					
Vessel Operator	8	8	8	8	
Transport Haulier	12	12	12	12	
Ro-Ro Trailers/Mafis	8	8	8	8	
Empty Trailers - Pre-Gate Area					Trailers left in pre-gate area will be reported to Agent and a penalty charge of 333USD/Day
<b>Reefer Containers</b>					
Plug-In Charge per Unit	5	5			PPOS is responsible for checking temperature regularly. Deviations in temperature will be reported to the Agent or designated Consignee as requested.
Temperature Monitoring/Day	5	5			
Plug-Out Charge per Unit	5	5			
Electricity cost per Day	10	10			
<b>Hazardous Cargo Containers additional over Base Rate</b>	30%	30%			
<b>Removing or Applying Placards (Hazardous) per Unit</b>	10	10			
<b>Knocking Down/ Build Up Flats into/ from one Unit</b>	15	15			15USD per individual Flat & the grouped unit follows the Basic Handling Charge.
<b>Apply Seals for Full Containers/MT Containers</b>					Incorporated in the Full Discharge.

## 12. TARIFF FOR CONTAINER TRAFFIC IN USD

OTHER CHARGES	20 ft	40 ft	NOTES
<b>Import Containers</b>			
Fitting Tarpaulins to Open Tops	25	50	Only when service is performed by PPOS.
Weighing of Containers	5	5	
Cleaning of Containers (excludes Garbage Removal)	15	25	
Drayage per Import move to the Customs Inspection Area	35	35	Same rate for lifting empty boxes out of stack for inspection charged to Consignee/Shipper
Move to/from repair yard	35	35	Per move
Standby Charge per STS Crane after 2 hour grace, prior to start of operations. Weekdays, Saturday/Sunday/Public Holidays	300/hr 500/hr	300/hr 500/hr	First hour is no charge and then USD75 for every 15 min. block or part thereof. Delays are added up and then calculated cumulatively at the end.
Standby Charges (Vessel Delays) during Operation after One Hour Grace. Saturday/Sunday/Public Holidays.	300/hr 500/hr	300/hr 500/hr	Delays due to waiting on documents are recorded on vessel arrival and a grace period given.
Delays due to awaiting documents prior to and during operations. Saturday/Sunday/Public Holidays.	300/hr 500/hr	300/hr 500/hr	Any documents not received within the 24 hour cut off for long hauls and 10 hour cut off for short hauls will be considered late.
Late Documentation Fee	300/ day	300/ day	

*Access to CSP Package is USD1,200 to be paid Annually.*

## 12. TARIFF FOR CONTAINER TRAFFIC IN USD

OTHER CHARGES	20 ft	40 ft	NOTES
<b>Administraton Charges</b> Change of Date within 24 hours for Deep Sea Calls and 10 hours for Short Sea Calls per Unit once plans have been received.	15	15	When either Vessel, Port destination or status is changed for a Full or Empty Unit.
Status Change after Full and Empty Container Discharge	35	35	This charge includes administrative charges and a maximum of 2 extra moves.
<b>Vessel Advance</b> Prepaid Marine User Fees/ Basic Handling Charges prior to Vessel start.	100%	100%	
Interest charges on unpaid Invoices (after 1 month)	2%	2%	
- Stowage information via BAPLIE per Vessel	0		
- Stowage information via Excel per Vessel	100		
- Stowage information via FAX per Vessel	200		
- Stowage infromation via Chief Officer per vessel.	300		
<b>Stuffing/Unstuffing - Weekdays</b> Dry Container including vehicles through Sheds	250	500	
<b>Stuffing/Unstuffing - Weekends</b>			Cost of unstuffing direct from Vessel on weekends will be the cost of the unstuffing gang.
Dry Containers including vehicles on Saturdays/ Sundays /Public Holidays			

## 12. TARIFF FOR CONTAINER TRAFFIC IN USD

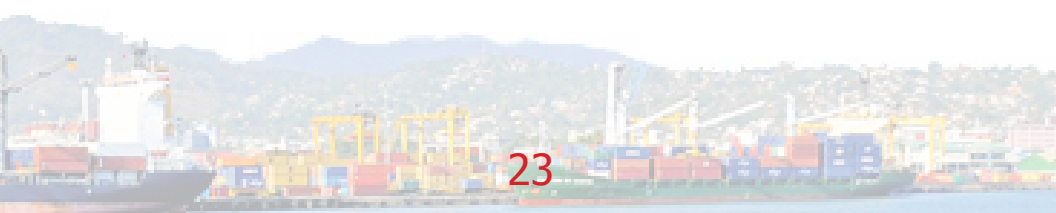
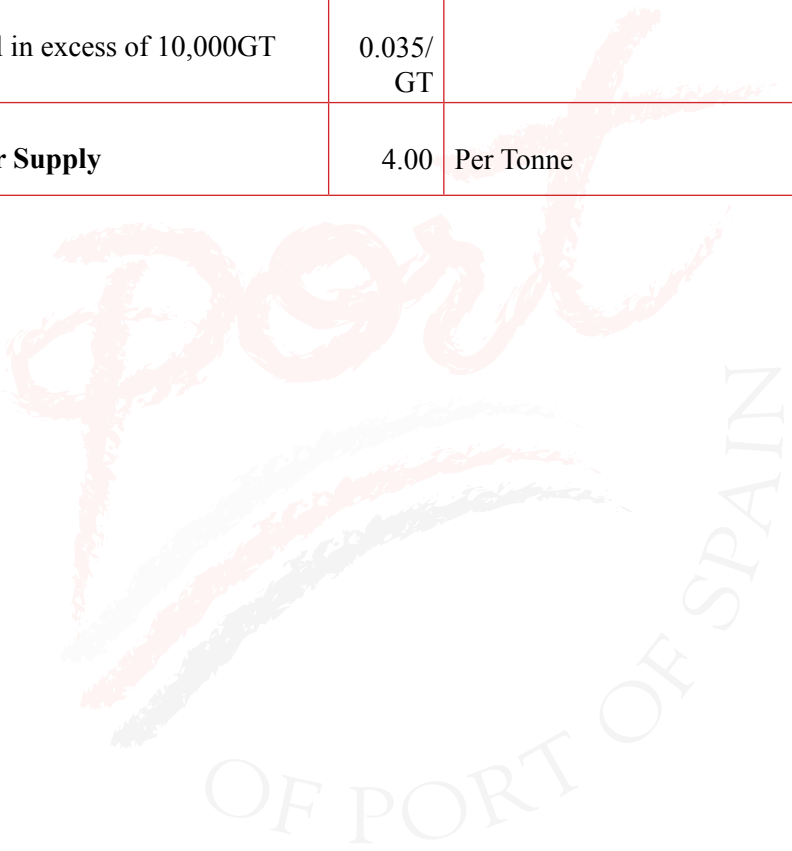
MARINE USER CHARGES	RATE USD	NOTES
<b>Port Dues for use of Harbour</b>		
Below 2,000GT	0.10	Bunkering, Medical, Crew, Repairs and Supplies are 50% of these rates i.e. No Commercial Cargo Exchange
From 2,001 to 10,000GT	0.12	
Above 10,001GT with Maximum Payable 2,500USD	0.15	
<b>Towage (per movement)/Tug</b>		
Tug HP Capacity >2,600	<b>700.00</b>	Over 30 mins. is full hourly rate.
Vessel with no power	900.00	Per hour. Same as above.
Outside of Port of Spain	450.00	Per hour/Tug from base to base for Scarborough.
Outside of Port of Spain	<b>700.00</b>	Per hour/Tug from base to base.
Standby Charge	450.00	Standby Only.
Cancellation of Tugs Order		Same as above, based on One hour.
<b>Vessel Mooring/Unmooring &amp; Shifting alongside (per move).</b>		
Vessel below 2,000GT	100.00	
Vessel below 2,000 to 10,000GT	175.00	
Vessel in excess of 10,000GT	200.00	
Passenger Vessels	200.00	Fixed Rate per Move
Additional %	75%	Public Holidays only
Cancellation of Vessel Movements		Same as above



## 12. TARIFF FOR CONTAINER TRAFFIC IN USD

---

MARINE USER CHARGES	RATE USD	NOTES
<b>Berthing Dues Per Day</b> Vessel Below 2,000GT	200.00	
Vessel from 2,001 to 10,000GT	300.00	
Vessel in excess of 10,000GT	0.035/ GT	
<b>Water Supply</b>	4.00	Per Tonne



## 13. PILOT AND TUGS AT PPOS - CONTINUED...

---

Vessel Size in GT	Working Bow Thrusters	No of Tugs
Up to 1,000 GT	No	0
1,001 to 20,000 GT	Yes	1
20,001 & Upwards	Yes	2
1,001 to 10,000 GT	No	1
10,001 & Upwards	No	2

*GT - Gross Tonnage*

- 13.1 The above is based on good weather and Docking/ Undocking conditions at the Berth and are the minimum requirements.
- 13.2 One Tug is required unless below 1,000 GT. If the Master insists on 1 Tug instead of 2, he will be required to sign for that request at boarding of the Pilot.
- 13.3 A Notice must be given 48 hours in advance indicating Vessels longer than 230 meters since this type of Vessel requires 3 Tugs.

## 13. PILOT AND TUGS AT PPOS

---

13.4 All Vessels which berth at 15,000 GT and over are required to have a second tug on standby. Kindly note that the applicable under-mentioned charge will be raised whether the tug's service is used or not. Exceptions to the rule, which will allow one tug in use are:-

- A modern Vessel with both bow and stern thrusters in good working order.
- Vessels exceeding 8.5 meters draft are subject to the use of two tugs at pilot's request.

13.5 Invoicing of Marine and Tug charges will be invoiced by POSINCO after the vessel has left the Port.

## 14. PUBLIC HOLIDAYS OF TRINIDAD & TOBAGO

---

January	1st	New Year's Day
March	30th	Spiritual Baptist Liberation Day
April	22nd	(2011) Good Friday
April	25th	(2011) Easter Monday
May	30th	Indian Arrival Day
June	19th	Labour Day
June	23rd	Corpus Christi
August	1st	Emancipation Day
August	31st	Independence Day
September	24th	Republic Day
October	TBA	(To Be Announced) Eid-ul-Fitr, Divali
December	25th	Christmas Day
December	26th	Boxing Day