

PORT OF PORT OF SPAIN

TARIFF

PPOS Services to the Shipping Lines

Summary of Services rendered to the **Lines/Agents**

All charges are quoted in US\$.

Payments for vessel activity can be made in US\$ or TT\$ at the rate of exchange based on the average of the buying and selling rate published by the **CENTRAL BANK OF TRINIDAD & TOBAGO**.

The rate used is based on the second to last day of each month and is applied for the following month. The **ARRIVAL DATE** of the Vessel will determine the rate.

ALL other Payments can be made in US\$ or TT\$ at the rate of exchange shown on the Invoice. This rate is based as above.

VESSEL-SIDE

- The Terminal works 24/7 and Vessels can dock at any time subject to Pilot, Tug and Berth availability.
- Operations will start on arrival of the Vessel pending new Union Working Agreements and subject to circumstances regarding ETA and agreed ordering of Gangs.
- Operations are continuous including Meal hours pending new Union Working Agreements.
- Vessels will be required to leave the Berth on completion of cargo operations, unless an alternative arrangement is agreed upon with Terminal Management.
- The **Unit Rates** are attached and basically cover:
 - One Unit Rate per type of Operation
 - This Unit Rate is the same irrespective of Weekday, Work Shift, Saturday or Sunday.
 - On Public Holidays PPOS will work Vessels provided that sufficient men can be allocated i.e. Labour Day on June 19th and other similar days.
 - For Public Holidays if worked, there will be a surcharge of 25% of the **Basic Unit Rates** related to 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 including 'Holidays To Be Determined', and holidays that occur on a weekend but is given on the next working day.
(List up to 31/12/07 attached).
- For Mooring/Unmooring a 75% surcharge is applied for public holidays.
- Other Charges set out specific costs for specific services rendered.

Productivity arrangements to be discussed per individual Line/Agent.

Note:

The new **Base Tariff Rates** are subject to inflation which will be reflected in the Line/Agent contract. *If the energy costs change suddenly by a certain magnitude*, PPOS reserves the right to levy a surcharge for these unit rates involving energy.

Electricity		
Fuel Charge	0.055735	per KWH
Electricity	0.0690	per KWH
Electricity	26.0800	per KVA
Diesel	1.50	per litre

LAND-GATE SIDE

The Gate for receiving and delivery

- Receiving and Delivery from 07:00 hours to 23:00 hours on weekdays.
- Saturdays, Sundays and Public Holidays on request against a mutual pre-arranged lump sum by Consignee. This is to be billed to the consignee's account, if any.
- Other charges set out specific costs for services rendered.

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 would no longer apply. Free storage days in its new status will apply.

MT (EMPTY) STORAGE

Each Container Operator will have a separate and agreed Domestic and Transhipment MT Stock TEU Levels. MT Storage will be charged per TEU per day over the allocated agreed MT Stock Level based on the Stock Level taken at approximately **23:30 hours** each day.

MT Free Stock for Container Operators

The MT Free Stock Level is in principle determined as follows:

DOMESTIC MT UNITS

1. Last calendar year of 12 Months of Inbound Full TEUs of Domestic Cargo.
2. Multiply these TEUs by 7 days Free Storage, yields **MT Container Day TEUs** over 12 months.
3. Divide the **MT Container Day TEUs** by 365.
4. This indicates the **MT Free Stock Holding** the container Operator is allowed to have on any calendar day.
5. Any TEUs above the MT Free Stock on any day will be charged on a **once a week basis**.
6. Any TEUs below the MT Free Stock do not yield any Credit.

The above can be adjusted on 1st July or 1st January if the Line/Operator predicts a strong increase or decrease in activity. In the event the prediction does not materialise the Port reserves the right to revert to the old stock level from the Date of Change.

In essence PPOS will operate with 3 Categories of MT units;

1. MT Units for Ocean Positioning, accounted for in the Free MT Domestic Stock.
2. MT Units ready for City Positioning to be loaded for Export Cargo, accounted for in the Free MT Domestic Stock.
3. MT Units related to the Transshipment Business.

Free MT Stock for Transshipment MT Containers:

The same approach and math as per Domestic MT Units but using 14 FREE calendar days.

Invoicing Method

VESSEL-SIDE BILLING

1. Vessel Planning receives the moves to be Offloaded 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.**
2. This determines the Prepayment of 100% as an advance.
3. After the Vessel has left, PPOS checks amongst others, the following:
 - Units Offloaded and Units Loaded, for Domestic and/or Transshipment
 - Hatch Cover Moves
 - Out of Gauge Units
 - Container Shifts via Quay
 - Container shifts via Cell
 - Hazardous Cargo Units
 - Amount of Units handled by Vessel Gear
 - Any Standby Charges
 - Any Administration charges for Change in Data
 - Format of Vessel Load/Offload Plans

4. Administration Charges for changing data are applicable once offload and load information is changed **within** 24 hours prior to vessel arrival for Deep Sea Calls and 10 Hours for Short Sea Calls as per the PPOS Terminal Operations Requirements Policy.

Administration Charges also apply once the unit is received and vessel or Port or Status is changed.

A **LATE FEE** for **NON RECEIPT of COMPLETE Manifests**, Load and Offload information from the VESSEL OPERATOR within the 24 hour cut off for long hauls, and 10 hour cut off for short hauls prior to vessel arrival will be charged at a rate of 300 US\$/DAY.

A sign off is required within 4 hours after the vessel operations are complete, agreeing on volumes offloaded and loaded included the status of the containers.

5. This becomes the Operational Proforma Invoice, which will be checked ASAP with the Agent/Line or Container Operator for accuracy.

Any discrepancies will be mutually agreed upon, corrected and signed for within 2 working days after the Vessel Departure.

6. The agreed upon Proforma Invoice (operational and financial) is relayed to the Finance Department of PPOS for formal issue.
7. The formal Operational Proforma Invoice goes out to the respective parties minus the initial prepayment.
8. Payment is expected within 30 days, beyond which an interest of 2% is charged.

9. Marine charges will be invoiced by PPOS and/or POSINCO after the vessel has left the Port. Marine Charges apply to **ALL** vessels.
10. Standby Charges PRIOR TO START of Operations and DURING Operations caused by AWAITING DOCUMENTATION from The Agent is effective immediately and has **NO GRACE PERIOD**. The time for awaiting documents will be recorded and charged at the standby charge rate per hour.
11. Standby Charges PRIOR TO START of Operations and DURING Operations caused by Vessel Delays will have grace periods of 2 hours and ONE hour respectively.



LAND-SIDE BILLING

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

1. Empty Container Storage if any MT TEUs exceeded the MT Free Stock Daily Allowance for Domestic Containers.
2. Empty Storage related to Transshipment Units.
3. Auxiliary costs of:
 - Weighing of Containers will follow the current procedure where tickets are purchased in cash from Cargo Accounts
 - Seals
 - Removing Placards
 - Reefer running costs
 - Reefers plugged in and out for Imports/Exports
4. Extra Terminal Move requested by Line is charged to the Agent.
5. Drayage or move of Cargo at the request of Customs & Excise is to be charged to the Consignee.
6. Move of Cargo to the repair yard is to be charged to the Agent.
7. Transshipment Containers –
 - (i) A Transshipment container offloaded at another Port but received by PPOS for export will incur a Gate Receive Charge of 35 US\$ and will be loaded at the Transshipment Rate.
 - (ii) A Transshipment Container offloaded at PPOS but delivered to another Port for export will incur a Gate Delivery Charge of 35 US\$.
8. MT Containers –
 - (i) An MT container offloaded at PPOS and Delivered to another Port will incur a Gate Delivery Charge of 35 US\$.
 - (ii) An MT container offloaded at another Port and received by PPOS will incur a Gate Receive Charge of 35 US\$.
9. Export Containers, received at PPOS, but delivered to the Shipper without loading will incur a Gate Receive Charge of 35 US\$ PLUS a Gate Delivery Charge of 35 US\$. This must be paid in Cash by the Shipper at Cargo Accounts.

Tariff for Container Traffic in US\$

	Full Units		Empty Units		Notes
	20ft	40ft	20ft	40ft	
Basic Handling Charges					
Offloading Import					
Container Crane & Gottwald Crane	171	171	45	45	<i>Is Minus 15% of the above Rate applied to FULL UNITS</i>
Vessel Gear	146	146	45	45	
Ro-Ro Vessel	110	110	45	45	
Ro-Ro Vessel Empty Chassis	-	-	40	40	
Loading Export					
Container Crane & Gottwald Crane	107	107	107	107	<i>Is Minus 15% of the above Rate</i>
Vessel Gear	91	91	91	91	
Ro-Ro Vessel	75	75	75	75	
Ro-Ro Vessel Empty Chassis	-	-	40	40	
Transhipment					
Per Single Discharge or Load Move	45	45	45	45	
Out of Gauge Containers/Flats					
Additional US\$ over the above Unit Rate	75	75	75	75	<i>Applies when Spreader or Frame cannot be used. Applies when Cargo exceeds ISO Standard 20/40ft with Spreader To Be Negotiated separately for Lines with such cargoes.</i>
Additional US\$ over the above Unit Rate	25	25	25	25	
Conventional Cargo via STS Crane	TBN	TBN	TBN	TBN	
Gate Receive/Delivery					
Gate receive/deliver charge for Units not being Offloaded or Loaded at PPOS	35	35	35	35	<i>Not being a TS unit, plus the above Base Rate.</i>
Extra Terminal Move requested by Line	10	10	10	10	
Shifting Containers per Cycle					
From Cell to Cell	63	63	63	63	
Via Quay (also for Lashing Bins)	90	90	90	90	
Hatch Covers					
Per Single Move	85				-15%
Vessel Gear	72				
Inter Island Unit Rate PPOS/Tobago					
BOX Rate Round Trip PPOS-Tobago-PPOS	To be agreed on by PPOS & TTIT.			<i>Unit from PPOS on Chassis to RoRo Vessel, offloaded at Tobago and returned for PPOS ex RoRo Vessel and vice versa. Chassis supplied by Trucker or TTIT.</i>	
	Being over and above the above Base Charge.				

OTHER CHARGES

	Full Units		Empty Units		Notes
	20ft	40ft	20ft	40ft	
Storage for Containers					
Import Containers					
7 FREE Calendar Days	0	0	See MTs 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
After Free time in US\$/per day	13	25			
	25	50			
Full Export Containers					
7 FREE Calendar Days					
Charge in US\$/Day after 7 Calendar Days	13	25			
MT Containers for Loading					
MT Stock Level per Container Operator			As per agreement		
Charge per TEU/Day in excess of Free Stock			2	4	
Transshipment Containers Full or MT					
14 FREE Calendar Days			As per agreement		
After Free Time in US\$	13	25	2	4	
Parking of Chassis Charge /Day					
Vessel Operator	8	8	8	8	
Transport Haulier	12	12	12	12	
Ro-Ro Trailers/Mafis	8	8	8	8	
Reefer Containers					
Plug in Charge per Unit	5	5			PPOS is responsible for checking Temp. regularly. Deviations in Temp. will be reported to Agent or Designate.
Temperature Monitoring	5	5			
Plug Out Charge per Unit	5	5			
Electricity cost per day	10	10			
Hazardous Cargo Containers additional over Base Rate	30%	30%			
Removing or Applying Placards (Hazardous) per Unit	10	10			
Knocking Down/Build Up Flats into/from one Unit	15	15			\$15 per individual Flat & the Unit follows the Base Rate
Apply Seals for Full Containers	4	4			
Apply Seals for MT Containers			2	2	Discount of \$0.50 if Seal provided by the Line/Agent

STRIPPING/STUFFING

- Dry Container - 125 US\$ per TEU
- Containers with Cars – 90 US\$ per TEU, (Minimum 4 TEUs), unless sufficient TEUs are supplied by other Lines to make up the 4 TEUs, on a per shift basis.

Tariff for Container Traffic in US\$

OTHER CHARGES	20ft	40ft	Notes
Import Containers			
Fitting Tarpaulins to Open Tops	25	50	
Weighing of Containers	5	5	
Cleaning of Containers (excludes Garbage removal)	15	25	
Drayage per Import Move to the Customs Inspection Area	35	35	<i>Only when service is performed by PPOS. Same Rate for Lifting MT Boxes out of Stack for inspection</i>
Move to/from repair yard	35	35	
Standby Charge per STS Crane after 2 hours Grace, prior to start of operations	300/Hr	300/Hr	<i>Per hour</i>
Standby Charges (Vessel Delays) during Operation after One Hour Grace	300/Hr	300/Hr	<i>First Hour is no charge and then 75 US\$ for every 15 min block or part thereof. Delays are added up and then calculated cumulatively at the end.</i>
Delays due to awaiting Documents prior to and during operations.	300/Hr	300/Hr	<i>Delays due to awaiting Documents are recorded on vessel arrival and have no grace period.</i>
Late Documentation Fee	300/Day	300/Day	<i>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</i>
Administration Charges			
Change of Data within 24 hours for Deep Sea Calls and 10 hours for Short Sea Calls per unit once Plans received	15	15	<i>When either Vessel or Port Destination or status is changed for a Full or MT Unit.</i>
Status Change after FULL or MT Container Offloaded	35	35	<i>This charge includes shifting moves and terminal moves as well as administrative changes</i>
Prepaid Vessel Handling Moves prior Vessel start	100%	100%	
Interest Charges on unpaid Invoices (after one Month)	2%	2%	
Stowage Information via BALPIE per Vessel	0		
Stowage Information via Excel per Vessel	100		
Stowage Information via Fax per Vessel	200		
Stowage Information via Chief Officer per Vessel	300		

- Access to the CSP package is 1200 US\$ to be paid annually. This charge will remain until further notice.

Pilot and Tugs at PPOS

Vessel Size in GT	Working Bow Thrusters	No of Tugs
Up to 1,000 GT	No	0
1001 to 20,000 GT	Yes	1
20,001 & upwards	Yes	2
1,001 to 10,000 GT	No	1
10,001 & upwards	No	2

- The above is based on good weather and Docking/Undocking conditions at the Berth and is the minimum requirements.
- 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.
- A Notice must be given 48 hours in advance indicating vessels longer than 230 metres since this type of vessel requires 3 Tugs.

GT = Gross Tonnage.

Marine Charges in US\$ for ALL Vessels

Marine User Charges	Rate	Notes
Port Dues for use of Harbour		
Below 2,000 GT	\$0.10	<i>Bunkering, Medical, Crew, Repairs and Supplies are at 50% of these rates i.e. No Cargo Exchange</i>
From 2,001 to 10,000 GT	\$0.12	
Above 10,001 GT with Max. Capacity US\$2,500.00	\$0.15	
Towage (per movement)/Tug		
Tug HP capacity	N/A	<i>Per Hour, with 1 Hour minimum.</i>
Tug HP capacity 2,600	\$450.00	<i>Up to 30 mins. Over 1 Hour is 50% of hourly rate.</i>
Tug HP capacity > 2,600	\$650.00	<i>Over 30 mins. is FULL hourly rate.</i>
Vessel with no power	\$900.00	<i>Per hour. Same as above.</i>
Outside of Port of Spain	\$450.00	<i>Per hour/Tug from base to base for Scarborough.</i>
Outside of Port of Spain	\$650.00	<i>Per hour/Tug from base to base.</i>
Vessel Mooring/Unmooring & Shifting alongside. (per move)		
Vessel below 2,000 GT	\$100.00	<i>Public Holidays only Same as above, based on One Hour</i>
Vessel from 2,000 to 10,000 GT	\$175.00	
Vessel in excess of 10,000 GT	\$200.00	
Additional %	75%	
Cancellation of Tugs Order		
Berthing Dues		
Vessel below 2,000 GT	\$200.00	<i>Per Day. Minimum One Day.</i>
Vessel from 2,000 to 10,000 GT	\$300.00	<i>Per Day. Minimum One Day.</i>
Vessel in excess of 10,000 GT	\$0.035/GT	<i>Per Day. Minimum One Day.</i>
Water Supply		
	\$4.00	<i>Per Ton.</i>

PUBLIC HOLIDAYS OF TRINIDAD AND TOBAGO

Please visit the site below:

<http://www.gov.tt/Egov/Portal/search/default.aspx?searchterm=public%20holidays>

