

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 a rate of exchange based on the Bloomberg Rate on the 1st day of every new month and will apply on **ARRIVAL date** of the Vessel.

ALL other Payments can be made in US\$ or TT\$ at the rate of exchange shown on the Invoice. This rate is based on the Bloomberg Rate of Exchange [website](#) on the 1st day of every new Month.

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.
- Vessel 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 / Sunday.
 - On Public Holidays PPOS will work Vessels provided that sufficient men can be allocated i.e. Labour Day of 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)
- 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 on request against a mutual pre-arranged lump sum by Agent. This is to be billed to the consignee's account, if any.
- Other charges set out specific costs for services rendered.

MT (Empty) Storage

Each Container Operator will have a separate and agreed Domestic and Transshipment MT Stock Level of TEUS. MT Storage will be charged per TEU per day over the allocated agreed MT stock level based on the stock level taken at **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 ContainerDay TEUS** over 12 months.
3. Divide the **MT ContainerDay 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 Stock
2. MT Units ready for City Positioning to be loaded for Export Cargo, accounted for in the Free MT 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 Methods.

VESSEL-SIDE BILLING

1. 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.**
2. This determines the Prepayment of 100% as an advance.
3. After the Vessel has left, PPOS checks amongst others, the following:
 - Units Discharged 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/Discharge Plans.
4. Administration Charges for changing data are applicable once discharge 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.

Standby Charges will also be applicable once the Vessel arrives and PPOS has to await documents to start or continue discharge or loading. This type of delay is not given any grace period and is effective immediately. The time for awaiting documents will be recorded and charged at the standby charge rate per hour.

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 are effective immediately and have 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 Customs Broker/Consignee.
6. Move of Cargo to the repair yard is to be charged to the Agent.
7. Transshipment Containers –
 - (i) A Transshipment container discharged at another Port but received by PPOS for export will incur a Gate Receive Charge of 35 US\$ and loaded at the Transshipment Rate
 - (ii) A Transshipment Container discharged at PPOS but delivered to another Port for export will incur a Gate Delivery Charge of 35US\$
8. MT Containers –
 - (i) An MT container discharged at PPOS and Delivered to another Port will incur an Gate Delivery Charge of 35 US\$
 - (ii) An MT container discharged at another Port and received by PPOS will incur a Gate Receive Charge of 35 US\$
9. Export Containers, received at PPOS, but redelivered to the Shipper without loading will incur a Gate Receive Charge of 35 US\$ PLUS a Gate Delivery Charge of 35 US\$ for the Gate Delivery. This must be paid in Cash by the Shipper at Cargo Accounts.

PPOS NEW Tariff for Container Traffic in US\$.

| | Full Units | | Empty Units | | Notes |
|---|--|------|-------------|------|--|
| | 20ft | 40ft | 20ft | 40ft | |
| Basic Handling Charges | | | | | |
| Discharging Import | | | | | |
| Container Crane & Gottwald Crane | 171 | 171 | 124 | 124 | <i>Minus 15% of the above Rate</i> |
| Vessel Gear | 146 | 146 | 106 | 106 | |
| Ro-Ro Vessel | 110 | 110 | 78 | 78 | |
| Ro-Ro Vessel Empty Chassis | - | - | 40 | 40 | |
| Loading Export | | | | | |
| Container Crane & Gottwald Crane | 107 | 107 | 107 | 107 | <i>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 | 43 | 43 | 43 | 43 | |
| 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 charge for Units not being Discharged at PPOS for export by 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 | |
| Gate Receive/Deliver charge for T/S from other Port for export and V.V. | 35 | 35 | 35 | 35 | |
| Gate Delivery Charge for Delivery of an MT Out for export by another Port | - | - | 35 | 35 | |
| Shifting Containers per Cycle | | | | | |
| From Cell to Cell | 63 | 63 | 63 | 63 | |
| Via Quay (also for Lashing Bins) | 80 | 80 | 80 | 80 | |
| Hatch Covers | | | | | |
| Per Single Move | | | | | |
| Container Crane | 85 | | | | |
| Vessel Gear | 72 | | | | -15% |
| Inter Island Unit Rate PPOS/Tobago | | | | | |
| BOX Rate Round Trip PPOS-Tobago-PPOS | To be agreed on by PPOS & TTIT Operation. Being over and above the above Base Charge. | | | | <i>Unit from PPOS on Chassis to RoRo Vessel, discharged at Tobago and returned for PPOS ex RoRo Vessel and V.V. Chassis supplied by Trucker TTIS.</i> |

OTHER CHARGES

| 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 |
| 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 | | | <i>As per agreement</i> | | |
| Charge per TEU/Day in excess of Free Stock | | | 2 | 4 | |
| Transshipment Containers Full or MT | | | | | |
| 14 FREE Calendar Days | | | <i>As per agreement</i> | | |
| 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 | | | <i>PPOS is responsible for checking Temp. regularly. Deviations in Temp. will be reported to Agent or Designate.</i> |
| Monitoring | 5 | 5 | | | |
| Plug Out Charge per Unit | 5 | 5 | | | |
| Electricity cost per day or prorate | 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 | | | <i>\$15 per individual Flat & the Unit follows the Base Rate</i> |
| Apply Seals for Full Containers | 4 | 4 | | | <i>Discount of \$0.50 if Seal provided by the Line/Agent</i> |
| Apply Seals for MT Containers | | | 2 | 2 | |

PPOS NEW 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 USD 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> |
| 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 Discharged | 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 | | |

- Stripping/Stuffing Charges will remain at the Old Tariff Rate of 575 TT\$ for 20 ft Containers and 1,150 TT\$ for 40 ft Containers and if converted into US\$, will be done so at the Existing Rate of Exchange for that day. This charge will remain until further notice.
- Access to the CSP package is 600 TT\$ and if converted into US\$, will be done so at the Existing Rate of Exchange for that day. This charge will remain until further notice.

- Pilot and Tugs at PPOS.**

| Vessel Size in GRT | Working Bow Thrusters | No of Tugs |
|---------------------|-----------------------|------------|
| Up to 1,000 GRT | No | 0 |
| 1001 to 20,000 GRT | Yes | 1 |
| 20,001 & upwards | Yes | 2 |
| 1,001 to 10,000 GRT | 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 GRT.
- If the Master insists on 1 Tug instead of 2, he will be required to sign for that request at boarding of the Pilot.
- Vessels longer than 230 metres require 3 Tugs

GRT = Gross Registered Tonnage.

Marine Charges in US\$ for ALL Vessels.

| Marine User Charges | Rate | Notes |
|--|-------------|--|
| Port Dues for use of Harbour | | |
| Below 2,000 GRT | \$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 GRT | \$0.12 | |
| Above 10,001 GRT 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. 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 GRT | \$100.00 | <i>Public Holidays only Same as above, based on One Hour</i> |
| Vessel from 2,000 to 10,000 GRT | \$175.00 | |
| Vessel in excess of 10,000 GRT | \$200.00 | |
| Additional % | 75% | |
| Cancellation of Tugs Order | | |
| Berthing Dues | | |
| Vessel below 2,000 GRT | \$200.00 | <i>Per Day. Minimum One Day.</i> |
| Vessel from 2,000 to 10,000 GRT | \$300.00 | <i>Per Day. Minimum One Day.</i> |
| Vessel in excess of 10,000 GRT | \$0.035/GRT | <i>Per Day. Minimum One Day.</i> |
| Water Supply | | |
| | \$4.00 | <i>Per Ton.</i> |

PUBLIC HOLIDAYS 2006 - 2007

| HOLIDAY | DATE |
|-----------------------|---|
| Divali | 2006 October 21 st |
| Eid-ul-Fitr | 2006 October 24 th |
| Christmas | 2006 December 25 th |
| Boxing Day | 2006 December 26 th |
| New Years Day | 2007 January 1 st |
| Carnival Monday | 2007 February 19 th (not an official holiday) |
| Carnival Tuesday | 2007 February 20 th (not an official holiday) |
| Spiritual Baptist Day | 2007 March 30 th |
| Good Friday | 2007 April 06 th |
| Easter Monday | 2007 April 09 th |
| Indian Arrival Day | 2007 May 30 th |
| Corpus Christi | 2007 June 07 th |
| Labour Day | 2007 June 19 th |
| Emancipation Day | 2007 August 01 st |
| Independence Day | 2007 August 31 st |
| Republic Day | 2007 September 24 th |
| Divali | 2007 To be announced (approx. November 09 th) |
| Eid-ul-Fitr | 2007 To be announced (approx. October 13 th) |
| Christmas Day | 2007 December 25 th |
| Boxing Day | 2007 December 26 th |