

LEGAL NOTICE No. 203

REPUBLIC OF TRINIDAD AND TOBAGO

THE PORT AUTHORITY ACT, CHAP. 51:01

REGULATIONS

MADE BY THE AUTHORITY UNDER SECTION 75(1) OF THE
PORT AUTHORITY ACT

THE PORT AUTHORITY (TARIFF) REGULATIONS, 1994

1. These Regulations may be cited as the Port Authority (Tariff) Citation Regulations, 1994.

2. In these Regulations:

Definitions
Chap. 51:01

“Act” means the Port Authority Act;

“agent” means, in relation to any vessel, a person or firm acting on behalf of the owner and includes the person or firm through whom the business of the vessel is conducted;

“assessment” means the determination of cargo quantities applicable for the purpose of calculating dues and charges;

“authorised employee” means a person authorised by the Authority to exercise the powers or perform the duties of the Authority;

“Authority” means the Port Authority of Trinidad and Tobago established under section 3 of the Act;

“berth” means the place where a ship lies along any wharf or a ship moored along any other vessel lying at a wharf;

“berthing” means any act or operation which is performed or carried out in connection with the occupation of a berth by any vessel;

“bulk cargo” refers to large quantities of homogeneous cargo of a dry or liquid nature;

“cargo” means all kinds of goods and includes ware, minerals, merchandise and livestock, but does not include fuel or ships’ stores loaded in or carried by a vessel for use on board the vessel;

“Caricom Wharves” means the area from the Marine Administration Building eastward to Government Old Lighthouse or any further extension which may take place on this quay line or eastward of this quay line and so designated by the Authority;

- “chassis” means a wheeled frame for supporting and wheeling a container;
- “coastal vessel” means a vessel engaged in the carriage of passengers and cargo between any port in Trinidad and Tobago to any other port in Trinidad and Tobago;
- “container” means all boxlike permanent type of transport equipment 20 feet in length and over, specifically designed to facilitate the carriage of goods by one or more modes of transport without intermediate reloading;
- “conventional wharves” refers to the Authority’s traditional wharf face areas namely King’s Wharf, King’s Wharf Extension, Scarborough and Caricom Wharves where break bulk general cargo is normally handled and any other place authorised under section 44(2) of the Act for purposes of handling cargo;
- “cost plus charges” means, in relation to the Tariff Book, all operating and administrative expenses except where specifically stated otherwise;
- “dangerous cargo” means goods identified as such in the International Maritime Dangerous Goods Code of the International Maritime Organisation;
- “drogher” means any vessel registered under the Drogher’s Act and employed in the loading and unloading of ships, or in the coastal trade of Trinidad or Tobago whether in the conveyance of passengers or cargo;
- “dues, fees and charges” means all dues, fees and charges which are contained in the Tariff Book and which shall be levied by the Port Authority for or in respect of the carriage, storage or warehousing of goods of any ship, or for the performance of any other service;
- “free storage period” means the specified period of time during which a container, trailer, chassis or break bulk cargo may occupy space assigned to it free of store rent charges;
- “general cargo” means all goods including rum and other spirituous liquors but does not include fuel or ship’s stores loaded in or carried by a vessel for use on board such vessel;
- “General Manager” means the officer appointed by the Authority to manage the Port and includes any officer of the Authority acting under the general or special directions of the General Manager;

“gross tonnage” means the capacity in cubic feet of the space within the hull and the enclosed space above the deck available for cargo, stores, fuel, passengers and crew divided by one hundred. Thus one cubic foot of capacity is equivalent to one gross ton;

“harbour” means the Port of Port-of-Spain in Trinidad or the Port of Scarborough in Tobago described respectively in the First and Second Schedules of the Act and all the wharves, jetties, slip docks and break-waters, the machinery, plant, tools and any other property apportioning thereto vested by sections 54, 55 and 56 in the Authority and includes any port and harbour when such port and harbour is vested, by section 57, in the Authority; Chap. 51:01

“heavy lift cargo” means a package of ten tonnes or over in weight (1 tonne=1000 kg);

“master” means any person other than the berthing master having or taking the command or management of a vessel;

“owner” in relation to a vessel means any joint or part owner, and a person who though only the hirer of a vessel, appoints the master and other persons working such vessel;

“owner” in relation to goods means any person who is for the time being entitled either as owner or as agent for the owner, to possession of these goods;

“palletised or unitised cargo” means small lots of cargo which are wrapped, strapped or packaged together into a single unit amenable to handling by forklifts both on board vessels or on a wharf;

“passenger vessel” means a vessel which is constructed for or which is habitually or on any particular occasion used for carrying more than twelve passengers;

“person” includes a corporation and the heirs, executors, administrators or other legal representatives of a person to whom the context applies according to law;

“pleasure craft” means a ship, however propelled that is used exclusively for pleasure and does not carry passengers or cargo for hire or reward, but does not include a ship that is provided for the transport or entertainment of lodgers at any institution, hotel, boarding house, guest house, or other establishment;

“Port” means any place properly so called, whether proclaimed a harbour or not and whether natural or artificial, to which a ship may resort for shelter or to load or unload goods or to embark or disembark passengers;

“re-export cargo” means cargo imported into Trinidad and Tobago, which is intended for use in Trinidad and Tobago, but which is subsequently required for shipment to another port;

“removal charges” means charges incurred for removing goods in the following circumstances:

- (a) goods remaining on the premises of the Authority after seven days;
- (b) goods which are spoilt and need to be disposed of;
- (c) goods which are causing a hindrance;
- (d) goods which at the discretion of the General Manager need to be removed to any other part of the Port;

(Removal charges shall not be incurred in respect of the movement of cargo from one point to another within a shed);

“restow” means removing and replacing a container or break bulk cargo off and on a vessel to facilitate off-loading or loading;

“Ro/Ro” means an operation where container and chassis are driven on or off the vessel in order to effect discharging or loading operations;

“shifting” means the movement of a container or break bulk cargo from hatch to hatch or within the same hatch on a vessel or the movement of cargo on the same level in the same hold or in the same hold from one level to another;

“stripping” or “unstuffing” means the removal of cargo from a container;

“stuffing” means the loading of cargo into a container;

“Tariff Book” means the Tariff Book contained in the Schedule to these Regulations;

“tonne” means one metric tonne or one thousand kilograms or one cubic metre;

“towage charges” means charges incurred by vessels requiring the services of a tug;

“trailer” means the combined unit of a container on a chassis;

“trans-shipment cargo” means—

(a) any cargo or container in respect of which the following conditions apply:

- (i) the cargo or container must be shipped on through a Bill of Lading, dated at the port of loading and showing that the destination is via Trinidad and Tobago;
- (ii) the cargo must be discharged by the importing ship or by lighter on the Authority’s wharves and remain in the custody of the Authority until it is trans-shipped;
- (iii) the cargo must be port-marked and declared on the trans-shipment Manifest or Storing Order for ports other than Trinidad and Tobago; or

(b) any cargo or container declared for trans-shipment to another port by an amendment to the manifest within the free storage period;

“vessel” means a sea-going boat, craft or ship of any description but does not include a raft or a float of timber;

“wharf” means any wharf in Trinidad or Tobago controlled and operated by the Authority and includes any basin connected therewith, the quay walls, jetties and piers of such wharf;

“wharf dues” means charges imposed by the Port Authority on a vessel calling at any wharf under its jurisdiction or control which may be for the purpose of cargo loading and discharging, or merely to bunker, victual the vessel and the like.

- 3. F.C.L — means a full container load
- L.C.L — means less than container load
- LO/LO — means Lift on, Lift off
- M.T — means an empty container
- R.S.D — means receiving, storing and delivering
- T.E.U — means twenty foot container equivalent unit
- \$TT — Trinidad and Tobago dollars
- \$US — United States dollars

Explanations
of
abbreviations
and symbols

Operational
obligation of
users

4. (1) The Port Authority may prohibit privately owned vehicles or equipment from operating at the Port premises.

(2) All ships' agents shall use the Authority's cranes and other equipment to handle containerised cargo at the Port premises.

(3) The estimated time of arrival advice of a vessel is required one week prior to arrival, with updates at intervals of 72 hours, 48 hours and 24 hours before actual arrival of the vessel.

(4) The Authority shall be supplied on a timely basis with the type and quantity of cargo to be loaded or discharged, the type and dimension of vessel, the mode of presentation of cargo and the desired pattern of operation, i.e., whether containerised RO/RO or LO/LO, bulk, heavy lift cargo, pre-slung, palletised, etc.

(5) Shipping agents shall produce for the Authority at least one day prior to the arrival of the vessel all relevant information such as Stowage Plans, Bills of Lading, Ships' Manifest, Dangerous Goods Manifest, Trans-shipment Shipping Bills and Export Advice.

(6) The Authority may require discussion of the assignment with the agent, vessel operator or shipper to pre-plan and co-ordinate operations.

(7) The vessel operator shall provide documentation as to the required sequence and mix of loading at least one week prior to the arrival of the vessel.

Special
operational
conditions

5. (1) Written orders or applications shall be sent to the General Manager before any service is undertaken.

(2) On the completion of a service charged on the basis of time, the written order shall be endorsed by the General Manager and the person requesting the service, stating the times that the service commenced and terminated, and where the order is not endorsed by the person requesting the service, the times of commencement and termination shall be deemed to be the times inserted on the order by the General Manager.

(3) Saturday shall be deemed to commence at midnight of the preceding Friday and to end at midnight Saturday; Sunday to commence at midnight of the preceding Saturday and end at midnight Sunday; Monday to commence at midnight of the preceding Sunday and to end at midnight Monday; Public holidays to commence at midnight of the day preceding and to end at midnight on the holiday.

Charges and
fees

6. (1) All charges are quoted in Trinidad and Tobago currency, but where mention is made of United States currency it is intended for comparison purposes only.

(2) The charges quoted for all services may be adjusted downwards solely at the discretion of the General Manager.

7. (1) All the charges in the Tariff Book shall be paid to the General Manager who shall receive the charges on behalf of the Port Authority of Trinidad and Tobago. Respon-
sibility for
payment

(2) All agents are required to make a monetary deposit on the Authority's prescribed form for dues, fees and charges on the vessels before such vessels are worked.

(3) The following tariffs are due and payable in advance by the owner, master or agent of the vessel:

<i>Tariff</i>	
<i>Item No.</i>	
1	... Port Dues
2	... Wharf Dues
3	... Berth Occupancy
7	... Pleasure Craft

(4) The following tariffs are due and payable immediately on the application for service by the owner, master or agent of the vessel, or any person requesting the service:

<i>Tariff</i>	
<i>Item No.</i>	
4	... Mooring Lines—Berthing/Unberthing
5	... Towage Service
6	... Fresh Water Services
8	... Garbage Disposal
9	... Conventional Cargo handling charges
10	... Additional handling charges—Barrels
11	... Labour and overtime recoverable—conventional
12	... Labour standing-by—conventional
14	... Rent of berth and wharf space for ship repairs
15	... Throughput charges
16	... Container handling charges
18	... Refrigerated containers
19	... Use of parking space by chassis
20	... Stuffing/Unstuffing
21	... Containers not discharged at the Port of Port-of-Spain
22	... Labour and overtime recoverable—container
23	... Labour standing-by—container
26	... Services not specifically provided for.

(5) The following tariffs are due and payable in advance by the person making an application for the goods to be received or service to be performed or by the owner, master or agent of the importing vessel, or by the person requesting trans-shipment, as the case may be:

Tariff Item

No.

13	...	Rent on Goods—conventional cargo
17	...	Store Rent—containers
24	...	Hire of Gears
25	...	Hire of Mechanical Units
26	...	Services not specifically provided for.

(6) Where more than one person is accountable for charges under these Regulations all persons so accountable shall be jointly and severally liable to pay such charges.

Vessel charges

8. Charges on vessels entering the Ports of Trinidad and Tobago shall be payable on the Gross Tonnage.

Tonnage assessment

9. (1) Declarations of measurement shall be made in metric units.

(2) Tonnage of goods for the purpose of the calculation of charges payable under these Regulations, unless otherwise provided therein, shall be at one cubic metre or one thousand kilograms to the tonne whichever method yields the higher figure.

(3) The general Manager may in special circumstances, and upon written requests, decide whether charges shall be based on weight or volume measurement.

Port dues

10. Port dues shall be calculated on the Gross Tonnage of vessels on each visit to Trinidad and Tobago.

Wharf dues

11. (1) Wharf dues shall be paid in respect of any vessel calling at the Ports of Port-of-Spain and Scarborough, which loads or unloads cargo passing over, or deposited on a wharf.

(2) Wharf dues shall also be payable in respect of the following:

(a) bulk cargo of a dry or liquid nature;

(b) on a per vessel basis for vessels calling at the Caricom Wharves.

(3) No dues under these Regulations shall be payable on post office letters and parcel mail.

Berth occupancy

12. A berth occupancy charge shall be payable on every vessel from the time of occupying a berth at the Authority's wharves to the time it departs from the berth.

13. (1) Charges for berthing or unberthing shall be charged per Mooring
lines—
berthing and
unberthing movement.

(2) After a vessel has been berthed, the same rates that applies in respect of subregulation (1) shall be charged for any subsequent movement at the request of the owner, master or agent and these rates shall be charged in addition to towage charges where applicable.

(3) When berthing, unberthing or shifting work is performed outside Port-of-Spain and Scarborough an additional charge per man per hour shall be made in respect of the staff and labour.

(4) Where a request for berthing, unberthing or shifting is cancelled after the gang has been called out to work, the charges shall still be imposed.

(5) Labour Standing-by (Berthing and Unberthing):

(a) standing-by charges shall be incurred after one hour from time of commencement of the work period for which labour in ordered and shall continue to be charged for any period of time beyond the normal work period;

(b) the charges under paragraph (a) shall be calculated from one hour after the time for which the labour was ordered until the time of actual berthing or unberthing or cancellation.

(6) Overtime rates in respect of all services performed above shall be payable when these services are performed during overtime hours.

14. (1) Charges for tug service shall commence as soon as the tug Towage—Tug
Service leaves its base until it returns to its base.

(2) When a tug has been ordered but such order is not cancelled before the tug leaves her berth the operation charge shall apply.

(3) Overtime hours for the tug service shall be in accordance with the appropriate overtime rates.

(4) There shall be no towage charge for vessels which are required to change their berth for the convenience of the Port Authority.

(5) For all tug operations outside of Port-of-Spain an hourly charge from base to base shall apply.

(6) The General Manager shall have the power to fix rates when droghers and barges are attended to by tugs.

(7) Subregulation (6) does not apply where a tug and barge make up an inseparable unit.

Exemption
from Port
dues, wharf
dues, berth
occupancy,
mooring
lines, towage
services

15. The following vessels shall be exempt from port dues, wharf dues, berth occupancy, mooring lines and towage services:

- (a) vessels, the tonnage of which does not exceed seventeen GT, except for such vessels calling at Caricom Wharves, which are required to pay wharf dues;
- (b) droghers engaged in coastal trade and vessels of the Government Shipping Service;
- (c) vessels owned or chartered by any Government recognised by the Government of Trinidad and Tobago and not carrying cargo for freight or passengers for fares;
- (d) vessels entering or using any harbour or port in Trinidad and Tobago solely on account of stress of weather or of being disabled or for medical assistance;
- (e) naval vessels, owned by any Government recognised by the Government of Trinidad and Tobago and not carrying goods for hire or sale shall be exempt from all dues and charges in respect of the entry into any port or the use of any harbour or wharf in Trinidad and Tobago, save and except where such charges relate to services that the Port Authority has to acquire at a cost to itself from external or private sources.

Conventional
wharves
cargo
handling

16. (1) The supply of gears, winch drivers and tally clerks are included in the charges for handling conventional cargo, however, excluded are specialised gear or miscellaneous handling equipment.

(2) Where containerised cargo is mixed in a hatch with conventional or palletised cargo, the vessel shall be liable to the same rates as applicable to the Container Terminal plus a surcharge of ten per cent.

(3) Imports include the receiving, storing and delivering of goods at the Transit Shed Door or wharf face or loading directly to vehicles.

(4) Exports include the receiving, storing, shipping of goods ex-wharf or loading directly from vehicles.

(5) Additional recoverable charges shall be imposed for work performed during meal hours and after 10.00 p.m. on Mondays to Fridays and on Saturdays, Sundays and Public Holidays.

(6) In respect of shifting cargo the minimum time chargeable is fifteen minutes and time used is accumulated over the work period and rounded upwards to the nearest quarter of an hour.

17. (1) In instances where gangs are standing-by awaiting the arrival of vessels or for any other delay caused by the shipping agents, charges shall be accrued for stand-by labour after a maximum of ten minutes has been allowed for each instance of opening or closing of the hatches using ship's gear.

Labour standing-by, Conventional and container operations

(2) The cost for all orders for work accepted by the General Manager shall be calculated from such times that are applicable under the system in operation.

(3) Charges for standing-by, arising out of workmen awaiting arrival of vessel or goods for shipment or failure of vessel's equipment, shall be imposed on the aggregate time loss within each working period.

(4) Standing-by charges shall be raised for aggregate time loss incurred in one working period and shall be aggregated with time loss incurred in any other working period. A minimum time charge of fifteen minutes rounded upwards to the nearest quarter of an hour shall be applicable.

(5) Where an application is made for a gang to work on a vessel and where such application is cancelled at any time after the gang has been called out to work, the charges set out under Labour Standing-by in the Tariff Book shall be imposed.

(6) No charges shall be imposed in the event of work not having commenced owing to weather conditions.

(7) Standing-by charges for late arrival of a vessel shall not be imposed in instances where the vessel starts and completes its operation within the same shift.

18. (1) The Port Authority reserves the right in its discretion to prohibit privately owned vehicles or equipment from operating at the Container Terminal.

Container terminal-general conditions

(2) It shall be compulsory for all shipping agents to use the Port Authority's cranes and other equipment to handle containerised cargo at the Container Terminal.

Store rent
(Conventional
cargo
operation)
free storage
period

19. (1) There shall be a free storage period in respect of—
- (a) goods imported for local consumption, of five working days reckoned from 7.00 a.m. the day following that on which vessels or droghers complete unloading exclusive of Saturdays, Sundays, Public Holidays and Carnival days;
 - (b) goods awaiting trans-shipment, of twenty-one days inclusive of Saturdays, Sundays, Public Holidays and Carnival days except that—
 - (i) cargo left on the Port premises beyond the free storage period of twenty-one days shall be charged store rent at the rate specified in the Tariff Book;
 - (ii) trans-shipment cargo overlanded at this port shall not be entitled to any additional free storage period in excess of twenty-one days;
 - (c) goods awaiting exportation or re-exportation and goods consigned to Tobago, of fourteen days inclusive of Saturdays, Sundays, Public Holidays and Carnival days.

(2) There shall be an additional free storage period of a maximum of five days for—

- (a) imports over one hundred tonnes on any one Bill of Lading consigned to any owner, person or company from any vessel;
- (b) imports overlanded;
- (c) imports requiring surveys.

(3) If upon request from a consignee for cargo to be delivered on demand the Port Authority is unable to effect delivery for any reason, store rent charges shall cease and appropriate written notification shall be issued to the consignee.

(4) A free storage period and store rent charges are also applicable to any cargo deemed to be suitable for outside storage and so stored.

Rent of wharf
space

20. Berth and wharf space may be set aside at the discretion of the General Manager for the purpose of repairing launches and other floating crafts.

Wharf gears
and
mechanical
units

21. For charging purposes, where applicable, the time shall be calculated from the time stated on the written request to the return of the unit to the Transport Superintendent.

Store rent
container
operations

22. (1) For the purpose of applying store rent, a container will retain its original status, that is F.C.L., L.C.L., or M.T, until delivery to the consignee or delivery to the stuffing or unstuffing sheds or delivery to ship (export containers) is effected.

(2) In the event of a change of status, that is F.C.L., L.C.L., or M.T, rent shall be paid on the basis of its original status from the date of discharge from the vessel until the date of application to the Port Authority for the change of status.

(3) A free storage period shall be granted in respect of—

- (a) containers or containers on chassis, of five working days, exclusive of Saturdays, Sundays, Public Holidays and Carnival days, counted from the day following that on which discharge of containers from the vessel were completed;
- (b) full containers or full containers on chassis, of ten working days exclusive of Saturdays, Sundays, Public holidays and Carnival days, from the time of receipt for export or from the time of completion of discharge for re-export or consignment to Tobago;
- (c) trans-shipment containers, of twenty-one days, inclusive of Saturdays, Sundays, Public Holidays and Carnival days, from the time of completion of discharge.

(4) Cargo unstuffed from an L.C.L. container shall be subject to store rent charges as applicable under Conventional Wharves. The five day free period shall be counted from the completion or discharged of the vessel. Where however unstuffing is not completed until after discharge of the vessel the free period shall be counted from the date of completion of unstuffing.

(5) An L.C.L. container or an L.C.L. container on chassis shall not accrue store rent if the Authority is unable to unstuff the container before the expiration of the five day free period from the completion of discharge of the vessel.

(6) A maximum of five additional days of free storage shall be allowed to containers of spirits and tobacco which are required to be bonded at the State Warehouse or any other area designated as a bonded area if the Bond is unable to receive such containers before the expiration of the initial free period.

23. (1) A 35 feet container, a 40 feet container and a 45 feet container shall be assessed as 2 T.E.U's. Empty
containers for
loading

(2) In calculating the charge the day of actual loading shall be excluded.

SCHEDULE

PORT AUTHORITY OF TRINIDAD AND TOBAGO

TARIFF BOOK

All charges are quoted in T & T currency but where mention is made of US currency it is intended for comparison only at the exchange rate of \$1US=TT\$6.

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PART ONE

DUES AND NON-CARGO HANDLING CHARGES

1. PORT DUES	TT\$	US\$
Port dues shall be charged per ton of the gross tonnage of the vessel:		
<i>(a) Vessels discharging or loading cargo</i>		
(i) 17 to 5000 GT	0.47	0.08
(ii) 5001 to 15000 GT	0.42	0.07
(iii) 15001 to 30000 GT	0.35	0.06
(iv) over 30000 GT—maximum payable ...	10,500.00	1,750.00
<i>(b) Passenger or cruise ships</i>		
(i) 17 to 5000 GT	0.24	0.04
(ii) 5001 to 15000 GT	0.21	0.04
(iii) 15001 to 30000 GT	0.18	0.03
(iv) over 30000 GT—maximum payable ...	5,400.00	900.00
<i>(c) Vessels calling for bunkering, taking ship's supplies, repairs, change of crew or medical assistance</i>		
	0.12	0.02
<i>(d) All other vessels At the discretion of the General Manager</i>		
2. WHARF DUES		
<i>(a) Non-Caricom Wharves</i>		
(i) Bulk cargo—per tonne of cargo	1.30	0.22
<i>(b) Caricom Wharves</i>		
Wharf dues payable shall be per vessel		
(i) 1 to 170 GT	200.00	34.00
(ii) Over 170 GT	600.00	100.00
3. BERTH OCCUPANCY		
A berth occupancy charge shall be payable per GT per day or part thereof:		
<i>(a) Passenger or cruise vessels</i>	0.09	0.02
<i>(b) Other vessels</i>	0.18	0.03
4. MOORING LINES—BERTHING, UNBERTHING AND SHIFTING		
<i>(a) Port-of-Spain and Scarborough</i>		
Charges for berthing or unberthing payable per move:		
(i) for vessels up to 1,700 GT	600.00	100.00
(ii) for vessels exceeding 1,700 GT ...	1,000.00	167.00

	TT\$	US\$
(b) <i>Outside of Port-of-Spain and Scarborough</i>		
There shall be an additional charge in respect of the staff and labour payable per man per hour	26.00	5.00
(c) <i>Labour and overtime recoverable</i>	Refer to Schedule I	
(d) <i>Labour standing-by in respect of (b) above—payable per man per hour</i>	26.00	5.00
(e) <i>Cancellation of request after gang has been called out to work</i>	Same as 4. (a)	

5. TOWAGE SERVICE

(a) <i>Port-of-Spain—per tug per operation</i>		
(i) Up to 1,700 GT (where applicable) or passenger vessels or vessels using bowthrusters	1,500.00	250.00
(ii) 1,701 to 5,000 GT	2,500.00	417.00
(iii) Over 5,000 GT	3,500.00	584.00
(b) <i>Scarborough—per tug per operation (base to base)</i>	7,200.00	1,200.00
(c) <i>Outside of Port-of-Spain—per hour</i>		
A charge from base to base shall apply	2,125.00	355.00
(d) <i>General</i>		
(i) Cancellation of Tug Order	Same as 5(a)	
(ii) Overtime	Appropriate overtime rates	

6. FRESH WATER SERVICES—per tonne

(a) <i>Normal hours</i>	19.00	4.00
(b) <i>Water supplied during overtime hours</i>	Overtime rates shall apply	

NOTES: Charges for water shall be subject to change whenever this utility cost is increased

7. PLEASURE CRAFT

per day of part thereof	50.00	9.00
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8. GARBAGE DISPOSAL

per truck load of 8 cubic yds (6 cubic metres) or part thereof	500.00	84.00
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PART TWO

CONVENTIONAL WHARVES

9. CONVENTION CARGO HANDLING—*Includes Wharf Dues*
—per tonne

(a) <i>Imports</i>		
(i) <i>Non-Caricom Cargo</i>		
Direct delivery	102.00	17.00
Non-direct delivery	127.00	22.00
(ii) <i>Caricom Cargo</i>	70.00	12.00
(iii) <i>Cargo discharged overside</i>	102.00	17.00

Breakbulk handling rates for such cargo as potatoes, lumber and plywood shall be fixed at the discretion of the General Manager	TT\$	US\$
(b) Exports	102.00	17.00
(c) Trans-shipment		
(i) Trans-shipment cargo	107.00	18.00
(ii) Cargo to be trans-shipped after unstuffing from an L.C.L., container ...	52.00	9.00
(d) Heavy Lift Cargo	132.00	22.00
(e) Mobile units (Drive on / Drive off)—per unit		
(i) Cars, station wagons, vans, pickups, maxi-taxi types, etc.	300.00	50.00
(ii) Buses, trucks and other heavy vehicles	400.00	67.00
(iii) Heavy equipment (bulldozers, cranes, tractors, etc.,) and other wheeled cargo not mentioned above	500.00	84.00
(f) Non-Caricom cargo handled on Caricom Wharves		
—per man per hour	26.00	5.00
(g) Lo/Lo wheeled container chassis (single or in bundles of not more than two)	Same as Container Handling Charges	
(h) Containerised cargo and conventional cargo mixed in a hatch and handled at a conventional berth	Lo/Lo rate plus 10%	
(i) Shifting cargo		
—per ¼ hour		
(i) Cargo unloaded and reloaded to facilitate storage or shifting from one hold to another	150.00	25.00
(ii) Shifting cargo in the same hold from one level to another	130.00	22.00
(iii) shifting cargo on the same level in the same hold	112.00	19.00
10. ADDITIONAL HANDLING CHARGES		
Per barrel	50.00	8.00
11. LABOUR AND OVERTIME RECOVERABLE (CONVENTIONAL)		
(a) Overtime recoverable	Refer to Schedule II	
(b) Labour recoverable.		
Normal day		
—7.00 a.m.—4.00 p.m.		
3.30 p.m.—10.00 p.m.		
(i) Extra labour (excluding lift driver)—per man per hour or part thereof	26.00	5.00
If a lift driver is used the cost shall be—per man per hour or part thereof	39.00	7.00

	TT\$	US\$
(ii) Labour for repairs to damaged packages/surveys—per gang per hour or part thereof	128.00	22.00
Where materials are used	Cost plus 30% to be added	
(iii) Labour for sorting cargo—per gang per hour or part thereof	104.00	18.00
(iv) Removal charges—per gang per hour or part thereof	128.00	22.00
12. LABOUR STANDING-BY (CONVENTIONAL CARGO OPERATIONS)		
Gangs standing-by awaiting the arrival of vessels or for other reasons		
(a) <i>Normal hours</i> (rounded upwards to the nearest quarter of an hour)	Cost plus 30%	
(b) <i>Overtime hours</i>	Refer to Schedule II	
(c) <i>Guaranteed block period</i>	Refer to Schedule II	
13. STORE RENT (CONVENTIONAL CARGO)—IMPORTS/EXPORTS TRANS-SHIPMENT		
—payable per tonne per day of part thereof		
For every day after the free period (inclusive of Saturdays, Sundays and Public Holidays) thereafter the charge shall be		
	10.00	2.00
14. RENT OF BERTH AND WHARF SPACE FOR SHIP REPAIR		
—per day or part thereof		
(a) <i>vessels under 60 metres in length</i>	600.00	100.00
(b) <i>vessels 60 metres and over in length</i>	900.00	150.00
15. THROUGHPUT CHARGES		
—per tonne		
(a) <i>general cargo operations at Outports</i>	12.00	2.00
(b) <i>Bulk cargo</i>	8.00	2.00

SECTION THREE
CONTAINER TERMINAL

16. CONTAINER HANDLING CHARGES		
(a) <i>Discharging</i> —payable per container		
(i) Containers (empty or full) discharged at the Ports of Port-of-Spain and Scarborough (excluding Government Shipping Service):		
Lo/Lo		
—using portainer crane	960.00	160.00
—using shore crane	860.00	144.00
—using ships gear	810.00	135.00

	TT\$	US\$
Ro/Ro	660.00	110.00
(ii) Empty containers of any type imported specifically for use in cargo export		
Lo/Lo		
—using portainer crane	691.00	116.00
—using shore crane	616.00	103.00
—using ships gear	576.00	96.00
Ro/Ro	466.00	78.00
(b) <i>Loading</i>		
(i) Containers (empty or full) or chassis loaded into a vessel at the Ports of Port-of-Spain and Scarborough (excluding Government Shipping Service)		
Lo/Lo		
—using portainer crane	625.00	104.00
—using shore crane	560.00	94.00
—using ships gear	530.00	89.00
Ro/Ro	430.00	72.00
(c) <i>Lo/Lo wheeled container chassis</i>		
(single or in bundles of no more than two)	Same as Container Handling	Charges
(d) <i>Restow and shifting</i>		
(i) Shifting	350.00	59.00
(ii) Restow	450.00	75.00
(e) <i>Trans-shipment (in and out)</i>	440.00	74.00
(f) <i>Over-height containers</i>	Add 10% to container rate	
(g) <i>Extra movements—hire of equipment</i>	Refer to Item 25	
(h) <i>Opening / closing of hatch cover</i>		
For removing and replacing hatch covers the rates are—per cover per move		
(i) Removing hatch covers		
—using portainer crane	500.0	84.00
—using ship crane	460.00	77.00
—using shore crane	420.00	70.00
(ii) Replacing hatch covers		
—using portainer crane	500.00	84.00
—using ship crane	460.00	77.00
—using shore crane	420.00	70.00
17. STORE RENT (CONTAINERS)		
Upon expiration of the free storage period, rent shall accrue as follows:		
(a) <i>Containers / containers on chassis</i>		
—per day or part thereof		
(i) 20 feet and under	75.00	13.00
(ii) Over 20 feet	150.00	25.00
(b) <i>Empty containers for loading</i>		
—per T.E.U. per day or part thereof... ..	6.00	1.00

	TT\$	US\$
18. REFRIGERATED CONTAINERS		
Refrigerated containers requiring power, the charge shall be	Cost of electricity plus 30%	
This is in addition to the Receiving, Storing and Delivery (R S & D) charges and Store Rent charges		
19. USE OF PARKING SPACE BY CHASSIS		
—per day or part thereof		
(a) <i>Vessel operators</i>	45.00	8.00
(b) <i>Transport contractors</i>	70.00	12.00
(c) <i>Ro/Ro chassis remaining on the Authority's compound after the vessel has departed</i> ...	45.00	8.00
Exemption shall be granted with respect to charges at (a) and (b) above if the Authority makes use of the Agent/Operator's equipment to load or unload a vessel		
20. STUFFING/UNSTUFFING		
—per T.E.U.		
(a) <i>Dry</i>	575.00	96.00
(b) <i>Refrigerated</i>	675.00	113.00
21. CONTAINERS NOT DISCHARGED AT PORT OF PORT-OF-SPAIN		
For receiving, stuffing and unstuffing container not discharged at the Port of Port-of-Spain the charge shall be:		
(a) <i>Receiving charges—per container</i>	325.00	55.00
(b) <i>Stuffing and unstuffing charges—per T.E.U.</i>	575.00	96.00
NOTE: Store Rent shall be applicable from the day following the unstuffing of the container.		
22. LABOUR AND OVERTIME RECOVERABLE		
(a) <i>Charges for work performed after 10.00 p.m. on Mondays to Fridays and on Saturdays, Sundays and Public Holidays and during meal hours</i>	Refer to Schedule III	
(b) <i>Labour recoverable/extra labour</i> —per man per hour or part thereof	26.00	5.00
(c) <i>Survey of damaged packages</i>	26.00	5.00
(d) <i>Penalties</i>	Cost of penalty per man per hour plus 30%	
(e) <i>Guaranteed block period</i>	Refer to Schedule III	
23. LABOUR STANDING-BY CONTAINER OPERATIONS		
Gangs standing-by awaiting the arrival of vessels or for other reasons:		
(a) <i>Normal hours</i> (Rounded upwards to the nearest quarter of an hour) —per man per hour or part thereof	26.00	5.00
(b) <i>Overtime hours</i>	Refer to Schedule III	
(c) <i>Guaranteed block period</i>	Refer to Schedule III	

PART FOUR
GENERAL

24. HIRE OF GEARS			
—per day or part thereof		TT\$	US\$
(a) <i>Heavy lift wires:</i>			
(i) Over 40 tonnes tension—each		1,061.00	177.00
(ii) 20 to 40 tonnes tension—each		796.00	133.00
(iii) Under 20 tonnes tension—each		530.00	89.00
(b) <i>All gears other than those specified above shall be charged</i>			
—per tonne or part thereof		1.05	0.18
25. HIRE OF MECHANICAL UNITS			
—per hour or part thereof			
(a) <i>Forklifts with lifting capacity</i>			
(i) Up to 6 tonnes			
—on shore		50.00	9.00
—on vessel		75.00	13.00
(ii) Exceeding 6 tonnes			
—on shore		100.00	17.00
—on vessel		150.00	25.00
(b) <i>Cranes—for special lifts not exceeding 15 tonnes weight</i>			
—per tonne (weight or measurement)			
(i) Lifts not exceeding 2 tonnes		14.00	3.00
(ii) Lifts of over 2 tonnes and not exceeding 5 tonnes		20.00	4.00
(iii) Lifts of over 5 tonnes and not exceeding 7 tonnes		25.00	5.00
(iv) Lifts of over 7 tonnes and not exceeding 10 tonnes		31.00	6.00
(v) Lifts of over 10 tonnes and not exceeding 15 tonnes		42.00	7.00
Overtime (in addition to the lifting charge) before or after ordinary working hours ...			
		20.00	4.00
(c) <i>Cranes—not otherwise provided for:</i>			
—per hour or part thereof per tonne times maximum lifting capacity of the crane			
		12.00	2.00
Overtime (in addition to the lifting charge) before or after ordinary working hours ...			
		7.00	2.00
(d) <i>Other equipment</i>			
—per hour or part thereof			
Hire of motor trucks and chassis		75.00	13.00
26. SERVICES NOT SPECIFICALLY PROVIDED FOR		Cost plus 30%	

SCHEDULE I

LABOUR AND OVERTIME RECOVERABLE BERTHING/UNBERTHING

	<i>Monday—Friday</i>					<i>Per Gang</i>	
						<i>TT\$</i>	<i>US\$</i>
Meal hour (day or night)						675.00	113.00
11.00 p.m.—1.00 a.m.						900.00	150.00
12 midnight—6.00 a.m.						2,900.00	484.00
<i>Saturday, Sundays and Public Holidays</i>							
6.00 a.m.—7.00 a.m.						1,290.00	215.00
7.00 a.m.—4.00 p.m.						3,540.00	590.00
Meal hour (day or night)						1,290.00	215.00
4.00 p.m.—7.00 p.m.						1,960.00	327.00
7.00 p.m.—11.00 p.m.						2,600.00	434.00
11.00 p.m.—12.00 midnight						1,960.00	327.00
12 Midnight—6.00 a.m.						3,990.00	665.00

SCHEDULE II

LABOUR AND OVERTIME RECOVERABLE—GUARANTEED BLOCK PERIODS
CONVENTIONAL WHARVES

	<i>Monday—Friday</i>					<i>Per Gang</i>	
						<i>TT\$</i>	<i>US\$</i>
Meal hour (day)						2,300.00	384.00
10.00 p.m.—12.00 midnight						3,100.00	517.00
10.00 p.m.—6.00 a.m.						11,150.00	1,859.00
<i>Saturday, Sunday and Public Holidays</i>							
7.00 a.m.—4.00 p.m.						12,500.00	2,084.00
Meal hour (day)						4,500.00	750.00
4.00 p.m.—7.00 p.m.						7,000.00	1,167.00
7.00 p.m.—11.00 p.m.						9,450.00	1,575.00
Meal hour (night)						6,900.00	1,150.00
12 midnight—6.00 a.m.						14,900.00	2,484.00

SCHEDULE III

LABOUR AND OVERTIME RECOVERABLE—GUARANTEED BLOCK PERIODS
CONVENTIONAL CONTAINER TERMINAL

	<i>Monday—Friday</i>					<i>Per Gang</i>	
						<i>TT\$</i>	<i>US\$</i>
Meal hour (day)						1,990.00	332.00
10.00 p.m.—12.00 midnight						2,600.00	434.00
10.00 p.m.—6.00 a.m.						16,700.00	2,784.00
<i>Saturday, Sunday and Public Holidays</i>							
7.00 a.m.—4.00 p.m.						11,900.00	1,984.00
Meal hour (day)						4,300.00	717.00
4.00 p.m.—7.00 p.m.						5,960.00	994.00
7.00 p.m.—11.00 p.m.						10,100.00	1,684.00
Meal hour (night)						6,500.00	1,084.00
12 midnight—6.00 a.m.						13,500.00	2,250.00

SCHEDULE IV

LABOUR AND OVERTIME RECOVERABLE—GUARANTEED BLOCK PERIODS
CONTAINER AND CONVENTIONAL (MIXED GANGS)

	<i>Monday—Friday</i>					<i>Per Gang</i>	
						<i>TT\$</i>	<i>US\$</i>
Meal hour (day)						2,200.00	367.00
10.00 p.m.—12.00 midnight						3,150.00	525.00
10.00 p.m.—6.00 a.m.						15,100.00	2,517.00
<i>Saturday, Sunday and Public Holidays</i>							
7.00 a.m.—4.00 p.m.						12,600.00	2,100.00
Meal hour (day)						4,100.00	684.00
4.00 p.m.—7.00 p.m.						7,000.00	1,167.00
7.00 p.m.—11.00 p.m.						9,300.00	1,550.00
Meal hour (night)						6,300.00	1,050.00
12 midnight—6.00 a.m.						14,000.00	2,334.00

SCHEDULE V

PRODUCTIVITY RATES

(The Authority will make every effort to maintain the following minimum rates of productivity)

<i>Container operations</i>	<i>Moves per hour</i>
Portainer cellular	24
Portainer non-cellular	22
Ship's gear (gantry)	15
Ship's gear (derricks)	12
Shore crane (FMC)	12
Shore crane (Demag)	8
Ro/Ro	30

Made by the Authority this 31st day of October, 1994.

R. T. NURSE
*Chairman of the Port Authority of
 Trinidad and Tobago*