

LAWS OF TRINIDAD AND TOBAGO

PORT AUTHORITY ACT

CHAPTER 51:01

Act

39 of 1961

Amended by

8 of 1964

9 of 1969

43 of 1969

8 of 1971

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45 of 1979

37 of 1980

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Note on Port Services (Dues, Charges and Management) Ordinance, Ch. 18 No. 2 (1950 Ed.)

Section 76 of this Act repeals the Port Services (Dues, Charges and Management) Ordinance, except sections 3 to 8 inclusive, and the Bye-laws made under section 22 of the said Ordinance. However, these sections and the Bye-laws will remain in force until the said sections 3 to 8 are amended and the said Bye-laws are revoked and replaced by new Regulations made under this Act.

Sections 3 to 8 of the Ordinance and the Bye-laws made under section 22 are appended herewith as an APPENDIX.

Note on Amendment

The Port Authority Act is amended as follows:

Section 8. [37 of 1980].

Immediately after subsection (2), insert the following subsection:

“(3) Notwithstanding the provisions of subsection (2)(a), the Tobago House of Assembly is charged with the responsibility of constructing, maintaining and repairing storage and warehousing facilities at ports in Tobago.”.

Note on Staff Provisions (Page 16)

Under section 3(2) of the Statutory Authorities Act (Chap. 24:01), the Port Authority has been declared a statutory authority subject to the provisions of that Act (*see* Chap. 24:01 — Subsidiary Legislation). So long as this declaration remains in force, the provisions of the Act of this Chapter relating to staff must be read and construed accordingly.

CHAPTER 51:01

PORT AUTHORITY ACT

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CHAPTER 51:01

PORT AUTHORITY ACT

An Act to make provision for a co-ordinated and integrated system of harbour facilities and port services connected therewith and other matters relating thereto and connected therewith, by means of the establishment of a Port Authority. 39 of 1961.

[14TH JUNE 1962]

Commencement.
58/1962.

PRELIMINARY

1. This Act may be cited as the Port Authority Act.

Short title.

2. (1) In this Act—

Interpretation.

“Accountant” means the person appointed by the Authority under section 17 and includes any officer of the Authority acting under the general or special directions of the Accountant;

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

“authorised employee” means a person authorised by the Authority to exercise the powers or perform the duties in respect of which the expression is used;

“basin” means the dredged portion of any harbour of Trinidad and Tobago abutting on to any wharf operated by or on behalf of the Authority, but does not include any dredged channel to such dredged portion;

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

“Comptroller” means the Comptroller of Customs and Excise and includes any officer of the Customs and Excise Department acting under the general or special orders of the Comptroller;

“dangerous goods” means any goods defined as such by Regulations made under section 75;

“dues and charges” includes harbour dues, wharf dues, basin dues and all sums which, under this Act or any Regulations made

thereunder, may be levied for or in respect of the carriage, storage or warehousing of goods by means of the Authority of for or in respect of any ship, harbour or other service performed or facility provided by means of the Authority;

“General Manager” means the officer appointed by the Authority to manage the port and, except in sections 5(6) and 17, includes any officer of the Authority acting under the general or special directions of the General Manager;

“goods” means all kinds of goods, wares, minerals, merchandise and livestock;

“harbours” means the port of Port-of-Spain in Trinidad and the port of Scarborough in Tobago described respectively in the First and Second Schedules and all the wharves, jetties, slips, docks and breakwaters and the machinery, plant, tools and other property appertaining 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;

First Schedule.
Second
Schedule.

“Harbour Master” means the Harbour Master of Port-of-Spain;

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

“offensive goods” means goods defined as such by regulations made under section 75;

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

“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 the possession of these goods;

“perishable goods” means goods liable to rapid deterioration and in particular, includes fish, fruit, vegetables, bread, meat, poultry, game, butter, eggs, milk, cheese, plants, small animals and any other thing which the Authority may prescribe;

“port of Port-of-Spain” means the port within the limits described in the First Schedule;

First Schedule.

“port of Scarborough” means the port of Scarborough in Tobago within the limits described in the Second Schedule;

Second
Schedule.

“tariff book” means the tariff book prepared and published under section 31;

“vehicle” includes carriages, wagons, carts, petrol or electrical vehicles, bicycles, tricycles, vans, hand carts, sledges, trucks, barrows and all other machines for the portage of goods or persons;

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

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

(2) In this Act and in all documents issued under this Act, unless the context otherwise requires, the expression—

- (a) “accepted by the Authority” subject to the provisions of any regulations made under this Act, means accepted by an authorised employee in the course of his duty for carriage, storage or warehousing in accordance with this Act;
- (b) “delivered to the Authority”, subject to the provisions of any regulations made under this Act, means delivered to an authorised employee in the course of his duty under this Act;
- (c) “the possession of the Authority”, subject to the provision of any regulations made under this Act, means the possession of any authorised employee in the course of his duty under this Act;
- (d) “the purposes of the Authority” means any purpose necessary or desirable for the performance of the services or the provision of any facilities authorised to be performed or provided by means of the Authority under this Act.

PART II

PORT AUTHORITY

Establishment
and constitution
of Authority.
[9 of 1969].

3. (1) There is hereby established for the purpose of this Act a body to be called the Port Authority of Trinidad and Tobago.

(2) The Authority shall consist of no fewer than five nor more than nine persons to be designated Commissioners, appointed by the President. Of these persons, five shall be appointed from amongst persons who have special qualifications in, and have had experience of, matters relating to engineering, accountancy, law, economics or business management.

(3) The President shall appoint a Chairman and a deputy Chairman of the Authority from amongst the Commissioners.

(4) Appointment to the office of Commissioner shall, subject to subsections (6) and (7), be for such period, being not less than two years nor more than five years, as the President shall specify at the time of the appointment, but any Commissioner shall be eligible for reappointment.

(5) Any Commissioner may at any time resign his office by instrument in writing addressed to the Chairman, who shall forthwith cause it to be forwarded to the Minister.

(6) The appointment of any person as a Commissioner and the termination of office of any person as a Commissioner whether by death, resignation, revocation, effluxion of time or otherwise shall be notified in the *Gazette*.

(7) Each Commissioner shall make and subscribe an oath before the President that he will faithfully, and to the best of his ability, discharge the trust and perform the duties devolving upon him as Commissioner.

Incorporation.

4. (1) The Authority shall be a body corporate having perpetual succession and a common seal, with power to hold land and other property of whatever kind.

(2) The seal of the Authority shall be kept in the custody of the Chairman or the deputy Chairman or of the Secretary of the Authority and may be affixed to instruments pursuant to a resolution

of the Authority and in the presence of the Chairman or deputy Chairman, and of one other member, and the Secretary.

(3) The seal of the Authority shall be authenticated by the signature of the Chairman, or deputy Chairman, and the Secretary of the Authority, and such seal shall be officially and judicially noticed.

(4) All documents, other than those required by law to be under seal, made by, and all decisions of, the Authority may be signified under the hand of the Chairman, or deputy Chairman, or the Secretary of the Authority.

(5) The Authority may sue and be sued in its corporate name and may for all purposes be described by such name, and service upon the Authority of any notice, order or other document shall be executed by delivering the same or by sending it by registered post addressed to the Secretary of the Authority, at the office of the Authority.

5. (1) The Authority shall meet at such times as may be necessary or expedient for the transaction of business, and such meetings shall be held at such place and time and on such days as the Authority may determine.

Procedure and meetings of the Authority. [9 of 1969].

(2) The Chairman may at any time call a special meeting of the Authority and shall call a special meeting within seven days of the receipt of a requisition for that purpose addressed to him by any three Commissioners.

(3) The Chairman, or in his absence the deputy Chairman, and two other Commissioners shall form a quorum.

(4) Minutes in proper form of each meeting shall be kept by the Secretary and shall be confirmed by the Chairman or the deputy Chairman, as the case may be, as soon as practicable thereafter at a subsequent meeting. Certified copies of such minutes when so confirmed shall be forwarded to the Minister.

(5) The Authority may co-opt any one or more persons to attend any particular meeting of the Authority for the purpose of assisting or advising the Authority, but no such co-opted person shall have any right to vote.

(6) The General Manager shall, unless the Minister otherwise directs, attend all meetings of the Authority but he shall not have any right to vote.

(7) Subject to this section, the Authority has power to regulate its own proceedings.

Appointment of Committees.

6. (1) The Authority may appoint a committee of the Authority to examine and report to it on any matter whatsoever arising out of or connected with any of its powers and duties under this Act.

(2) Any such committee shall consist of at least one member of the Authority together with such other persons, whether members of the Authority or not, whose assistance or advice the Authority may desire.

(3) Where persons, not being members of the Authority, are members of a committee appointed under this section, or where any person is co-opted under section 5(5), the Authority may with the approval of the President by resolution declare the remuneration and allowances of such persons, and such sums shall properly be payable out of the funds and resources of the Authority.

(4) The Authority may by resolution reject the report of any such committee or adopt it either wholly or with such modifications, additions or adaptations as the Authority may think fit.

Power of Authority to delegate.

7. Subject to this Act the Authority may delegate to any member or committee of the Authority the power and authority to carry out on its behalf such duties as the Authority may determine.

Functions of Authority. [37 of 1980]. First and Second Schedules.

8. (1) It is the function of the Authority—

- (a) to develop the harbours of Trinidad and Tobago described in the First and Second Schedules and such other harbours as may from time to time be vested in the Authority under section 57;
- (b) to operate port services in accordance with this Act;

- (c) to operate the Government Shipping Service between Trinidad and Tobago in accordance with Part IX;
 - (d) to collect the dues and charges authorised by this Act; and
 - (e) generally to be responsible for the carrying out of this Act.
- (2) The development of the harbours and the operation of the port services include the following:
- (a) the provision and maintenance of facilities for the entry and berthing of ships, the landing and embarkation of passengers, the loading, unloading, storage and warehousing of cargo;
 - (b) the provision and maintenance of equipment for hoisting, lifting and transportation of cargo;
 - (c) the erection, equipment and maintenance of quays, wharves, jetties, locks and piers;
 - (d) the provision of docking facilities, slipways, and machine shops;
 - (e) the provision of lights and beacons subject to the approval of the Harbour Master, towage services, fire-fighting services, watering services, bunkering services, rescuing services, dredging services, salvage services, repair services and such other services as are ordinarily required by ships coming into port in the course of their voyages.
- (3) Notwithstanding the provisions of subsection (2)(a), the Tobago House of Assembly is charged with the responsibility of constructing, maintaining and repairing storage and warehousing facilities at ports in Tobago.

9. (1) With respect to the carrying out of any duties falling within its function, the Authority may arrange for the duties to be carried out either by the Authority directly through its own officers, servants and employees, or indirectly through persons with whom the Authority has entered into contract; and for that purpose the Authority may lease any lands, buildings, facilities or equipment.

Powers of Authority.

(2) The Authority may for the purpose of the discharge of its functions—

- (a) carry on all activities the carrying on of which appear to it to be requisite, advantageous or convenient for or in connection with the discharge of its functions;
- (b) promote the carrying on of any such activities by other bodies or persons, and for that purpose may establish or expand, or promote the establishment or expansion of, other bodies to carry on any such activities either under the control or partial control of the Authority or independently, and may give assistance to such bodies or to other bodies or persons appearing to the Authority to have facilities for the carrying on of any such activities, including financial assistance by the taking up of share or loan capital, or by loan or otherwise;
- (c) carry on any such activities in association with other bodies or persons including Government authorities or as managing agents or otherwise on its own behalf;
- (d) do any thing and enter into any transaction whether or not involving expenditure, borrowing, granting of loans or investment of money in accordance with this Act in that behalf, the acquisition of any real or personal property or rights, or the disposal of any real or personal property or rights, which in its opinion is calculated to facilitate the proper discharge of its function or is incidental or conducive thereto.

Power to dispose of real or personal property generally. [8 of 1964].

10. (1) The Authority may, with the written consent of the President, sell, demise or otherwise dispose of any real or personal property or rights vested in it by this Act.

(2) The powers conferred by subsection (1) shall be in addition to and not in derogation of any powers conferred on the Authority by section 9(2)(d) relating to the disposal of real or personal property or rights.

11. No act done or proceeding taken under this Act shall be questioned on the ground—

Validity of acts of Authority.

- (a) of the existence of any vacancy in the membership of, or of any defect in the constitution of, the Authority; or
- (b) of the contravention by a Commissioner of the provisions of section 13; or
- (c) of any omission, defect or irregularity not affecting the merits of the case.

12. A Commissioner is not personally liable in respect of anything done or suffered in good faith under this Act, and any sums of money, damages or costs which may be recovered against any such Commissioner in respect of any act or thing done *bona fide* for the purpose of carrying this Act into effect shall be paid out of the funds and resources of the Authority.

Protection of Commissioners of Authority.

13. (1) It is the duty of a Commissioner who is in any way, whether directly or indirectly, interested in a contract or proposed contract with the Authority, to declare the nature of his interest at the first meeting of the Authority at which it is practicable for him to do so.

Declaration of interest.

(2) A Commissioner shall not vote in respect of any contract or proposed contract with the Authority in which he is in any way interested, whether directly or indirectly.

14. The Authority shall pay to each Commissioner, in respect of his office, such, if any, remuneration as the President may determine and to the Chairman and to the deputy Chairman, in respect of his office, such, if any, remuneration in addition to any remuneration to which he may be entitled in respect of his office as a Commissioner as may be so determined.

Remuneration of Commissioners.

15. (1) The President may from time to time give the Authority directions of a special or general character on the policy to be followed in the exercise of the powers conferred and the duties imposed on the Authority by or under this Act in relation to matters that appear to the President to affect the public interests.

Policy directions.

LAWS OF TRINIDAD AND TOBAGO

(2) The Authority shall, as soon as practicable, give effect to all directions issued pursuant to subsection (1).

Accommodation of Comptroller of Customs and Excise.

16. The Authority shall provide and maintain from time to time such reasonable office accommodation and facilities as the Comptroller shall require for the carrying out of their duties by the officers of his department within a harbour.

***STAFF**

Appointment of officers and other employees. [45 of 1979].

17. The Authority may appoint, subject to section 18(1), a General Manager (who shall be the chief executive officer and responsible for carrying out the decisions of the Authority), a Secretary, an Accountant and such other officers and employees as may be necessary and proper for the due and efficient administration, management and performance by the Authority of its duties under this Act.

Staff of Authority.

18. (1) On the commencement of this Act the officers and other employees who are members of the staff of the—

- (a) Port Services Department;
- (b) the Dredging and Towage services of the Harbour Master's Department; and
- (c) Coastal Steamers services,

shall comprise the staff of the Authority.

(2) Whenever a vacancy occurs in the membership of the staff of the Authority as comprised in subsection (1), the Authority may exercise its powers of appointment under section 17 to fill the vacancy.

Disciplinary proceedings against members of staff or former Port Services Departments.

19. Notwithstanding anything contained in this Act or any other law, the persons to whom section 18(1) applies, are liable to be suspended or dismissed by the Authority, but every such person shall be entitled—

- (a) to a hearing in accordance with the procedure followed in disciplinary cases against public officers of Government departments if such procedure would have been followed in any similar case against such person investigated immediately before the commencement of this Act;

*See Note on page 2.

- (b) to have representations on his behalf made by any competent association or body if such representations would have been entertained in connection with any similar case against such person investigated immediately before the commencement of this Act; and
- (c) if he so desires, to have the proceedings in the matter referred for the consideration of the President who may make such order in the matter as he thinks fit.

20. (1) There is preserved to the staff of the Authority to whom section 18(1) applies, their pension or superannuation rights accruing to them at the time of their transfer to the Authority. Pension and superannuation rights preserved.

(2) The President may approve the transfer of an officer from the service of the Authority to the service of the Government or from the service of the Government to the service of the Authority:

Provided that, in every such case—

- (a) any pension, gratuity or other allowance which is ultimately provided shall be paid from public funds;
- (b) the Authority shall pay from its funds to the Government such contributions as may be provided for in rules made by the President, and any such rules may make different provisions in different classes of cases.

21. The Authority may, with the approval of and subject to such terms and conditions as may be imposed by the President, provide for the establishment and maintenance of a Pension Scheme or a Provident Fund Scheme for the benefit of the officers and employees of the Authority, and in every such Scheme different provisions may be made for different classes of officers and employees. Establishment and maintenance of superannuation schemes.

22. It is the duty of the Authority except so far as the Authority is satisfied that adequate machinery exists for achieving the purposes of this section, to seek consultation with any organisation, Authority to consult appropriate organisation.

appearing to the Authority to be appropriate, with a view to the conclusion between the Authority and that organisation of such agreements as appear to the parties to be desirable with respect to the establishment and maintenance of machinery for—

- (a) the settlement by negotiation of terms and conditions of employment of persons employed by the Authority;
- (b) the promotion and encouragement of measures affecting the safety, health and welfare of persons employed by the Authority and the discussion of other matters of mutual interest to the Authority and such persons, including efficiency in the operation of the services contemplated by this Act.

Responsibility of certain officers.

23. All officers charged with the receipt, accounting for, or disbursement of moneys, or with the custody or delivery of stores, or other property belonging to the Authority are individually responsible for the due and efficient discharge of their respective duties, and for the exercise of proper supervision of the accounts kept or controlled by them and of all the property entrusted to their care, and for the due observance of all rules and regulations and of all orders and instructions prescribed for their guidance.

PART III

FINANCIAL PROVISIONS

Authority may borrow, secure or raise money.

24. (1) The Authority may, from time to time, with the approval of the President, borrow, secure or raise money by the issue of debentures or debenture stock, or other security, of all or any of the following purposes:

- (a) the provision of working capital;
- (b) the fulfilling of the functions of the Authority under this Act;
- (c) the provision of capital for the expansion of, and additions to, its fixed assets;
- (d) the redemption of any debenture or debenture stock or other security that the Authority is required or entitled to redeem;
- (e) any other expenditures properly chargeable to capital account.

(2) The Authority may, from time to time, borrow by way of overdraft or otherwise for periods not exceeding one year such sums as the Authority may require for meeting its obligations and discharging its functions under this Act.

25. (1) The Authority may, from time to time, borrow by way of advances from the Government such sums as may be necessary for carrying out its functions under this Act but notice of any such advance shall be given by the Minister to both Houses of Parliament.

Powers of the Authority to borrow from Government.

(2) For the purpose of making approved advances to the Authority under this section, the Minister may authorise advances out of the proceeds of any loan raised for the purpose or out of the reserve fund, revenues or surplus balances of the State.

(3) Pending the raising of any such loan, the Minister by warrant under his hand may authorise the Comptroller of Accounts to make advances out of public funds to the Authority in such sums and on such terms and conditions as the Minister may think fit for the purposes authorised by this Act.

(4) The repayment of any such advances and the payment of interest thereon shall be made by the Authority in like manner and on like conditions as borrowings by the Authority, subject to any special terms and conditions which may be stipulated with respect to any such advance by the Minister upon the making thereof.

(5) In this section “Minister” means the Minister responsible for Finance.

26. (1) The revenue of the Authority for any financial year shall be applied in defraying the following charges:

Application of revenue.

- (a) the remuneration, fees and allowances of the members of the Authority or of any committee thereof;
- (b) the salaries, fees, remuneration and gratuities, including payments for the maintenance of the Provident Fund or Pension Fund authorised by this Act, of the officers, agents and employees, and technical and other advisers, of the Authority;

- (c) working and establishment expenses, and expenditure on, or provision for, the maintenance of the property and of any of the works of the Authority, and the insurance of the same and the discharge of the functions of the Authority properly chargeable to revenue account;
- (d) interest on any debenture and debenture stock or other security issued, and on any loan raised by, the Authority;
- (e) sums required to be transferred to a sinking fund or otherwise set aside for the purpose of making provision for the redemption of debentures or debenture stock or other security or the repayment of other borrowed money;
- (f) such sums as it may be deemed appropriate to set aside in respect of depreciation on the property of the Authority having regard to the amount set aside out of the revenue under paragraph (e);
- (g) any other expenditure authorised by the Authority and properly chargeable to revenue account.

(2) The balance of the revenue of the Authority shall be applied to the creation of reserve funds to finance future modernisation and expansion.

Authorised investments.

27. Funds of the Authority not immediately required to be expended in the meeting of any obligations or the discharge of any functions of the Authority may be invested from time to time in securities approved by the President for investment by the Authority.

Dues, etc., chargeable by the Authority.

28. The dues, charges and fees to be charged by the Authority shall be in accordance with such dues and charges as may, from time to time, be fixed by regulations made under section 75.

Accounting of Authority.

29. (1) All decisions, orders, rules and regulations relating to the financial operations of the Authority and authorised by this Act shall be made by resolution of the Authority at a meeting thereof and shall be recorded in the minutes of the Authority.

(2) The Authority shall keep proper accounts and other records in respect of its operations, and shall cause to be prepared a statement in respect of each financial year.

(3) Subject to section 31 of the Exchequer and Audit Act, Ch. 69:01. the accounts of the Authority shall be audited by auditors to be appointed annually by the Authority.

(4) The Authority shall, before the commencement of each financial year, submit to the Minister for the information of Parliament a copy of its budget relating to capital expenditure and the financing thereof, and a copy of its income and expenditure budget, in relation to such year. The President shall cause copies of such budgets to be laid on the table of each House of Parliament.

(5) After the end of each financial year of the Authority, the Authority shall, as soon as the accounts of the Authority have been audited, cause a copy of the statement of accounts to be transmitted to the President, together with a copy of any report made by the auditors on that statement or on the accounts of the Authority. The President shall cause a copy of every statement and report to be laid on the table of each House of Parliament.

(6) Notwithstanding any power of the Authority conferred by this Act, where the Authority intends to embark upon any programme for expanding its facilities and services that will involve borrowing moneys upon the credit of the services that will involve borrowing moneys upon the credit of the State or that will require a longer period than one year to complete, the Authority shall obtain the approval of the President before incurring any liability in respect thereof.

30. (1) All moneys of the Authority accruing from its operations under this Act shall be paid into some bank or banks appointed by resolution of the Authority, and such moneys shall as far as practicable be paid into the bank from day to day, except such sum as the accountant may be authorised by rules made under section 32 to retain in his hands to meet petty disbursements for immediate payments. Cash deposits and payments.

(2) All payments out of the funds of the Authority except petty disbursements not exceeding a sum to be fixed by rules made under section 32, shall be made by the accountant, or on his behalf by any other officer appointed by the Authority, in accordance with any such rules.

(3) Cheques against any banking account required to be kept or withdrawals from any savings bank account shall be signed by the accountant and countersigned by the Chairman of the Authority or any member of the Authority or any officer of the Authority appointed by resolution of the Authority for the purpose, and a copy of any such resolution shall be certified by the Chairman and forwarded to the bank or banks concerned.

Preparation of documents under the Act. [43 of 1969].

31. The Authority shall cause to be prepared and in such manner as it thinks fit—

- (a) a tariff book containing all matters which under this Act are required to be contained therein, together with such other matters as the Authority may think fit;
- (b) such other books and other documents as under this Act are required to be kept.

Rules.

32. The Authority shall by resolution make Rules in respect of the following matters:

- (a) the manner in which and the officers by whom payments are to be approved;
- (b) the bank or banks into which the moneys of the Authority are to be paid, the title of any account with any such bank, and the transfer of one fund from one account to another;
- (c) the appointment of a member of the Authority or an officer of the Authority to countersign cheques on behalf of the Chairman or in the absence of the Chairman;
- (d) the sum to be retained by the accountant to meet petty disbursements and immediate payments and the maximum sum that may be so disbursed for any one payment;

- (e) the method to be adopted in making payments out of the funds of the Authority; and
- (f) generally as to all matters necessary for the proper keeping and control of the accounts and books and the control of the finance of the Authority.

33. (1) The Authority shall, as soon as practicable after the end of each financial year of the Authority, make and transmit to the President a report dealing generally with the activities of the Authority during the preceding financial year and containing such information relating to the operations and policy of the Authority as the President may from time to time direct. Annual report.

(2) The President shall cause a copy of every such report to be laid on the table of each House of Parliament.

34. Notwithstanding section 32 of the Exchequer and Audit Act, sections 33, 34, 36(1), 37 and 38 of that Act do not apply to the Authority. Non-application from Customs duty and Income tax. Ch. 69:01

35. (1) Notwithstanding anything in any other Act contained, all plant, machinery, appliances, apparatus, equipment and materials of every kind whatsoever imported into Trinidad and Tobago by the Authority for the purpose of carrying out its functions under this Act shall be free of all Customs duty whatsoever. Exemption from Customs duty and Income Tax.

(2) Notwithstanding anything contained in the Income Tax Act, the income of the Authority shall be wholly exempt from payment of income tax. Ch. 75:01.

36. (1) The Authority may enter into a contract with any local authority for the supply of water or for the scavenging of harbour premises or for any other service which the local authority may be rendering or be prepared to render within any part of the area under its control. Service contracts with local authorities. [16 of 1965].

(2) In this section “local authority” means a Municipal Corporation or a County Council entitled to the control or management of a municipal or other fund and includes the Water and Sewerage Authority established under section 3 of the Water and Sewerage Authority Act. Ch. 54:40.

PART IV

**RESPONSIBILITY OF THE AUTHORITY
AS A WAREHOUSEMAN**

Liability for
loss, etc., of
goods.

37. (1) Subject to this Act or of any contract, the Authority is not liable for the loss, misdelivery or detention of or damage to goods—

- (a) delivered to or in the possession of the Authority, otherwise than for the purposes of carriage, storage or warehousing except where such loss, misdelivery, detention or damage is caused by the want of reasonable foresight and care on the part of any person employed in or for the purposes of the Authority;
- (b) accepted by the Authority for carriage, storage or warehousing where such loss, misdelivery, detention or damage occurs otherwise than while the goods are being carried, stored or warehoused and is not caused by the want of reasonable foresight and care on the part of any person employed in or for the purpose of the Authority.

(2) The Authority is in no case liable for such loss, misdelivery, detention or damage arising from—

- (a) act of God;
- (b) act of war or of enemies of the State;
- (c) arrest or restraint of princes or rulers, or seizure under legal process;
- (d) act or omission of the consignor, consignee or depositor, or of the servant or agent of any such person;
- (e) fire, flood, hurricane, tempest, earthquake, riot, civil commotion, strike, lock-out, stoppage or restraint of labour from whatever cause, whether partial or general;
- (f) inherent liability to wastage in bulk or weight, latent or inherent defect, vice or natural deterioration;
- (g) deficiency in the content of unbroken packages;
- (h) insufficient or improper packing or from leakage from defective drums, containers or packages.

(3) Where any loss, misdelivery, detention or damage referred to in subsection (1) occurs in relation to goods accepted by the Authority for carriage, storage or warehousing, the limitations contained in section 38 applies.

38. The liability of the Authority in respect of any goods accepted by the Authority for carriage, storage or warehousing and in relation to which an account false in any material particular has been given under section 40(4) shall be based on the true value of such goods, or on the value thereof as calculated in accordance with the description contained in such false account, whichever is less.

Limitation for loss, etc., where false account is given.

39. In any proceedings brought against the Authority, it is not necessary for the person claiming damages or compensation to prove how the loss, misdelivery, detention or damage to the goods was caused.

Burden of proof.

PART V

GOODS

40. (1) The consignor of, or the person tendering, any goods for carriage, storage or warehousing by means of the Authority and, on request by an authorised employee, the consignee of, or person receiving, any goods which have been carried, stored or warehoused by means of the Authority, shall deliver to an authorised employee an account in writing signed by such consignor, person or consignee, as the case may be, containing such description of the goods as may be sufficient to enable such employee to determine the dues and charges payable in respect of the carriage, storage or warehousing thereof by means of the Authority.

Description, etc., of goods to be delivered.

(2) An authorised employee may, for the purpose of checking any accounts delivered under subsection (1), require any consignor, person or consignee, as the case may be, to permit him to examine such goods.

(3) If such consignor, person or consignee fails to deliver the account referred to in subsection (1) or to permit such goods to be examined as required under subsection (2), an authorised employee may, in respect of goods which are tendered for carriage,

storage or warehousing by means of the Authority, refuse to accept the goods for such carriage, storage or warehousing, and in respect of goods which have been carried, stored or warehoused by means of the Authority, refuse to deliver the same unless, in either case, a charge not exceeding the highest charge payable for any class of goods is paid.

(4) If, in respect of goods which have been carried, stored or warehoused by means of the Authority, and account delivered under subsection (1) is found to be false in any material particular with respect to the description of any goods to which it purports to relate, an authorised employee may refuse to deliver such goods unless in respect of warehousing, storage or carriage of the goods a charge not exceeding double the highest charge payable for any class of goods is paid.

Unclaimed
goods in the
possession of
the Authority.

***41.** (1) Where any goods in the possession of the Authority are not claimed by the owner of any other person appearing to the General Manager to be entitled thereto, the General Manager shall, if such owner of person is known, take all reasonable steps to cause a notice to be served upon him requiring him to remove the goods.

(2) If—

- (a) the owner of any goods in the possession of the Authority is not known and no person appears to be entitled thereto; or
- (b) the notice referred to in subsection (1) cannot for any reason be served; or
- (c) there has been a non-compliance with the provisions of any notice served under subsection (1),

the General Manager may, within a reasonable time not being less, except in the case of perishable goods, than two months, sell the goods by public auction and after deducting from the proceeds of sale the expenses of such sale shall pay the balance, if any, into the funds of the Authority; but no imported goods shall be sold under this section until they have been entered for home consumption in accordance with the laws of Trinidad and Tobago relating to Customs.

*See Disposal of Uncleared Goods Act 1978 (No. 46 of 1978).

42. (1) No person shall tender to the Authority for carriage, storage or warehousing any goods to which this section applies without giving notice of the nature of such goods—

Dangerous or
offensive goods,
etc.
[136/1976].

- (a) in the case of goods taken with a person, to the person in charge of the port of embarkation at which such first mentioned person commences his journey; or
 - (b) in the case of goods tendered to the Authority for carriage, storage or warehousing, to the authorised employee to whom such goods are tendered.
- (2) An authorised employee may—
- (a) refuse to accept for carriage, storage or warehousing by means of the Authority, goods to which this section applies or may accept them only under and in accordance with any special provisions relating to the carriage, storage or warehousing of any such goods;
 - (b) require any such goods to be marked and packed in such manner as may be specified in Regulations made under this Act.

(3) Where any authorised employee has reason to believe that any goods to which this section applies are being carried, stored or warehoused by means of the Authority or have been accepted for carriage, storage or warehousing by means of the Authority in contravention of subsection (1) or (2), he may examine such goods and, if on examination they are found to be goods to which this section applies, he may, upon informing an officer of Customs of the place to which the goods are to be removed, order their removal from any premises occupied for the purposes of the Authority, or may order them to be destroyed or otherwise disposed of, and the Authority may recover from the person on whose behalf such goods have been carried, stored or warehoused the cost of such removal and of any further expenses reasonably incurred in connection with the disposal thereof.

(4) This section applies to any dangerous or offensive goods.

- (5) Nothing in this section shall apply—
- (a) to any goods carried, stored or warehoused by means of the Authority for or on behalf of the Government;
 - (b) to any goods carried by any member of any force established for the defence of Trinidad and Tobago or by any constable in the course of his duty.

PART VI

SAFETY OF NAVIGATION

Safety of
Navigation.
[43 of 1969].

43. (1) The consent of the Port Authority to the carrying out of the following operations on the seashore shall first be obtained, that is to say:

- (a) constructing, altering or improving any works on, under or over any part of the seashore lying below high water mark of ordinary spring tides;
- (b) depositing any object or any materials on any such part of the seashore as mentioned above; or
- (c) removing any object or any materials from any part of the seashore lying below low mark of ordinary spring tides,

if obstruction or danger to navigation is likely to result.

(2) A person who contravenes the provisions of subsection (1) is liable on summary conviction to a fine of six thousand dollars and to imprisonment for twelve months.

PART VII

**EMBARKATION AND DISEMBARKATION
OF PASSENGERS AND GOODS**

Passengers, etc.,
to be embarked,
etc., only at a
harbour.

44. (1) Subject to subsection (2), no ship shall embark or disembark any passenger or goods at any place other than a harbour.

(2) The General Manager may, with the prior agreement of the Comptroller, authorise the master of any ship to embark or disembark passengers or goods at such place other than a harbour as may be agreed by the Comptroller.

45. The master of any ship arriving in a harbour shall produce on demand to an authorised employee— Master to supply information.

- (a) the ship's register and the ship's papers;
- (b) a list of the passengers, if any, showing particulars of their sex and occupation;
- (c) a list showing the deaths, if any, which have occurred during the voyage;
- (d) a list showing the stowaways, if any, on the ship,

and shall also supply such other information in relation to the ship's passengers and cargo as such employee may require.

46. (1) There shall be levied upon every ship entering a harbour such dues and charges as may be fixed by the Authority by Regulations made under this Act. Harbour dues and charges to be levied.

(2) A book specifying all harbour dues and charges shall be available for public inspection at the office of the General Manager

47. (1) Where any dues or charges are owing in respect of any vessel, an authorised employee may arrest the vessel and the tackle, apparel and furniture thereof, and such employee may detain the vessel until the amount of such dues or charges are paid to the Authority Power to arrest ship for dues and charges.

(2) Where, after such arrest, any such dues or charges remain unpaid for a period of seven days, the authorised employee may cause the ship and the tackle, apparel and furniture thereof arrested to be sold, and out of the proceeds of such sale he shall retain the amount necessary to meet the expenses of the detention and sale thereof and shall, after paying the amount of any dues or charges which are owing to the Authority, deliver the balance, if any, to the master, owner or agent of the ship.

(3) Where any ship, in respect of which dues or charges are owing and have not been secured to the satisfaction of an authorised employee, leaves any harbour and enters or is in any other harbour, then such ship may be dealt with as if the dues or charges so owing and not secured were dues or charges owing in respect of such other harbour.

Master required to obtain certificate of clearance.

Ch. 50:06.

48. Before the master of any ship in a harbour requests outward clearance from the proper officer of Customs of such harbour he shall first obtain—

- (a) from the Harbour Master a certificate issued under section 27 of the Harbours Act; and
- (b) from an authorised employee a certificate stating that—
 - (i) dues and charges in respect of the ship, and all penalties and expenses to which the ship and her master are liable under this Act have been paid or secured to the satisfaction of the authorised employee;
 - (ii) he has complied with the provisions of this Act.

Power of authorised employee with respect to wrecks, etc.

49. (1) An authorised employee—

- (a) may in case of urgent necessity take any action in a harbour which in his opinion may be necessary to prevent any danger to life or shipping;
- (b) may enter upon any ship or into any building in a harbour if it is necessary for him to do so in the performance of any duty under this Act or if he has reasonable grounds for believing that an offence against this Act has been, or is about to be, committed therein; and
- (c) shall, if so required by the Harbour Master, remove any wreck in, or other obstruction to, a harbour or its approaches, or any timber, raft or other thing floating in a harbour which endangers or obstructs, or is likely to endanger or obstruct, the free navigation of the harbour or the use of any wharf or dock therein.

(2) The owner of any wreck or other thing removed by an authorised employee under the provisions of subsection (1), without prejudice to any other action which may be taken against him, is liable to pay the reasonable expenses of such removal;

and such wreck or other thing shall be detained by such employee until such expenses and any Customs duties and dues or charges payable have been paid.

(3) Where any wreck or other thing is removed under subsection (1) and the expenses of removal have not been paid within seven days of such removal, the General Manager may cause such wreck or other thing to be sold by public auction and shall out of the proceeds of sale retain the amount necessary to meet the expenses of such removal, detention and sale and any Customs duties and dues or charges payable and shall deliver the balance, if any, to the person appearing to him to be entitled thereto.

50. (1) Where the master of a ship from which any goods have been landed at a harbour and accepted by the Authority for carriage, storage or warehousing notifies the General Manager in writing that freight or other charges to the amount specified in the notice remain unpaid in respect of the goods, the General Manager shall retain the goods and refuse delivery thereof to the consignee or any other person until—

General
Manager may
retain goods
until freight,
etc., is paid.

- (a) the payment of any dues, charges and Customs duties due in respect of such goods; and either
- (b) the production of a receipt for, or a release from, the payment of such amount signed, or purporting to be signed, by or on behalf of the owner of such ship; or
- (c) the payment of the amount specified in the notice has been made by the person entitled to take delivery thereof.

(2) Where the General Manager causes any goods in respect of which a notice has been given under subsection (1) to be delivered to a person producing such receipt or release, or making such payment as is referred to in paragraph (a) or (b) of that subsection, the Authority shall be freed from all liability to any person in respect of the goods.

(3) An authorised employee shall be entitled to levy such charges as may be determined under this Act in respect of the

custody of any goods delivered to him in accordance with this section, and he may do all such reasonable acts and incur such reasonable expenses as are necessary for the proper custody and preservation of the goods, and the Authority shall have a lien on the goods for such charges and any other expenses so incurred.

(4) Nothing in this section shall be construed as requiring any person to take into the custody of the Authority any goods which would not otherwise be receivable by means of the Authority under the provisions of this Act, or as requiring the General Manager to enquire into the validity of any claim for freight or any other charges made in any notice given by a master under subsection (1).

Liability for delay or demurrage.

51. The Authority shall not be liable for any delay or demurrage which may occur or be due in respect of any ship, however such delay or demurrage may have been caused.

Master responsible for contravention of Act, etc.

52. The master of a ship is responsible for the compliance in respect of such ship with the provisions of this Act and, in the event of a contravention, he may be proceeded against and held liable for the contravention.

Delivery to masters of copy of Act.

53. The General Manager shall, on the demand of the master of any ship arriving at any harbour, cause to be delivered to such master on loan for the duration of the visit of such ship a copy of this Act and of any other written law relating to harbours, quarantine and matters incidental thereto.

PART VIII

VESTING OF CERTAIN PROPERTY RIGHTS AND LIABILITIES IN THE AUTHORITY

Vesting of property rights and liabilities in the Authority. [8 of 1971].
First and Second Schedules.

54. Subject to section 55, all lands, buildings, installations, equipment and all other forms of property, whether real or personal and all interests therein of whatsoever nature within the areas specified in the First and the Second Schedules are hereby vested in the Authority and shall be deemed always to have been vested in the Authority from the commencement of this Act.

55. (1) As from 27th March 1975, the land and buildings and all other forms of property, whether real or personal, and all interests therein of any kind within the area specified in the Third Schedule that were vested in the Authority by section 54 are hereby vested in the State.

Revesting in State of portion of land and property. [2 of 1975]. Third Schedule.

(2) All the rights, privileges and advantages and all the liabilities and obligations in relation to the land and buildings, and the other forms of property and interests therein, referred to in subsection (1) that immediately before 27th March, 1975 the Authority was entitled or subject to are as from that date transferred to and conferred or imposed upon the State.

(3) A reference in any deed, contract, bond or security or other document to the Authority, in relation to its rights, titles and obligations concerning the land and buildings, and the other forms of property and interests therein, referred to in subsection (1) shall, as from 27th March 1975, be construed as a reference to the State.

56. (1) The President may, with the approval of both Houses of Parliament, by Order make such incidental, consequential and supplemental provisions as may be necessary or expedient for the purpose of giving full effect to any transfer of powers or duties by or under this Act, including provisions for the transfer of any property, rights and liabilities held, enjoyed or incurred by the Port Services Department in connection with any powers or duties transferred, and may, with the like approval, make such orders as may be necessary to make exercisable by the Authority and their officers the powers and duties so transferred.

Transitional provisions.

(2) If any difficulty arises with respect to the foregoing transitional provisions of this Act, the President may, with the approval of both Houses of Parliament, by Order make such modifications in these provisions as may appear to him necessary for preventing anomalies during the period affected by the transition to the provisions of this Act from the provisions of the Port Services (Dues, Charges and Management) Ordinance repealed by section 76 of this Act.

Ch. 18 No. 2. (1950 Ed.).

(3) The President shall not exercise the powers conferred by subsection (2) after the expiration of twelve months from the coming into operation of this Act.

(4) In the construction and for the purposes of any Act, Rules, Regulations, Bye-laws, judgments, decree, order, award, deed, contract or other document passed or made before the transfer to the Authority of any powers or duties by or under this Act, but so far only as may be necessary for the purpose or in consequence of such transfer, the name of the Authority shall be substituted for the name of the Port Services Department.

(5) Where at the time of the transfer of any powers or duties by or under this Act any legal proceedings are pending to which the Port Services Department is a party, and such proceedings have reference to the powers and duties transferred by or under this Act, the Authority shall be substituted in such proceedings for the Port Services Department, and such proceedings shall not abate by reason of the substitution.

(6) The rights and obligations of the Sub-Intendant of State Lands under all existing agreements entered into by him with other parties in respect of the operation of private wharves and leases of land for storage of any commodity, the erection of buildings or for any other purpose, within the harbours are vested in the Authority.

(7) All debts and liabilities standing in the books of the Port Services Department shall be assumed by the Authority at the time of transfer.

(8) All work, capital as well as otherwise, negotiations of any kind and anything whatever incomplete at the time of transfer from the Port Services Department to the Authority shall be continued just as if there had been no transfer from one body to another.

Vesting of other ports and harbours in Authority.

57. The President may from time to time by Order vest in the Authority any port and harbour in Trinidad and Tobago.

Safeguarding interests of the State and other persons.

58. The President may from time to time by Order make such provisions as he may consider necessary to safeguard the interests of the State or of other persons having occasion to make use of or to come upon any premises for the time being vested in the Authority.

59. (1) The tugs, motor launches, boats, lighters, trucks, trollies, cranes, tools, plant, machinery, fittings, workshop materials, effects or any other articles whatsoever used or provided by the Authority shall not be liable to be taken in execution of any order of any Court, or of any local authority or persons having by law power to attach or distrain property or otherwise to cause property to be taken in execution.

Restriction on execution against property of Authority.

(2) In this section “local authority” has the same meaning assigned to it by section 36.

PART IX

GOVERNMENT SHIPPING SERVICE

60. In this Part “Government Shipping Service” means the service supplied by vessels owned by the State and engaged in the carriage of passengers and goods between Trinidad and Tobago.

Interpretation.

61. (1) The Authority shall operate the Government Shipping Service, in this part referred to as “the service”, as the agent of the State, and subject to such regulations as may be made by the President in that behalf.

Operation of services by Authority.

(2) The rates to be paid in respect of passengers and freight in the operation of the service shall be fixed by Regulations made by the President.

62. The Authority shall in no circumstances finance or subsidise the service from surpluses accruing from the operation of port services.

Authority not to subsidise service.

63. The Authority shall keep separate accounts in respect of the service which shall show—

Authority to keep separate accounts.

(a) the revenues and costs; and

(b) the surpluses or deficits resulting from the operation of the service.

64. Any deficit in any year arising out of the operation of the service shall be met by a subvention from the Government that shall amount to the deficit suffered by the operation by the Authority of the service for that year.

Government to meet deficits by subvention.

Surplus to be transferred to special account.

65. A surplus in any year arising out of the operation of the service shall be transferred to a special account to be kept by the Authority and, subject to the discretion of the President, shall be used either—

- (a) to offset any deficits arising out of the operation of the services in any year or years; or
- (b) for such other purpose as the President may determine.

PART X

OFFENCES

Damaging property in a manner likely to endanger life.

66. Any person who unlawfully damages or in any way interferes with any buoy, mark, beacon or other property of the Authority in such manner as to endanger, or as might endanger the life of any person, is liable on conviction on indictment to imprisonment for ten years.

False returns.

67. Any person who makes, either knowingly or recklessly, any statement which is false in any material particular in any return, claim or other document, which is required or authorised to be made under this Act is liable on summary conviction to a fine of eight thousand dollars and to imprisonment for two years.

Endangering safety of operations.

68. Any person who, while on duty or lawfully employed on any premises of the Authority or upon any ship or vehicle used by or for the purposes of the Authority, endangers the safety of any other person—

- (a) by contravening any of the provisions of this Act or of any Regulations made thereunder;
- (b) by contravening any lawful order, direction or rule given to such person, or made in respect of his service;
- (c) by being under the influence of alcohol; or
- (d) by any rash or negligent act,

is liable on summary conviction to a fine of three thousand dollars and to imprisonment for six months.

69. Any person who, with intent to defraud, demands or receives from any other person delivering goods for carriage, storage or warehousing by means of the Authority, or from any other person making use of the services or facilities provided by means of the Authority, any greater or less amount than he should demand or receive is liable on summary conviction to a fine of one thousand dollars and to imprisonment for three months.

Fraudulently demanding improper amount.

70. Any person who—

Miscellaneous summary offences.

- (a) being a trespasser on any premises of the Authority, or upon any ship or vehicle used by or for the purposes of the Authority, refuses to leave such premises, ship or vehicle after being requested to do so by any authorised employee or a constable;
- (b) being on any premises of the Authority, or upon any ship or vehicle used by or for the purposes of the Authority—
 - (i) refuses when called upon by an authorised employee or a constable to give his name and address, or gives a false name or address, for the purpose of avoiding prosecution; or
 - (ii) is in a state of intoxication or behaves in a violent or offensive manner to the annoyance of any other person; or
 - (iii) discharges any firearm or does anything which may cause injury to any person on such premises or upon such ship or vehicle; or
 - (iv) commits any nuisance or act of indecency, or uses profane, obscene, indecent or abusive language, or
 - (v) without lawful excuse contravenes any lawful directions given by any authorised employee; or
 - (vi) save with the express permission of the General Manager, hawks, sells or exposes

- for sale any article, or touts, or importunes any person or applies for or solicits custom of any description; or
- (vii) smokes in any part of such premises, ship or vehicle bearing a notice that smoking is not permitted in that part;
- (c) writes, draws, or affixes any profane, obscene, indecent or abusive word, matter, representation or character upon any premises of the Authority, or upon any ship or vehicle used by or for the purposes of the Authority;
- (d) defaces the writing on any board or any notice authorised to be maintained upon any premises of the Authority, or upon any ship or vehicle used by or for the purposes of the Authority;
- (e) damages or without lawful excuse interferes with any property of the Authority;
- (f) without lawful excuse does any act which obstructs, or is likely to obstruct, the free navigation of any harbour or the use of any wharf or dock therein;
- (g) being a driver or conductor of any vehicle, disobeys while upon premises of the Authority any reasonable directions given by any authorised employee or constable;
- (h) fails to deliver at the earliest possible opportunity to any authorised employee any property, which there is reason to believe has been lost or forgotten, found on any premises of the Authority, or on any ship or vehicle used by or for the purposes of the Authority;
- (i) wilfully obstructs or impedes any other person in the discharge of his duties arising out of his employment in or for the purposes of the Authority;
- (j) gives or offers to any other person money or money's worth for the purpose of avoiding payment of any sum due to the Authority; or

(k) unlawfully removes any property of the Authority, is liable on summary conviction to a fine of seven hundred and fifty dollars and to imprisonment for three months.

71. Any master, owner or agent who produces any document or gives any information which is false in any material particular is liable on summary conviction to a fine of seven hundred and fifty dollars or to imprisonment for three months.

Offences by
Masters.

72. (1) Any person who commits any offence mentioned in section 66, 68 or 70, may be arrested without warrant by any authorised employee or by a constable.

Power of arrest
or removal.
[18 of 1994].

(2) Any person who commits any offence against this Act or any Regulations made thereunder other than an offence mentioned in subsection (1), may be arrested without warrant by any authorised employee or by a constable if—

- (a) there is reason to believe that such person will abscond;
- (b) he refuses on demand to give his name and address; or
- (c) there is reason to believe that the name or address given by him is incorrect.

(2A) Where a person is taken into custody without a warrant under subsection (1) or subsection (2), a police officer not below the rank of Inspector or the police officer in charge of the police station to which the person is brought, may, and, where it will not be practicable to bring him before a Magistrate's Court within twenty-four hours after his being taken into custody, shall inquire into the case and, unless the offence appears to the officer to be a serious one, grant him bail in accordance with the Bail Act, subject to a duty to appear before a Magistrate's Court at such time and place as the officer appoints.

Ch. 4:60.

(3) Any person who commits any of the offences set out in section 70 may be required by any authorised employee or constable to leave the premises, ship or vehicle, as the case may be, in which such person is at the time of the commission of the offence; and if such person fails to comply with such requirement he may be removed therefrom with such force as may be reasonably necessary in the circumstances.

Place of trial.

73. (1) Any person charged with any offence against this Act, other than an offence mentioned in section 70, may be proceeded against, tried and punished in any place in which he may be in custody for that offence as if the offence had been committed in such place; and the offence shall, for all purposes incidental to, or consequent upon, the prosecution, trial or punishment thereof, be deemed to have been committed in that place.

(2) Nothing contained in this Act shall preclude the prosecution, trial and punishment of such person in any place in which, but for the provisions of this section, such person might have been prosecuted, tried and punished.

Power of Authority to confer powers of police on employees.

74. The Authority may, by notice in writing, authorise any employee to maintain order upon any premises used by or for the purposes of the Authority, or in any port, ship or vehicle used by or for the purposes of the Authority, and any employee so authorised shall, in the performance of such duty, have all the powers, rights, privileges and protection of a constable.

PART XI

REGULATIONS, REPEAL, COMMENCEMENT, ETC.

Regulations.

75. (1) The Authority may make Regulations for the fixing of the rates of dues and other charges for or in connection with the carriage, storage or warehousing of goods by means of the Authority, or any other service or facility performed or provided by means of the Authority and for the fixing of the rates of ships' dues, wharfage charges, fees, dues and charges, and for the payment, exemption from payment, refund or remission thereof; and such Regulations may fix different rates of dues, or charges, or fees for different classes of goods, or for different ships or classes of ships or in relation to different circumstances or conditions.

(2) In the making of Regulations in respect of the matters specified in subsection (1), the Authority shall ensure that the rates fixed thereby are adequate to provide sufficient revenue—

- (a) to cover operating expenses, including taxes, if any, and to provide adequate maintenance and depreciation, and interest payments on borrowings;

- (b) to meet periodic repayments on long-term indebtedness to the extent that any such repayments exceed the provisions for depreciation;
- (c) to create reserves to finance a reasonable part of the cost of future expansion.

(3) The Authority with the approval of the President may make Regulations generally with respect to the services performed and the facilities provided by means of the Authority, generally for the maintenance of order on any premises used by or for the purposes of the Authority, or in any harbour, ship or vehicle used by or for the purpose of the Authority and, without prejudice to the generality of the foregoing, may—

- (a) make Regulations with respect to—
 - (i) the collection, receipt, storage, conditions of carriage, storage or warehousing and delivery of goods or any class of goods to or by means of the Authority, and the disposal of perishable or unclaimed goods;
 - (ii) the prohibition of smoking in any portion of any such premises, ship or vehicles;
 - (iii) the proper control and management of foreshores, harbours and the entrances thereof, the prevention and removal of obstructions therein, and the regulation of any work, service or facility performed or provided there;
 - (iv) the control of all persons and vehicles on any such premises, the maintenance of order thereon and the admission or exclusion of persons therefrom, and the charges, if any, to be made for such admission;
 - (v) the protection of ships and cargoes, and the removal, destruction, sale or abandonment of stranded ships and their cargoes and appurtenances which obstruct or are likely to obstruct the fairway of any harbour, the payment of expenses in connection

therewith, and the levy and recovery of a rent for the right of a hulk or wreck or wreckage to lie in any harbour;

- (vi) the licensing of porters, landing agents, stevedores, forwarding agents, shipping agents, baggage and parcel agents, and contractors for the supply of water or ballast, or other persons concerned in harbour work;
 - (vii) the defining of dangerous or offensive goods and the conditions under which they may be carried, stored or warehoused;
 - (viii) the sale of any article on any premises occupied for the purposes of the Authority;
 - (ix) any matter required by this Act to be prescribed;
- (b) subject to the provisions of any law relating to merchant shipping, make Regulations with respect to the taking of measures for the prevention of ships from leaving any harbour if overloaded, improperly loaded, improperly found, insufficiently manned or without qualified officers or engineers or with a number of passengers in excess of the number that can be carried with reasonable safety, or if otherwise unseaworthy.

(4) The power of the Authority to make Regulations under this section in relation to any matter, shall not be construed as derogating from any other powers conferred upon the Authority or upon the General Manager under this Act to make provisions in relation to any such matter in any different manner.

(5) Regulations made under this section may provide that any breach or contravention of any Regulation is punished by the imposition of a fine of one thousand five hundred dollars and to imprisonment for three months.

(6) All Regulations made under subsection (3) shall be laid before both Houses of Parliament and shall be subject to negative resolution of the House of Representatives.

76. (1) Subject to this section the Port Services (Dues, Charges and Management) Ordinance is hereby repealed. Repeal and saving.

(2) Sections 3 to 8 inclusive of the Port Services (Dues, Charges and Management) Ordinance and the Bye-laws made under section 22 of that Ordinance shall remain in force and shall continue to have effect until amended or revoked or until other provisions are substituted therefor by Regulations made under this Act. Ch. 18. No. 2 (1959 Ed.).

77. Nothing in this Act shall be construed as derogating in any way from any rights or powers conferred on the Harbour Master by any law for the time being in force in Trinidad and Tobago. Saving of rights and powers of the Harbour Master.

FIRST SCHEDULE

BOUNDARIES OF THE PORT AUTHORITY OF TRINIDAD AND TOBAGO

Port of Port-of-Spain

Section 54.
[8 of 1971
2 of 1975].

1. LAND

All that portion of land containing approximately 350 acres bounded on the West by the *eastern* bank of Maraval River and on the North commencing at a point on the *eastern* bank of the Maraval River by the *southern* edge of Wrightson Road Extension as shown in the National Transportation Plan (1967) as prepared in the Report by C. C. Parker & Parsons, Brinckerhoff, Ltd., and the *southern* edge of the existing section of Wrightson Road including those areas now occupied by the State and the former Pumping Station but excluding the areas allocated to the John S. Donaldson Technical Institute, the area of the Caribbean Medical Centre, the Licensing Office and those holdings *East* of the Licensing Office to the *eastern* boundary of the General Post Office and then by a line crossing the *eastern* end of Dock Road and continuing along the *south-western* edge of Wrightson Road then in a *south-easterly* direction diverting to the *southern* edge of the Beetham Highway and continuing in an *easterly* direction up to the *western* edge of Pioneer Drive at West Sea Lots along Pioneer Drive, thence *South-West* along the *northern* edge of Concession Drive up to a point where the *northern* edge of Concession Drive produced meets the water edge just North of the Percival Bain Wharf and on the East by a line in a *southerly* direction and on the South by the Sea.

Also that portion of land at the *East* I.D.C. Sea Lots Estate bounded on the West by the *eastern* bank of the St. Ann's Dry River on the North by the *southern* boundary of the I.D.C. Lot, (which lies *South* of the Beetham Highway between the Dry River and Trinidad Warehouses Ltd.) and then by the *southern* boundary of the Trinidad Warehouses Ltd. and then by a line in a *southerly* direction along the *western* boundary of the I.D.C. East Sea Lots Estate to the *northern* edge of Production Avenue and then by the *northern* edge of Production Avenue to the *southern* edge of Development Circular Road and then by the *southern* edge of Development Circular Road in a *north-easterly* direction and the *southern* edge of the Beetham Highway immediately East of the Flyover Roundabout on the South by the W.A.S.A. outfall Drain and Sea, on the East by the *western* boundary of the W.A.S.A. Pump House and then by the *southern* boundary of the East Pump House and then by the *western* edge of the W.A.S.A. road (approximately 3,800 ft.) which runs in a *south-easterly* direction from the W.A.S.A. Pump House to the W.A.S.A. settling tanks.

Also the block of land bounded by lower Edward Street on the East and immediately North of Wrightson Road and immediately South of Independence Square except for that area now occupied by Textel Limited. The block includes the area occupied by the Mariners' Club and the Immigration Office.

These areas are more particularly shown on plans signed by the Director of Surveys and file in the vault of the Survey Department, Red House, as A.M.11.

2. SEA

All that area of sea from the *eastern* bank of the mouth of the Maraval River to the East of a line bearing $61^{\circ} 15'$ from sea and parallel to the centre line of the Grier Channel and *Seaward* to a distance of 2.96 nautical miles to the Geographical position Lat. N $10^{\circ} 38' 2''$ Long. W $61^{\circ} 34' 51''$ and thence in a *south-easterly* direction to Lat. N. $10^{\circ} 36' 24''$ Long. W. $61^{\circ} 32' 30''$ thence due East to the Low Water Mark, on the East by the Low Water Mark of the Coastline in the area of the Caroni Swamp and Sea Lots and on the North by the Low Water Mark of port and I.D.C. lands.

These areas are more particularly shown on the plans signed by the Director of Surveys and filed in the vault of the Survey Department, Red House, as A.M.10.

SECOND SCHEDULE

Section 54.

PORT OF SCARBOROUGH, TOBAGO

(i) All those lands bounded on the North by the *Southern* edge of Milford Road, on the South by the Sea, on the East by the centre line of the Cook's River, on the West by a line drawn through the existing leading lights;

(ii) All the portion of Rockly Bay, i.e., the area of sea within a radius of half a nautical mile from the *South-western* corner of the Custom House.

These areas are more particularly shown on plans signed by the Director of Surveys and filed in the vault of the Survey Department, Red House, as R.D.23.

THIRD SCHEDULE

Section 55(1).
[2 of 1975].

All that portion of land bounded on the North by Independence Square South, on the East by lower St. Vincent Street, on the West by lower Edward Street and on the South by Wrightson Road.

The said portion of land is more particularly shown on plans signed by the Director of Surveys and filed in the Vault of the Survey Department, Red House, as A.M.11.

SUBSIDIARY LEGISLATION

10/1984.

**GOVERNMENT SHIPPING SERVICE
(PASSENGER AND FREIGHT RATES) REGULATIONS**

made under section 61(2)

Citation.

1. These Regulations may be cited as the Government Shipping Service (Passenger and Freight Rates) Regulations.

Passenger rates on coastal steamers.

2. Passenger rates on the Government Shipping Service (hereinafter referred to as “the service”) are as follows:

- (a) Tourist Class—\$13.00 one way: \$26.00 return;
- (b) Cabin Class—\$20.00 one way: \$40.00 return.

The rates for children 3-12 years old are 50 per cent of the rates set out above; children under the age of three years travel free.

Freight rates for motor vehicles and trailers.

3. Freight rates on the service for motor vehicles and trailers are as follows:

Motor vehicles or trailers under—

2,000 lb.	...	...	...	\$25.00
2,000 to 3,000 lb.	...	...	...	\$50.00
over 3,000 to 4,000 lb.	...	...	...	\$60.00
over 4,000 to 8,000 lb.	...	...	...	\$100.00
over 8,000 to 10,000 lb.	...	...	...	\$150.00
over 10,000 lb.	\$150.00 plus
				\$10.00 for
				every
				additional
				500 lb. or
				part
				thereof.

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Government Shipping Service (Passenger and Freight Rates) Regulations

[Subsidiary]

Freight rates on goods vehicles are calculated on the tare weight when the vehicle is unloaded and on the gross weight when the vehicle is loaded, whether fully or not.

4. These Regulations came into operation on the 12th day of Commencement.
January, 1984.

PORT AUTHORITY (TARIFF) REGULATIONS

ARRANGEMENT OF REGULATIONS

REGULATION

1. Citation.
2. Definitions.
3. Explanations of abbreviations and symbols.
4. Operational obligation of users.
5. Special operational conditions.
6. Charges and fees.
7. Responsibility for payment.
8. Vessel charges.
9. Tonnage assessment.
10. Port dues.
11. Wharf dues.
12. Berth occupancy.
13. Mooring lines—berthing and unberthing.
14. Towage—Tug service.
15. Exemption from Port dues, wharf dues, berth occupancy, mooring lines, towage services.
16. Conventional wharves cargo handling.
17. Labour standing-by Conventional and container operations.
18. Container terminal—general conditions.
19. Store rent (Conventional cargo operation) free storage period.
20. Rent of wharf space.
21. Wharf gears and mechanical units.
22. Store rent container operations.
23. Empty containers for loading,

SCHEDULE.

PORT AUTHORITY (TARIFF) REGULATIONS

made under section 75(1)

203/1994.
[128/1995
14/1996
4/1998
225/1999].

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

2. In these Regulations—

Definitions.
[128/1995
14/1996].
Ch. 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;

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Port Authority (Tariff) Regulations

“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;

Ch. 50:07.

“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;

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“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, be section 57, in the Authority;

First Schedule.
Second
Schedule.

“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

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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 of 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 a through 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.

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Explanations of abbreviations and symbols. [128/1995].

- 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.

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.

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.

Charges and fees.

(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.

Responsibility 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 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

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Port Authority (Tariff) Regulations

(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:

<i>Tariff</i>		
<i>Item No.</i>		
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.

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(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.

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

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

(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.

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

(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.

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. Berth occupancy.

13. (1) Charges for berthing or unberthing shall be charged per movement. Mooring lines—berthing and unberthing. [128/1995].

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Port Authority (Tariff) Regulations

(2) After a vessel has been berthed, the same rates that apply 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 is 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.

Towage—Tug
service.

14. (1) Charges for tug service shall commence as soon as the tug 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.

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.

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

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.

Conventional wharves cargo handling.

(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.

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(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.

Labour standing-by Conventional and container operations.

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.

(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 lost 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.

19. (1) There shall be a free storage period in respect of—

Store rent (Conventional cargo operation) free storage period.

- (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.

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(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. [128/1995 14/1996].

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 discharge 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.

(7) Five additional days free of storage shall be allowed for consignments of five or more containers on one Bill of Lading.

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.

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[128/1995
4/1998
225/1999].

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:		
	(a) <i>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
	(b) <i>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
	(c) <i>Vessels calling for bunkering, taking ship's supplies, repairs, change of crew or medical assistance</i>		
		0.12	0.02
	(d) <i>All other vessels</i> At the discretion of the General Manager		
2.	WHARF DUES		
	(a) <i>Non-Caricom Wharves</i>		
	(i) Bulk cargo—per tonne of cargo ...	1.30	0.22
	(b) <i>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:		
	(a) <i>Passenger or cruise vessels</i>		
		0.09	0.02
	(b) <i>Other vessels</i>		
		0.18	0.03
4.	MOORING LINES—BERTHING, UNBERTHING AND SHIFTING		
	(a) <i>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

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	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
(iv) Vessel equipped with bow and stern thrusters - TT\$1,000 per tug per operation.		
(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. CONVENTIONAL CARGO HANDLING CHARGES—Includes Wharf dues

— per tonne

	TT\$	US\$
<i>(a) Imports</i>		
(i) Non-Caricom Cargo		
Direct delivery	102.00	17.00
Non-direct delivery	127.00	22.00
(ii) Caricom Cargo	70.00	12.00
(iii) Cargo discharged overside ...	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		
<i>(b) Exports</i>	102.00	17.00
<i>(c) Trans-shipment</i>		
(i) Trans-shipment cargo		
(ii) Cargo to be trans-shipped after unstuffing from an L.C.L., container	52.00	9.00
<i>(d) Heavy Lift Cargo... ..</i>	132.00	22.00
<i>(e) Mobile units (Drive on /Drive off)—per unit</i>		
(i) Cars, station wagons, vans, pickups, maxi-taxi types, etc		
(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
<i>(f) Non-Caricom cargo handled on Caricom Wharves</i>		
—per man per hour	26.00	5.00
<i>(g) Lo/Lo wheeled container chassis (single or in bundles of not more than two)</i>	Same as Container Handling Charges	
<i>(h) Containerised cargo and conventional cargo mixed in a hatch and handled at a conventional berth</i>	Lo/Lo rate plus 10%	
<i>(i) Shifting cargo</i>		
—per 1/4 hour		
(i) Cargo unloaded and reloaded to facilitate storage or shifting from one hold to another	150.00	25.00

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	TT\$	US\$
(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 BARRELS		
Per barrel	50.00	8.00
11. LABOUR AND OVERTIME RECOVERABLE (CONVENTIONAL)		
(a) <i>Overtime recoverable</i>		Refer to Schedule II
(b) <i>Labour recoverable.</i>		
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 issued the cost shall be— per man per hour or part thereof	39.00	7.00
(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 or 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

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	TT\$	US\$
14. RENT OF BERTH AND WHARF SPACE FOR SHIPREPAIR		
—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

PART THREE

CONTAINER TERMINAL

16. CONTAINER HANDLING CHARGES (INCLUDES WHARF DUES)		
(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):	TT\$	US\$
Lo/Lo		
—using portainer crane	960.00	160.00
—using shore crane	860.00	144.00
—using ships gear	810.00	135.00
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

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	TT\$	US\$
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	500.00	84.00
—using ship crane	460.00	77.00
—using short 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

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
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	TT\$	US\$
(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
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—per man per hour or part thereof</i> ...	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	

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**PART FOUR
GENERAL**

	TT\$	US\$
24. HIRE OF GEARS		
—per day or part thereof		
<i>(a) 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
<i>(b) 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		
<i>(a) 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
<i>(b) 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
<i>(c) Cranes—not otherwise provided for:</i>		
—per tonne 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
<i>(d) Other equipment</i>		
Hire of motor trucks and chassis	75.00	13.00
26. SERVICES NOT SPECIFICALLY PROVIDED FOR	Cost plus 30%	

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APPENDIX I

LABOUR AND OVERTIME RECOVERABLE
BERTHING/UNBERTHING

<i>Monday—Friday</i>					<i>Per Gang</i>	
					TT\$	US\$
Meal break	...	...	...	...	490.00	82.00
Saturdays, Sundays and Public Holidays						
6.00 a.m.—3.00 p.m.	...	...	...	...	2,800.00	467.00
Meal hour (day) 10.30 a.m.—11.30 a.m.	...	...	...	...	970.00	162.00
3.00 p.m.—12 midnight	...	...	...	...	3,900.00	650.00
Meal hour (night) 7.00 p.m.—8.00 p.m....	...	...	...	...	970.00	162.00
12 midnight— 6.00 a.m.	...	...	...	...	2,900.00	483.00

APPENDIX II

LABOUR AND OVERTIME RECOVERABLE—
GUARANTEED BLOCK PERIODS
CONVENTIONAL WHARVES

<i>Monday—Friday</i>					<i>Per Gang</i>	
					TT\$	US\$
Meal break	...	...	...	...	1,960.00	327.00
Saturdays, Sundays and Public Holidays						
Meal hour (day) 6.00 a.m.—7.00 a.m./...	...	...	...	...	3,900.00	650.00
11.00 a.m.—12.00 noon	...	...	...	...	10,900.00	1,817.00
7.00 a.m.—4.00 p.m. ...	...	...	...	...	4,900.00	817.00
4.00 p.m.—7.00 p.m. ...	...	...	...	...	6,900.00	1,150.00
7.00 p.m.—11.00 p.m....	...	...	...	...	11,800.00	1,967.00
4.00 p.m.—11.00 p.m....	...	...	...	...	10,900.00	1,817.00
11.00 p.m.—6.00 a.m....	...	...	...	...	4,900.00	817.00
Meal hour 2.00 a.m.—3.00 a.m.	...	...	...	...

APPENDIX III

LABOUR AND OVERTIME RECOVERABLE—
GUARANTEED BLOCK PERIODS
CONTAINER TERMINAL

<i>Monday—Friday</i>					<i>Per Gang</i>	
					TT\$	US\$
Meal break	1,600.00	267.00

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	TT\$	US\$
Saturdays, Sundays and Public Holidays		
Meal hour (day) 6.00 a.m.—7.00 a.m./... ..	4,000.00	667.00
11.00 a.m.—12.00 noon		
7.00 a.m.—4.00 p.m.	11,900.00	1,984.00
4.00 p.m.—7.00 p.m.... ..	5,500.00	917.00
7.00 p.m.—11.00 p.m.... ..	9,400.00	1,567.00
4.00 p.m.—11.00 p.m.... ..	14,900.00	2,484.00
11.00 p.m.—6.00 a.m.... ..	12,900.00	2,150.00
Meal hour 2.00 a.m.—3.00 a.m.	5,900.00	983.00

APPENDIX IV

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

	<i>Per Gang</i>	
	TT\$	US\$
<i>Monday—Friday</i>		
Meal break	2,510.00	418.00
Saturdays, Sundays and Public Holidays		
Meal hour (day) 6.00 a.m.—7.00 a.m./... ..	3,900.00	650.00
11.00 a.m.—12.00 noon		
7.00 a.m.—4.00 p.m.... ..	12,600.00	2,100.00
4.00 p.m.—7.00 p.m.... ..	6,500.00	1,083.00
7.00 p.m.—11.00 p.m.... ..	8,900.00	1,483.00
4.00 p.m.—11.00 p.m.... ..	15,400.00	2,566.00
11.00 p.m.—6.00 a.m.... ..	13,500.00	2,250.00
Meal hour 2.00 a.m.—3.00 a.m.	5,900.00	983.00

APPENDIX 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

**PORT AUTHORITY (STORE RENT EXEMPTIONS)
REGULATIONS**

ARRANGEMENT OF REGULATIONS

REGULATION

1. Citation.
2. Interpretation.
3. Delivery of cargo.
4. Refund, remission, or waiver of store rent.
5. Procedure for application for refund, remission or waiver.
6. Appeal procedures.
7. Authority to keep records of decisions made by the Secretary.
8. LN No. 215 of 1994 revoked.

SCHEDULE.

[Subsidiary]

92/1995.

**PORT AUTHORITY (STORE RENT EXEMPTIONS)
REGULATIONS**

made under section 75(1)

Citation.

1. These Regulations may be cited as the Port Authority (Store Rent Exemptions) Regulations.

Interpretation.

2. In these Regulations—

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

“free storage period” means the period of time specified by the Authority during which a container, trailer, chassis or break bulk cargo may occupy space assigned to it free of store rent charges;

“Secretary” means the Secretary of the Authority.

Delivery of cargo.

3. The consignee shall take delivery of cargo within the free storage period allowed by the Authority, after which time store rent shall accrue.

Refund, remission, or waiver of store rent.

4. The Authority may refund, remit or waive store rent either in whole or in part under the following circumstances:

(a) where transactions relating to the delivery of cargo have been delayed or interrupted as a direct consequence of Government’s budgetary or regulatory policies thereby causing rent to accrue;

(b) where the consignee is a voluntary or charitable organisation registered as such with the Board of Inland Revenue;

(c) where the delay in taking delivery of cargo is acknowledged to have been caused by a Government Department;

(d) where for any reason, the Authority, with the approval of the Minister, so determines.

Procedure for application for refund, remission or waiver. Schedule.

5. (1) The consignee shall submit an application for refund, remission or waiver of store rent to the Secretary in the form set out in the Schedule.

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Port Authority (Store Rent Exemptions) Regulations

[Subsidiary]

(2) The application for refund, remission or waiver of store rent shall be made within seven working days of the date of application for delivery of cargo.

(3) The consignee shall submit one copy of all relevant documents with the application, the originals of which shall be presented for inspection by the Authority at the time of submission of the application.

(4) The Secretary shall inform the consignee, in writing, of the decision reached, within seven working days from the date on which the decision in respect of the application was made.

6. (1) Where an application for refund, remission or waiver has been refused in whole or in part, the consignee may lodge an appeal with the Secretary, in writing, within seven working days of receipt of the notice of refusal, giving any additional information as he considers relevant to the said appeal.

Appeal procedures.

(2) The Secretary shall inform the consignee, in writing, of his decision, within seven working days from the date on which the appeal was decided.

(3) Where an appeal fails, the consignee shall immediately pay the store rent due as from the original last day of the free storage period until the date of the final decision and take delivery of the cargo immediately upon notification of the failure of the said appeal.

7. (1) On reaching a decision under regulation 5 or 6 the Secretary shall forward a copy of the decision in writing to the Divisional Manager in charge of Cargo Operations.

Authority to keep records of decisions made by the Secretary.

(2) The Divisional Manager in charge of Cargo Operations shall in turn forward the said copy to the Cargo Accounts Office for the purpose of filing and reference.

8. The Port Authority (Store Rent Exemptions) Regulations, 1994 are hereby revoked.

L.N. No. 215 of 1994 revoked.

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[Subsidiary]

Port Authority (Store Rent Exemptions) Regulations

(Regulation 5).

SCHEDULE

APPLICATION FOR REFUND,
REMISSION OR A WAIVER OF STORE RENT

To: The Secretary,
Port Authority of Trinidad and Tobago

Dear Sir/Madam,

Re: APPLICATION FOR REFUND, REMISSION OR A WAIVER OF
STORE RENT

Name of Consignee

Address

Telephone No. (Home)(Business)

Location of Goods

Bill of Lading No./s

Shipping Agent

Vessel Name

Date of Arrival

Last Day

No. of Packages

Weight

Measurement

Store Rent due as at:

Date Amount

Reason for Application

.....
.....

.....
Signature of Consignee

APPENDIX

PART I

Sections 3 to 8 inclusive of Port Services (Dues, Charges and Management) Ordinance (Ch. 18 No. 2 (1950) Ed).

... ..
... ..

Harbour dues to be paid.

3. (1) Subject to the provisions of subsection (2) hereof, harbour dues shall be paid in accordance with the provisions of this Ordinance in respect of any vessel which enters or uses any harbour in the Colony or which loads or unloads cargo at any harbour, port or place in the Colony.

(2) A vessel the tonnage of which does not exceed ten tons, or a vessel registered as a drogher, shall be exempt from payment of harbour and wharf dues: Provided that this exemption shall not apply in the case of a drogher arriving from or proceeding to a port or place outside the waters of the Colony.

Calculation of harbour dues.

4. (1) Harbour dues shall be calculated as follows:

(a) where no cargo is loaded or unloaded, the harbour dues shall be one dollar if the tonnage of the vessel does not exceed sixty tons and two dollars and forty cents if the tonnage of the vessel exceeds sixty tons;

(b) where cargo is loaded, or unloaded, the harbour dues shall be at the rates set forth in Schedule I hereto in the case of cargo described in that Schedule and at the rate of fourteen cents per ton in the case of other cargo: Provided that the minimum harbour dues under this paragraph shall be one dollar and fifty cents in the case of vessels the tonnage of which does not exceed sixty tons and three dollars and sixty cents in the case of vessels the tonnage of which exceeds sixty tons.

Schedule I.

(2) In the case of vessels the tonnage of which exceeds ten tons but does not exceed one thousand tons, commuted harbour dues may be paid—

(a) at the time of arrival in any harbour, port or place in the Colony at the option of the owner or master of the vessel, or

(b) in the event of the total tonnage of cargo loaded and unloaded not being ascertainable by either of the methods of calculation described in section 8, at the discretion of the General Manager before departure in accordance with the scale set out below:

THE SCALE

								\$
Vessels exceeding	10 tons and not exceeding	20 tons	shall pay	2.25				
"	"	20	"	"	"	30	"	3.00
"	"	30	"	"	"	40	"	3.75
"	"	40	"	"	"	50	"	4.50
"	"	50	"	"	"	60	"	6.00
"	"	60	"	"	"	75	"	9.00
"	"	75	"	"	"	100	"	12.00
"	"	100	"	"	"	125	"	15.00
"	"	125	"	"	"	150	"	18.00
"	"	150	"	"	"	200	"	25.00
"	"	200	"	"	"	250	"	35.00
"	"	250	"	"	"	350	"	45.00
"	"	350	"	"	"	500	"	55.00
"	"	500	"	"	"	750	"	65.00
"	"	750	"	"	"	1,000	"	75.00

5. (1) Wharf dues (in addition to harbour dues) shall be paid in accordance with the provisions of this Ordinance in respect of any vessel in Port-of-Spain harbour the tonnage of which exceeds ten tons and which loads or unloads cargo passing over, or deposited on, a wharf. Save as otherwise provided in this section, the wharf dues leviable and payable under this subsection shall be calculated in accordance with Schedule I hereto in the case of cargo described therein and in accordance with Schedule II hereto in the case of other cargo.

Wharf dues to be paid.

Schedule I.
Schedule II.

(2) When a vessel (the tonnage of which exceeds ten tons but does not exceed one thousand tons) berthed at any wharf would

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not be liable to wharf dues under subsection (1) of this section or would be liable in respect of wharf dues computed in accordance with the provisions of that subsection for a lesser sum than that indicated in the scale set out below, wharf dues shall be paid in accordance with that scale.

THE SCALE

	\$
Vessels exceeding 10 tons and not exceeding 20 tons shall pay	4.50
" " 20 " " " 30 " "	6.00
" " 30 " " " 40 " "	7.50
" " 40 " " " 50 " "	9.00
" " 50 " " " 60 " "	12.00
" " 60 " " " 75 " "	18.00
" " 75 " " " 100 " "	24.00
" " 100 " " " 125 " "	30.00
" " 125 " " " 150 " "	36.00
" " 150 " " " 200 " "	45.00
" " 200 " " " 250 " "	55.00
" " 250 " " " 350 " "	65.00
" " 350 " " " 500 " "	75.00
" " 500 " " " 750 " "	85.00
" " 750 " " " 1,000 " "	100.00

(3) When a vessel (the tonnage of which exceeds one thousand tons) berthed at King's Wharf would not be liable to wharf dues under subsection (1) of this section or would be liable in respect of wharf dues computed in accordance with the provisions of that subsection for a lesser sum than one hundred and fifty dollars, minimum wharf dues of one hundred and fifty dollars shall be paid and will entitle such vessel loading or unloading cargo to occupy a berth for not more than thirty-six hours. Additional wharf dues of fifteen dollars per hour or part thereof shall be paid for every hour, or part thereof, in excess of thirty-six hours, in respect of vessels liable for the payment of the minimum wharf dues under this subsection.

(4) When a vessel in Port-of-Spain harbour loads or unloads, from or into a drogher or other craft, cargo passing over or deposited on any wharf, the wharf dues in respect of such cargo shall be due and payable by the said vessel and not by the drogher or other craft.

6. (1) In the case of any vessel (not being a drogher) berthed at King's Wharf or moored or anchored in the Basin, Basin dues (in addition to harbour dues and to any wharf dues which may be payable) shall be paid on—

Basin dues to be paid.

(a) the tonnage of cargo loaded into the vessel from another vessel or loaded from the vessel into another vessel, being cargo which has passed or passes over a wharf; and

(b) the tonnage of oil (to be used for the propulsion of the vessel) loaded into the vessel from another vessel; and

(c) the tonnage of fresh water taken into the vessel from water boats or other vessels.

(2) The Basin dues payable under paragraph (a) of subsection (1) of this section shall be calculated in accordance with Schedule I hereto in the case of cargo described in that Schedule and at the rate of twenty-five cents per ton in the case of other cargo.

Schedule I.

(3) The Basin dues payable under paragraph (b) of subsection (1) of this section shall be calculated at the rate of ten cents per ton but subject to a maximum of fifteen dollars on any occasion.

(4) The Basin dues payable under paragraph (c) of subsection (1) of this section shall be calculated at the rate of twenty-five cents per ton.

7. (1) No dues under this Ordinance shall be payable on live poultry, or on Post Office letter and parcel mail.

Exemptions, etc.

(2) Harbour and wharf dues (inwards only) shall be payable in respect of the following cargo:

(a) cargo unloaded and remaining in the custody of the General Manager or Comptroller to await trans-shipment;

- (b) cargo unloaded from a vessel and loaded to the same vessel;
- (c) molasses imported and stored in tanks to await trans-shipment, provided that a certificate of origin accompanies the contents ship and clearly indicates the percentage of the molasses so imported and contained in the shipment;
- (d) cargo overlanded and subsequently shipped;
- (e) cargo overcarried and returned.

(3) If any vessel in respect of which harbour dues have been paid be obliged from stress of weather or other sufficient cause, after leaving a harbour, port or place in the Colony, to return with the same cargo to a harbour, port or place in the Colony, harbour dues shall not, by reason of such return, again be payable by the vessel in respect of that cargo.

(4) Vessels owned by the Government of the United Kingdom and manned by members of His Majesty's Services not carrying goods for hire, shall be exempt from all dues in respect of the entry into any port or the use of any harbour or wharf in the Colony.

(5) Droghers and Government owned coastal vessels when engaged in coasting trade shall be exempt from payment of harbour, wharf and Basin dues, except when arriving from or proceeding to a port or place outside the territorial waters of the Colony.

(6) With the exception of vessels licensed to carry passengers exceeding twelve in number, minimum wharf dues as provided for in subsection (3) of section 5 shall not be payable—

- (a) in respect of vessels berthed at King's Wharf for the purpose of taking bunkers or fresh water and loading or unloading a quantity of cargo not exceeding twenty tons;
- (b) in respect of vessels loading trans-shipment cargo.

Wharf dues in cases falling under paragraphs (a) and (b) hereof shall be calculated and paid only on the tonnage of cargo loaded or unloaded other than cargo described in paragraph (b) hereof.

(7) Except as provided for in paragraphs (a), (b) and (c) of subsection (2) or in subsection (6) of this section nothing contained in this section shall be construed so as to relieve any person of the obligation to pay the minimum or commuted harbour and wharf dues in accordance with the provisions of sections 4, 5 and 8.

(8) It shall be lawful for the Governor in Council by order, in any special case or class of case, to remit, reduce, direct refunds of, or grant exemptions from, the whole or any part of any dues, fees or charges payable under this Ordinance or any bye-laws made thereunder.

8. (1) Tonnage of goods for the purpose of the calculation of dues payable in respect of vessels, and for the purpose of the calculation of charges payable under the bye-laws made under this Ordinance unless otherwise provided therein, shall be assessed at forty cubic feet or twenty hundredweights (avoirdupois) to the ton, whichever method yields the higher figure: Provided that, in the case of cargo described in Schedule III hereto, the tonnage may, in the absolute discretion of the General Manager, be calculated in accordance with that Schedule; and provided further that the tonnage assessment for the purposes of the payment of freight may, in the absolute discretion of the General Manager, be accepted by him in respect of all bagged goods and the tonnage assessment for the purpose of the payment of dues on oil and oil products in bulk shall be based on gallonage multiplied by specific gravity and divided by 224.

Method of assessment of tonnage.

Schedule III.

(2) For the purpose of calculating the total dues and charges based on tonnage, fractions of less than half a ton shall be disregarded, and half a ton or more shall be regarded as one ton: Provided that in the case of export cargo a minimum charge equivalent to half of the charge payable for one ton shall be payable for any single shipment which amounts to less than half a ton.

(3) Declarations of measurement and weight shall be made in units of cubic feet and units of the avoirdupois scale of weights.

Dues to be commuted if tonnage not ascertainable.

(4) Notwithstanding anything contained in any of the foregoing subsections, if the total tonnage loaded and unloaded is not ascertainable by either of the methods of calculation described in subsection (1) of this section in respect of vessels the tonnage of which exceeds ten tons but does not exceed three hundred and fifty tons, the wharf dues payable on the cargo loaded and unloaded shall be commuted and shall be payable in accordance with the scale subjoined hereto, and if the total tonnage of cargo either loaded or unloaded is ascertainable by either of the methods of calculation described in the said subsection then the wharf dues shall be calculated and paid in accordance with the provisions of subsection (1) of section 5 on the total tonnage so loaded or unloaded and, in addition, a sum equal to half the amount which would be payable in accordance with the scale shall be payable in respect of the cargo loaded or unloaded the tonnage of which is not ascertainable by either of the methods of calculation described as aforesaid—

THE SCALE

									\$	
Vessels exceeding	10 tons and not exceeding	20 tons	and not exceeding	30 tons	and not exceeding	40 tons	and not exceeding	50 tons	shall pay	15.00
"	"	20	"	"	"	30	"	"	"	20.00
"	"	30	"	"	"	40	"	"	"	30.00
"	"	40	"	"	"	50	"	"	"	40.00
"	"	50	"	"	"	60	"	"	"	45.00
"	"	60	"	"	"	75	"	"	"	50.00
"	"	75	"	"	"	100	"	"	"	65.00
"	"	100	"	"	"	125	"	"	"	75.00
"	"	125	"	"	"	150	"	"	"	100.00
"	"	150	"	"	"	200	"	"	"	120.00
"	"	200	"	"	"	250	"	"	"	140.00
"	"	250	"	"	"	350	"	"	"	150.00

SCHEDULE IV

BYE-LAWS

made under section 22 of the Port Services (Dues, Charges and Management) Ordinance

1. These Bye-laws may be cited as the Management of Harbours and Wharves Bye-Laws. Short title.

2. (1) In these Bye-laws, unless the context otherwise requires — Interpretation.

“ballast” includes any kind of stone, gravel, sand, soil and any material commonly used for the ballasting of vessels;

“berth” means a position alongside any wharf, and any vessel fastened or moored alongside any wharf shall be deemed to be occupying a berth;

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

“dangerous goods” means any goods mentioned in Schedule B hereto;

“goods” includes all kind of goods, wares, merchandise, minerals and livestock;

“Government” includes any officer or servant of the Government;

“list of dangerous goods” means the list in Schedule B hereto;

“Ordinance” means the Port Services (Dues, Charges and Management) Ordinance;

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

“package” includes any form of container;

“Tariff” means the table of charges set forth in Schedule C hereto;

“vehicle” has the meaning assigned to it in the Motor Vehicles and Road Traffic Ordinance.

(2) The terms defined in the Ordinance shall, when used in these Bye-laws, have the respective meanings assigned to them by the Ordinance.

MANAGEMENT AND BERTHING OF VESSELS

Application for allocation of berth.

3. (1) No vessel shall be berthed at any wharf unless a written application has been made in Form 1 of Schedule A hereto by the owner or master of such vessel to the Wharf Superintendent and the provisional allotment of a berth has been notified by the Wharf Superintendent in Form 2 of Schedule A hereto and confirmed on arrival of the vessel.

(2) Any incomplete, false or incorrect declaration contained in an application for a berth shall be deemed a contravention of these Bye-laws.

(3) Should it be required to berth a vessel after 6.00 p.m. on any day, due notice shall be given to the Wharf Superintendent by the owner or master of the vessel before 3.00 p.m.: Provided that if the berthing is to be effected on a Sunday or public holiday, due notice shall be given before 3.00 p.m. on the week day (not being a public holiday) next preceding such Sunday or public holiday.

(4) The allotment of a berth to a vessel may be made subject to the condition, to be stated therein, that specified dangerous goods or goods possessing dangerous properties be removed from the vessel before it berths, and any such conditions shall be duly complied with as regards the vessel.

Anchors to be lifted when required.

4. The master of any vessel berthed at any wharf shall lift anchor or slacken cable when required to do so by the Harbour Master or the Wharf Superintendent.

Vessel to be berthed by master.

5. A vessel shall be berthed, and taken from a berth, at a wharf and moved at a wharf, by the master and crew thereof, assisted in appropriate cases by a pilot.

Moorings and fenders.

6. All vessels using the wharves shall use their own hauling lines, hawsers, mooring chains and mooring gear, and shall, on being required by the Wharf Superintendent to do so, provide suitable fenders of such material as will float.

7. Masters of vessels berthed at any wharf shall not allow fires to be drawn without the permission of the Wharf Superintendent and shall keep such vessels so equipped, provided, loaded or ballasted, as to allow of their being moved at six hours' notice.

Vessels to be ready to move.

8. All vessels at or near any wharf shall be deemed to be in charge of their owners and masters. No order, instruction or direction given by the Wharf Superintendent shall in any case place any responsibility upon Government or any officer or servant of the Government with respect to the security or safety of any such vessel.

Vessels in charge of masters.

9. The Wharf Superintendent may order the master of any vessel of 1,000 tons or less at any wharf or of any vessel lying alongside another vessel berthed at a wharf—

Alteration of berths and control of vessels' movements.

- (a) to remove such vessel from any berth at which such vessel lies to any other berth;
- (b) to alter the position of a vessel at any berth at which such vessel lies;
- (c) to vacate the berth at which such vessel lies and proceed to an anchorage.

10. (1) A vessel berthed at any wharf shall work to capacity from 7.00 a.m. to 11.00 a.m. and from 12.00 noon to 4.00 p.m. on all days except Sundays and public holidays, and, if called upon so to do by the Wharf Superintendent, such vessel shall continue work at the same rate from 4.00 p.m. to 5.00 p.m. and from 6.00 p.m. to 9.00 p.m. In default of compliance with this paragraph the master of the vessel may be ordered by the Wharf Superintendent to vacate the berth occupied by the vessel and shall carry out such order within six hours after the giving thereof unless he establishes that the carrying out of the order as aforesaid would endanger the safety of the vessel or of other vessels.

Vessel may be ordered to leave wharf. [87/1955].

(2) When a vessel which is berthed at King's Wharf has completed or suspended loading or unloading cargo, the master thereof shall, if ordered so to do by the Wharf Superintendent, vacate the berth occupied by the vessel within six hours after the

giving of the order unless he establishes that the carrying out of the order as aforesaid would endanger the safety of the vessel or of other vessels; and in default of so doing, without prejudice to any other penalty, the vessel shall be liable to a charge of one-fourth of a cent per net registered ton per hour or part of an hour during which the vessel remains at the berth after the expiration of such six hours.

(3) When a vessel does not unload cargo a “nil” report in duplicate must be deposited with the Wharf Superintendent.

Exhaust steam,
filth.

11. Exhaust steam, water or other discharge from a vessel shall be led down the side of such vessel by a hose or other effective appliance to below the coping of the wharf at which such vessel is berthed. All water and steam pipes shall be efficiently screened. No refuse, filth or excreta shall be discharged from any discharge pipe, water closet or latrine upon any portion of a wharf. Without prejudice to any other liability, any damage caused by any such act shall be recoverable by the Wharf Superintendent from the owner or master of such vessel by action in any Court of competent jurisdiction.

Pumping oil,
spirits.

12. No oil, spirit or inflammable liquid shall be pumped or discharged from any vessel or tank into the waters of any harbour or in the vicinity of any wharf, or upon any wharf.

Disposal of
rubbish, ashes.

13. No dirt, ashes or rubbish of any description shall be deposited on any wharf. Without prejudice to any other liability, any expenses incurred by the Wharf Superintendent in removing any dirt, ashes or rubbish, or in cleansing the wharf, may be recovered by him from the owner or master of the vessel depositing the same on the wharf by action in any Court of competent jurisdiction.

Projections to be
removed.

14. The master of any vessel with any of its boats swung outwards or having its anchors or other projections so placed as to be likely to interfere with such vessel or any other vessel loading, discharging or berthing at any wharf, shall take such steps as may be directed by the Wharf Superintendent to prevent any such interference.

15. (1) Owners and masters of vessels berthed at any wharf shall provide— Gangway, lights, hatchway, guards.

- (a) all gangways with manropes, lifebuoys and lines, and, from sunset to sunrise, with suitable lanterns or lights;
- (b) all hatchways and openings with manropes or such appliances as may be necessary for the convenience and safety of persons;
- (c) all chains, hawsers or ropes extending from vessel to wharf with effective rat-guards.

(2) The master of a vessel shall secure the proper and efficient lighting of those parts of the vessel where work is proceeding.

16. No combustible matter such as pitch, tar oil, resin, or other inflammable materials shall on any account be melted on board any vessel at any wharf, except in such manner and in such place as may be appointed by the Wharf Superintendent; nor shall any pitch, tar, flax, oakum, straw, shavings or other inflammable or combustive article be allowed to remain on the deck of any vessel, or to be deposited on the wharves or approaches thereto. Inflammable material used for repairs, etc.

17. The master shall not try the engines of a vessel berthed at any wharf unless he has— Trying engines.

- (a) obtained permission of the Wharf Superintendent; and
- (b) given reasonable notice to the masters of other vessels berthed at or manoeuvring in the vicinity of such wharf.

18. The owner or master of every vessel shall give notice to the Wharf Superintendent of his intention to load or unload before such work is commenced. The master of any vessel berthing at a wharf shall not cause or allow the work of loading or unloading to commence until such vessel is securely berthed at the berth allotted by the Wharf Superintendent. Commencing work.

Special provisions as to vessels berthed at King's Wharf.

19. (1) All vessels berthed at King's Wharf shall unload all goods destined for Port-of-Spain on King's Wharf: Provided that the Wharf Superintendent may in his discretion grant permission to unload to droghers and transport to any other harbour, port or place in the Colony—

- (a) all or part of the packages of the same size listed on one bill of lading;
- (b) packages which the Wharf Superintendent is unable to handle.

(2) Applications for permission to unload goods from vessels berthed at King's Wharf otherwise than on that wharf shall be made to the Wharf Superintendent in writing, before any such unloading is effected.

(3) Such application shall be accompanied by a description of the goods to which the application refers, and on completion of the unloading of the vessel a certified list detailing name of vessel, bill of lading number, marks, numbers, weights, measurements and quantity of such goods shall be furnished to the Wharf Superintendent by the owner or master of the vessel.

(4) In the absence of the Wharf Superintendent's permission granted under the provisions of paragraph (1) of this bye-law goods loaded from a vessel berthed at King's Wharf shall be deemed to have been unloaded from and reloaded to the vessel and all dues and charges shall be paid in accordance with the scale in force for King's Wharf.

(5) In cases where part of a consignment is delivered overside and part landed on King's Wharf without permission, Government shall in no case be held liable in respect of damage to or shortage of any portion of such consignment and such part of a consignment as is landed shall be recorded on delivery only.

Animals, birds reptiles.

20. No master of any vessel at a wharf shall have on board, or permit any dangerous or ferocious animal or bird or dangerous or poisonous reptile to be on board such vessel unless such animal, bird, or reptile is properly secured.

21. If any goods are by accident or otherwise dropped or let fall overboard from a vessel berthed at any wharf, the owner or master of such vessel shall forthwith report the same to the Wharf Superintendent and the Wharf Superintendent shall be at liberty to take such steps as may seem to him advisable to recover and land such goods; and all expenses of such recovery and landing shall be recoverable by the Wharf Superintendent from the owner or master of the vessel, or from any person responsible for such occurrence, by action in any Court of competent jurisdiction.

Goods falling overboard.

22. (1) Subject to the provisions of these Bye-laws, no labour other than labour supplied by the Wharf Superintendent shall work or be employed—

Supply labour.

- (a) in handling goods on King's Wharf; or
- (b) in handling goods in any shed or warehouse on any other wharf; or
- (c) without the permission of the Wharf Superintendent (which shall not be withheld in the case of lumber, cement in drums, iron or steel pipes or structural iron or steel) in handling goods on any other wharf outside the sheds and warehouses; or
- (d) in handling lines of vessels when berthing, unberthing or shifting berths.

(2) Passengers embarking or disembarking at a wharf shall be responsible for the conveyance of their small hand baggage and jewellery between the place appointed for Customs examination and the vessel.

DANGEROUS GOODS

23. (1) No vessel having on board explosives or goods marked with an asterisk (*) in Class I or Class II of the list of dangerous goods in Schedule "B" hereto or goods possessing dangerous properties and not included in the list of dangerous goods, shall

Vessels carrying dangerous goods.

occupy any berth at a wharf except on the following conditions which shall be complied with as regards that vessel:

- (a) that such goods be kept in a place which is—
 - (i) inaccessible to persons not authorised by the master to have access to them;
 - (ii) readily accessible to persons authorised by the master to have access to them;
 - (iii) kept covered if on deck;
 - (iv) protected from sparks, lighted cigarettes, lighted matches, naked lights or other ignited material;
- (b) that the Harbour Master has been supplied with a detailed statement of the quantities and types of explosives and dangerous goods and goods possessing dangerous properties carried on board the vessel and the places in which such goods are stowed and has granted permission for the vessel to occupy a berth;
- (c) that the owner or master of the vessel has signed an undertaking according to Form 3 in Schedule A hereto and that the undertaking is duly complied with as regards that vessel;
- (d) that no hatches be opened up or work or unloading commenced until permission has been obtained from the Wharf Superintendent;
- (e) that such goods be barricaded off and kept clear of the hatches and, if carried on deck, be covered up to the satisfaction of the Wharf Superintendent;
- (f) that the vessel's officers exercise strict and continuous supervision over each hold, compartment or place used for the stowage of such goods, and take reasonable precautionary measures for dealing promptly with any outbreak of fire;
- (g) that a competent watchman be in charge of any such goods contained in any open hatch or on deck;

(h) that any directions in the “Remarks “ column of the list of dangerous goods be complied with.

(2) No vessel having on board goods in Class III of the list of dangerous goods shall occupy any berth except on the condition that any directions in the “Remarks” column of the list of dangerous goods be complied with as regards that vessel.

24. (1) No goods shall be loaded onto or unloaded from any vessel occupying a berth alongside any wharf and having on board any goods possessing dangerous properties except under the continuous supervision of the officers of the vessel.

Unloading vessels with goods possessing dangerous properties.

(2) No dangerous goods other than those in Class III of the list of dangerous goods and no goods possessing dangerous properties not included in the list of dangerous goods, shall, without the written permission of the Wharf Superintendent, be—

Handling of dangerous goods at wharves.

- (a) loaded from, or unloaded onto, or brought on, any wharf;
- (b) loaded or unloaded at any wharf between the hours of 4.00 p.m. and 7.00 a.m.;
- (c) unloaded into droghers or other craft from a vessel occupying a berth;
- (d) loaded from droghers or other craft into a vessel occupying a berth.

(3) When any such goods as are described in paragraph (2) hereof have been unloaded onto a wharf or into a drogher or other craft from a vessel occupying a berth, they shall forthwith be removed by the owner of the goods from the wharf, or, as the case may be, the drogher or other craft shall forthwith leave the vessel.

(4) The owner of goods described in paragraph (2) hereof shall not bring them on a wharf for shipment, and shall not bring them in a drogher or other craft alongside a vessel occupying a berth for shipment, unless the vessel in which they are to be shipped is ready to receive them; and any such goods brought onto a wharf or brought in a drogher or other craft alongside a vessel occupying a berth shall forthwith be loaded by the owner of the goods into the vessel in which they are to be shipped.

(5) If there shall be any failure or omission to comply with the provisions of paragraph (3) or (4) hereof, the Wharf Superintendent may, without prejudice to any penalty which may be incurred, guard, remove to the Dangerous Goods Shed or to any other place he may deem fit or destroy the goods and recover the expenses of such guarding, removing or destroying from the owner of the goods or from the consignor or consignee of the goods, as the case may be, or, where a drogher or other craft has contravened paragraph (3) hereof, from the owner or master of the drogher or other craft, by action in any Court of competent jurisdiction.

(6) No defective package or container of dangerous goods or of goods possessing dangerous properties shall be landed or brought on any wharf without the written permission of the Wharf Superintendent.

(7) No dangerous goods or goods possessing dangerous properties, shall be landed or brought on any wharf unless the nature of such goods and the fact that they are dangerous goods or goods possessing dangerous properties has first been brought to the notice of the Wharf Superintendent.

(8) Any permission granted under this bye-law may be so granted subject to conditions which shall be duly complied with.

(9) If any goods are loaded into or unloaded from any vessel in contravention of paragraph (2) of this bye-law, then, without prejudice to any other liability, this bye-law shall be deemed to have been contravened as respects that vessel.

(10) Except as hereinafter provided, nothing contained in these bye-laws shall apply to the handling or storing of any explosives or dangerous goods or goods possessing dangerous properties in any building or on any wharf on behalf, or for the purposes, of any of His Majesty's Naval, Military or Air Forces or the Volunteer Force or the Police Force: Provided that no such goods shall be handled or stored at any place less than 30 feet from any point at which the ordinary business of loading or unloading other goods is in progress.

RECEIVING, STORING AND DELIVERING GOODS

25. (1) No goods shall be deposited on, or pass over, any wharf unless the permission of the Wharf Superintendent has first been obtained; and if any goods are deposited on, or pass over, any wharf without such permission having been obtained, Government shall in no case be responsible for loss or damage in respect of such goods. Receipt of goods.

(2) In the case of goods for shipment, the Wharf Superintendent shall be entitled, without prejudice to the generality of his powers under paragraph (1), to require that—

- (a) prior notice of intention to store the goods on the wharf be given by the owner of the goods;
- (b) any vehicle, drogher or other craft bringing the goods to the wharf or to a vessel berthed at any wharf be accompanied by a note (in duplicate) signed by the owner of the goods and specifying—
 - (i) the marks and numbers of the goods;
 - (ii) their weight and measurement;
 - (iii) the quantity and description of the goods;
 - (iv) the name of the vessel in which the goods are intended to be shipped.

(3) In the case of goods inwards which are brought to the wharf in any drogher or other craft, the Wharf Superintendent shall be entitled, without prejudice to the generality of his powers under paragraph (1), to require that such goods be accompanied by a note (in duplicate) signed by the owner or master of the importing vessel and specifying—

- (a) the marks and numbers of the goods;
- (b) the weight and measurement;
- (c) the quantity and description of the goods;
- (d) the name of the importing vessel.

(4) If any such note as is mentioned in paragraph (2) (b) and paragraph (3) is false in any material particular, the person signing the same shall be deemed to have contravened these bye-laws.

(5) Receipts given by the Wharf Superintendent for goods entrusted to him shall be based on the outward appearance only of goods or packages and shall be taken to imply—

- (a) that the goods or packages received are in apparent good order and condition unless otherwise stated and subject in the case of goods inwards to any endorsement as to their condition on the relevant bill of lading;
- (b) that the Wharf Superintendent makes no admission as to the weight, measurement, contents or value of the packages or goods.

Goods bonded for want of entry or warehoused by Comptroller.

26. (1) The owner of a vessel which has landed at any wharf any goods which are required to be bonded for want of entry or to be warehoused in accordance with the Ordinance (Ch. 32 No. 2), shall perform such bonding or warehousing.

(2) At any time during which goods not having been bonded for want of entry or warehoused in accordance with the Customs Ordinance shall remain in the custody of the Wharf Superintendent, the Wharf Superintendent may, subject to the approval of the Comptroller of Customs and Excise and on the presentation of an application in writing accept any such goods for trans-shipment.

Inward manifest.

27. (1) A copy of each bill of lading numbered in sequence to correspond with numbers on the manifest and three copies in English of the manifest certified by the owner or master of an importing vessel as being complete, containing on the bill of lading and manifest all particulars as to weight and/or measurement based on a ton of 2,240 lbs. or 40 cubic feet respectively, which ever yields the greater tonnage and/or specific gravity and gallonage, marks, numbers and contents of each package shall be deposited in the Wharf Superintendent's office by the owner or master before any goods are landed at any wharf, harbour, port place in the Colony. A certified statement of any alterations made in the manifest by reason of remeasurement of goods included therein or otherwise shall be furnished by the owner or master immediately on completion of unloading.

(2) When goods are not included on the vessels' manifest and are subsequently added by amendment, a certified copy of such amendment containing full particulars as to weight, measurement and contents of each package must be supplied to the Wharf Superintendent before application for delivery is made, and the Wharf Superintendent may refuse to deliver such goods if this bye-law is not complied with.

28. The owner or master of a vessel or the importer or shipper of the goods shall produce to the Wharf Superintendent any book, voucher or other document which may be required in connection with the landing or shipping of cargo at any wharf. Documents to be produced.

29. (1) Whenever goods or packages are landed in a damaged condition — Damaged packages.

- (a) the owner or master of the importing vessel shall take immediate steps to have a preliminary survey of such goods, or of such packages and their contents, effected in the presence of the Wharf Superintendent, and until such survey has been effected Government shall not be responsible for the safe custody or the condition of the damaged goods or packages or the contents of the damaged packages;
- (b) not later than seven days after the date of completion of the unloading of the importing vessel, and in any case before the goods or packages leave the custody of the Wharf Superintendent, the owner or master thereof shall cause the Wharf Superintendent and consignees of goods, or of packages and their contents, landed in a damaged condition from such vessel to be notified of the date and time at which a final survey will take place, calling upon the consignees to produce the relative invoices; and after such final survey, consignees shall take immediate delivery and Government shall in no

case be responsible for the safe custody or condition of the damaged goods or of the damaged packages or their contents.

(2) Unless the provisions of paragraph (1)(b) are complied with, Government shall in no case be responsible for any loss or damage subsequent to the initial survey under paragraph (1)(a).

(3) No evidence of any survey or examination held after the final survey contemplated by paragraph (1)(b) shall be admissible on the hearing of any claim against Government.

Survey in cases of claused receipts.

30. In any case in which a claused receipt is to be given by the officer of a vessel receiving goods for shipment or by a consignee taking delivery of goods, such goods shall be surveyed at the instance of the shipper or consignee and in the presence of the Wharf Superintendent before shipment is effected or delivery taken. If the provisions of this bye-law be not complied with, no claim shall in any case be made against Government in respect of the safe custody or condition of the goods.

Damaged goods generally.

31. Without prejudice to any other provision of these Bye-laws, if any goods or packages are in a damaged condition at any time while they are in the custody of the Wharf Superintendent, the Wharf Superintendent shall have the right (but shall not be under an obligation) to call on the owner or master of the importing vessel or the shipper, as the case may be, to take immediate steps to have a survey of such goods, or of such packages and their contents, made in his presence; and from the time on which the Wharf Superintendent exercises the right conferred by this bye-law until the survey is completed, Government shall not be responsible for the safe custody or condition of the goods, or of the packages and their contents.

Deficiencies.

32. Government shall in no case be responsible for any deficiency in the weight, measurement or quantity of any goods unless it is proved that such deficiency has arisen otherwise than from natural or unavoidable causes.

33. Where packages are opened for Customs examination, the owner thereof shall take delivery immediately after the examination is completed. Government shall in no case be responsible for the safe custody or condition of packages which have been opened for Customs examination.

Packages opened for Customs examination.

34. In no case shall Government be responsible, in respect of goods which require special care in handling or warehousing, for any failure to take such special care unless the fact that the goods require such special care has been brought to the notice of the Wharf Superintendent.

Goods requiring special care.

35. Government shall in no case be responsible for loss of personal effects or passengers' baggage unless a receipt for the same has been given by the Wharf Superintendent.

Passengers' baggage.

- 36.** (1) The Wharf Superintendent may store in the open—
- (a) goods listed in Schedule D hereto, unless he has received the goods with specific instructions that they shall not be stored in the open;
 - (b) goods which, in the opinion of the Wharf Superintendent are likely to create a nuisance if stored under cover;
 - (c) other goods by agreement with the owner thereof.

Storage in the open.

(2) When goods are stored in the open, Government shall in no case be responsible for any damage or deterioration arising from the fact that the goods are stored in the open.

37. (1) The Wharf Superintendent may decline further storage for any goods on any wharf (either in the open or under cover) when the space occupied by the goods is, in his opinion, required for other more pressing purposes or when the goods create, or are liable to create, a nuisance.

Power of Wharf Superintendent to refuse further storage of goods in certain cases.

(2) Where, after receiving goods, the Wharf Superintendent is entitled under this bye-law to decline further storage of the goods, he may give written notice to the owner or

master of the importing vessel (if he be the owner of the goods or if the owner of the goods be not known to the Wharf Superintendent) or to the owner of the goods in other cases (whether of goods inwards or outwards) requiring the removal of the goods from the wharf within the time specified in the notice, and if such requirement be not complied with—

- (a) the person to whom the notice was addressed shall be deemed to have contravened this bye-law;
- (b) Government shall in no case remain responsible for the safe custody or condition of the goods;
- (c) goods which create or are liable to create a nuisance may be removed from the wharf and destroyed by the Wharf Superintendent and the expenses of such removal or destruction and any damage caused by such goods may be recovered by the Wharf Superintendent from the person to whom the notice was addressed by action in any court of competent jurisdiction.

Special provisions as to specie, bullion, stamps and currency.

38. Government shall in no case be responsible for the safe custody or condition of any specie, bullion, stamps, or currency.

Working hours.

39. (1) The ordinary working hours at any wharf on week days other than public holidays shall be from 7.00 a.m. to 11.00 a.m., and from 12.00 noon to 4.00 p.m. except on Saturdays when ordinary working hours shall terminate at 11.00 a.m.

(2) The Wharf Superintendent may permit work outside ordinary hours or on Sundays or public holidays: Provided that—

- (a) applications to work on Sundays or public holidays shall be made to the Wharf Superintendent before 11.00 a.m. on the week day (not being a public holiday) immediately preceding; and provided further that applications to work after 11.00 a.m. on any Saturday not occurring on a public holiday shall be made before 10.00 a.m. on that day;

(b) applications to work between the hours of 4.00 p.m. of any week day other than a public holiday and 7.00 a.m. on the following day shall be made to the Wharf Superintendent before 3.00 p.m. on the former day except on Saturdays when the application shall be made before 10.00 a.m.

(3) Notwithstanding the above provisions, the loading or unloading of vessels and the delivery of goods shall cease ten minutes before the time for cessation of work.

40. The Wharf Superintendent may require the owner of any goods which are weighed, sorted or selected on any wharf (or in the case of goods inwards, the owner of the importing vessel) to be present, or to send a representative to be present, at the weighing, sorting or selection of the goods and every such requirement shall be complied with by the person to whom it is addressed.

Weighing, sorting and selection of goods on wharves.

41. Subject to the provisions of bye-law 42, the Wharf Superintendent may remove goods from one place of storage to another. If the goods have remained in one place of storage for more than three months and the Wharf Superintendent has given 48 hours notice of his intention to remove the goods to another place of storage to the owner of the goods, the Wharf Superintendent may recover the expenses of the removal from the owner of the goods by action in any Court of competent jurisdiction.

Removal of goods from one place of storage to another.

42. (1) When application is made to the Wharf Superintendent for delivery of goods inwards, there shall be surrendered to him either a copy of the relevant bill of lading rendered negotiable or a delivery order in English signed by the owner or master of the importing vessel, and Government shall in no case be responsible for the wrong delivery of goods if they are delivered to a person surrendering such documents.

Delivery of goods inwards.

(2) A bill of lading surrendered under this bye-law which does not describe the goods in English and give their weights and measurements in English may be required by the Wharf

Superintendent to have such particulars endorsed in English, and such endorsement to be signed by the owner or master of the importing vessel, and if any such endorsement shall be materially false the person signing such endorsement shall be deemed to have contravened these bye-laws. The Wharf Superintendent may decline to accept a bill of lading if it is made or negotiated in favour of more than one person.

(3) A delivery order surrendered under this bye-law shall specify the like particulars as are mentioned in paragraph (2) and also the name of the importing vessel and the date of its arrival in Port-of-Spain and, if any such particulars shall be materially false, the person signing such delivery order shall be deemed to have contravened these bye-laws. The Wharf Superintendent may decline to accept a delivery order in favour of more than one person or delivery orders covering more than one bill of lading.

(4) The Wharf Superintendent may decline to deliver goods inwards except against a receipt signed by or on behalf of the person surrendering the bill of lading or delivery order.

Delivery of goods outwards.

43. The Wharf Superintendent may decline to deliver goods for shipment unless—

- (a) he has received reasonable notice from the shipper of his intention to ship the goods, accompanied by a shipping order; and
- (b) a representative of the vessel in which the goods are to be shipped is present on the wharf to receive the goods into the vessels' slings and signs a receipt for the goods shipped.

General provisions as to delivery of goods.

44. (1) When, in pursuance of these bye-laws, any signed document, endorsement or receipt is tendered to the Wharf Superintendent in connection with the delivery of goods, the Wharf Superintendent may decline to accept such document, endorsement or receipt unless reasonable proof is given to him of the identity of the person signing and his authority to sign.

(2) No person shall remove any goods or luggage from any Wharf without first obtaining a written permit duly endorsed by the Wharf Superintendent to do so and such permit shall be surrendered to the officer appointed to collect it before the goods or luggage leave the Wharf premises: Provided that this sub-by-law shall not apply to goods in railway waggons for which satisfactory receipts have already been given to the Wharf Superintendent.

(3) Persons engaged in accepting delivery of goods or luggage by means of vehicles shall be bound to stow the goods or luggage in such manner as to be readily checked at the Wharf exit and when this is not done to the satisfaction of the Officer appointed to collect permits, he may order the unloading of the goods or luggage, and, until such order has been carried out and the discrepancy, if any, satisfactorily righted, the vehicle shall not be permitted to leave the Wharf.

(4) The Wharf Superintendent may decline to deliver any goods until all charges payable in respect thereof prior to delivery have been paid.

45. (1) Where the owner of goods inwards desires that they shall be loaded direct into a railway truck or vehicle he shall—

Loading direct into railway trucks or vehicles.

- (a) give notice of such fact to the Wharf Superintendent and to the owner or master of the importing vessel before the goods are unloaded from the importing vessel;
- (b) complete arrangements, to the satisfaction of the Wharf Superintendent, before the goods are unloaded from the importing vessel, for the loading into the railway truck or vehicle forthwith on arrival of the goods at the wharf.

(2) If, in any such case, goods are deposited on the wharf before the arrival of the truck or vehicle, the Wharf Superintendent shall be entitled, notwithstanding the provisions of bye-law 36, to store the goods in the open or under cover, as he shall think fit.

(3) The owner of the goods shall give a receipt for the goods to the Wharf Superintendent before the railway truck or vehicle leaves the wharf.

Contents ship.

46. (1) The owner or master of any vessel loading cargo shall either before, or within ninety-six hours after departure of the vessel, deposit with the Wharf Superintendent two copies in English of the manifest (contents ship) certified as being complete, containing all particulars as to weight, measurement, marks, numbers and contents of packages, together with a copy of each bill of lading certified by such owner or master. When a vessel does not load cargo a “nil” report in duplicate must be deposited with the Wharf Superintendent.

(2) The tonnage or gallonage of fuel and water taken whilst the vessel is alongside any wharf or whilst such vessel is moored or anchored in the basin must also be declared.

(3) In the case of trans-shipment goods being loaded, the owner or master of any vessel loading such goods or, in the case of goods declared for trans-shipment, the owner of such goods shall, either before or within ninety-six hours after the departure of the vessel, in addition to the particulars required by the preceding paragraphs, declare the name of the vessel by which the goods were brought into the Colony, the date of arrival thereof and the number of the import bill of lading to which the goods refer and deliver to the Wharf Superintendent a copy of the relevant Customs shipping bill.

Returns to
Comptroller of
Customs.

47. Returns of goods received at or stored at or in, or delivered from, any wharf shall be furnished by the Wharf Superintendent to the Comptroller at such times and in such form as the Comptroller may require.

Insufficiently
marked goods.

48. Government shall in no case be responsible for the wrong delivery or non-delivery or wrong shipment of—

- (a) goods which are inadequately or insufficiently marked, or which have numerous old, erased, or imperfectly erased, marks thereon; or
- (b) goods which are marked with labels only.

49. Government shall in no case be liable for any loss, damage or injury resulting, from the condition or use of any gear or hand cranes mentioned in items 11 and 12 of the Tariff.

Exclusion of liability of Government in connection with gear and hand cranes.

GENERAL LIMITATIONS ON THE LIABILITY OF GOVERNMENT

50. (1) Government shall in no case be responsible for a greater damage in regard to any goods than the value thereof stated upon the relevant vessel's receipts, bills of lading, manifests or other shipping documents, and for this purpose Government shall be entitled to rely upon, and the owners of the goods shall be bound by, all statements, exceptions and conditions endorsed upon such documents as aforesaid.

Limitation of responsibility of Government.

(2) Government shall in no case be liable in respect of any claim concerning goods or packages unless—

- (a) written notice of intention to make the claim, specifying all proper particulars, is given to the Wharf Superintendent within sixty days after the latest date on which the loss, damage or injury which is the subject of the claim could have occurred; and
- (b) a formal written claim, specifying all proper particulars, is delivered to the Wharf Superintendent within thirty days after the date on which the notice is given under paragraph (a);
- (c) Government shall in no case be liable in respect of any claim for shortage of contents concerning goods which are contained in frail packages, cardboard boxes, crates, cartons or paper bags, or for goods which are otherwise insufficiently protected against loss or damage in handling.

51. (1) Government shall in no case be responsible to a greater extent than the landed or market value whichever is less in respect of loss of, or damage to, any package imported or received for shipment or to a greater extent than four hundred and eighty dollars

Maximum liability in respect of goods unless written notice given and additional charges paid.

in respect of any package the value of which exceeds that amount or to a greater extent than forty dollars per cubic foot in respect of any package the value of which, in relation to the cubic measurement, exceeds forty dollars per cubic foot: Provided that this bye-law shall not apply in cases in which, prior to delivery of such package into the custody of the Wharf Superintendent, written notice of the marks, numbers, contents and value thereof has been received and acknowledged by the Wharf Superintendent and the additional charges specified under item 16 of the Tariff (Schedule C) have been paid in advance.

(2) The obligation to give written notice shall rest with the master of the importing vessel in respect of goods inwards and goods on a through bill of lading, and with the owner of the goods or his representative in respect of goods awaiting shipment or declared for transshipment after landing or storage has been effected.

Strikes, etc.

52. Government shall in no case be responsible for any consequences arising from strikes, lock-outs or other labour disputes of any description whatever.

Exclusion of liability of Government in connection with labour under control of private person.

53. Government shall in no case be responsible for the acts or omissions of any labour supplied by the Wharf Superintendent while under the control of any person not in the service of Government.

TARIFF AND PAYMENT OF CHARGES

Charges of Tariff.

54. The charges set forth in Schedule “C” of the Tariff shall be payable for the services specified therein.

Charge under bye-law 10.

55. The charge under bye-law 10 (2) shall be payable to the Wharf Superintendent on demand by the owner or master of the vessel concerned.

Liability for payment of charges in tariff. [87/1955].

56. (1) All the charges in the Tariff shall be payable to the Wharf Superintendent in accordance with the provisions of this bye-law as follows:

Item 1: The charges under this item shall be payable by the owner and master of the importing vessel immediately on completion of the service.

Item 2: The charges under this item shall be payable in advance by the person making application for the goods to be received before the goods are deposited.

Item 3: The charges under this item shall be payable in advance by the owner and master of the importing vessel in the case of goods freighted on a through bill of lading, and by the person requesting trans-shipment in the case of goods not so freighted.

Item 4: The charges under this item shall be payable by the owner and master of the vessel from which the goods were unloaded and reloaded immediately on completion of the service.

Item 5: The charges under this item shall be payable by the person requesting the service immediately on completion of the service.

Item 6: The charges under this item shall be payable by the person liable to pay the charge for the work performed and as part of that charge.

Item 7: The charges under this item shall be payable—

- (a) by the owner and master of the vessel in respect of which the workmen were kept standing by in the case of a vessel loading or unloading;
- (b) by the person ordering the service in respect of which the workmen are kept standing by.

These charges shall be payable immediately on completion of the service.

Item 8: The charges under this item shall be payable by the owner and master of the vessel to which the water is supplied and such charges shall be payable immediately on completion of the supply of water ordered.

Item 9 (1) to (5): All charges falling under these paragraphs shall be paid by the owner and master of the vessel assisted or attended immediately on completion of the service.

Item 9 (6) and (7): The charges under these paragraphs shall be payable by the person requesting the service immediately on completion of the service.

Item 10: The charges under this item shall be payable on demand as follows:

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- (a) In respect of goods which are required to be bonded or to be warehoused or temporarily stored under the provisions of the Customs Act by the owner and master of the importing vessel.
- (b) In respect of trans-shipment goods which are freighted on a through bill of lading by the owner and master of the importing vessel.
- (c) In respect of trans-shipment goods not freighted on a through bill of lading by the person requesting trans-shipment.
- (d) In respect of all other goods, by the owner of the goods, consignee or shipper as the case may be.

Items 11, 12, 13, 14 and 15: The charges under these items shall be payable by the person requesting the use of gear, cranes, mechanical appliances, the services of a diver or the use of space as the case may be. The charges shall be payable immediately on completion of the service.

Item 16: The charges under this item shall be payable in advance as follows:

- (a) In respect of imports for local delivery the first payment by the owner and master of the importing vessel and subsequent payments by the consignee or owner of the package or parcel.
- (b) In respect of goods received for shipment by the person depositing the goods.
- (c) In respect of trans-shipment goods freighted on a through bill of lading by the owner and master of the importing vessel.
- (d) In respect of trans-shipment goods not freighted on a through bill of lading and declared for trans-shipment, the first payment by the owner and master of the importing vessel and subsequent payments by the person entrusted with the business of shipping the goods.

Item 17: The charges under this item shall be payable on completion of the service by the owner and master of the vessel upon which the telephone is placed.

Item 18: The charges under this item shall be payable on completion of the service as follows:

- (a) By the owner and master of the importing vessel in respect of all goods landed in a damaged condition.
- (b) By the person depositing the goods in respect of all goods received for shipment.

EXCEPTION

In respect of goods such as cement (packed in paper bags) and other goods which are regarded by the owner and master of a vessel as being “insufficiently packed”, the charges under this item shall be payable *pro rata* by the persons presenting bills of lading, delivery orders or shipping orders, as the case may be.

Item 19: The charge under this item shall be payable on completion of the service by the owner and master of the vessel berthing or unberthing.

Item 20: The charges under this item shall be payable on completion of the service by the owner or master of the importing vessel.

Item 21: The charges under this item shall be payable by the person requesting the service or on whose behalf the service is rendered, immediately on completion of the service.

(2) Written orders or applications must be sent to the Wharf Superintendent before any service is undertaken except in cases where services are compulsory.

Orders for service to be in writing.

(3) When a service, the charge for which is based on time, is completed the written order must be endorsed by the Wharf Superintendent and the person requesting the service and state the time at which the service commenced and terminated.

(4) In the event of a service being performed and the application not being endorsed by the person requesting it, the times of commencement and completion of the service shall be deemed to be the times inserted on the application by the Wharf Superintendent.

(5) Where under the provisions of any paragraph or paragraphs of this bye-law more than one person is accountable for charges, all persons so accountable shall be jointly and severally liable to pay such charges.

(6) Notwithstanding any previous provisions of any paragraph or paragraphs of this bye-law, the apportioned part of any charges for storage of goods shall, after the expiry of the Free Storage period be payable to the Wharf Superintendent on demand.

MISCELLANEOUS PROVISIONS

Provisions as to engines, vehicles and animals.

57. (1) Every driver or person in charge of any engine, or of any vehicle, or of any animal, shall, at all times while such engine, vehicle, or animal is on a wharf, obey all directions given by the Wharf Superintendent with respect to the loading, unloading, placing, moving, management, control or removal of such engine, vehicle, or animal.

(2) No driver or person in charge of any such engine, vehicle or animal shall allow the same to be or remain on a wharf unattended or for longer than is necessary and, in particular, no driver or person in charge of any engine, vehicle or beast of burden (used as such) shall allow the same to be or remain on any wharf for longer than is necessary for the loading or unloading of goods or for the taking up or setting down of passengers.

Miscellaneous offences on wharf premises.

58. No person shall, on any wharf—

(a) tout for or solicit any person to proceed as a passenger in any vessel or vehicle or to take up his residence at, or proceed to, any hotel or boarding house, or to entrust the loading, unloading or portage of goods or luggage to any person;

- (b) hawk or trade without the permission of the Wharf Superintendent;
- (c) exhibit, or cause to be exhibited, any advertisement of any matter, or otherwise advertise, or cause to be advertised, any matter;
- (d) commit a nuisance;
- (e) hold any meeting or assembly or deliver any speech or address;
- (f) open, sort, pack, re-pack or repair any goods (save as provided or by the Customs Ordinance) without the permission of the Wharf Superintendent;
- (g) smoke within or near any building shed or other structure, or near or amongst any goods.

59. No person shall break, get over or pass through or under, any boundary fences of any wharf or any fences on any wharf. Breaking fences of wharves.

60. No person shall, either on board any vessel berthed at a wharf or on any wharf, supply intoxicating liquor to persons employed at the wharf. Supplying intoxicating liquor to wharf employees.

61. No person shall place or leave, or cause to be placed or left, upon any wharf or near any lines of railways thereon, any vehicle, animal, or goods whereby the use of the said wharf may be impeded, or the transit over the lines of railway may be prevented or delayed, or free access to, or use of, any hydrant or other appliance whatsoever may be hindered. Wharves and railways not to be obstructed.

62. No person shall obstruct, impede or molest the Wharf Superintendent, or any person employed under him, in the exercise or performance of their powers or duties. Obstruction of Wharf Superintendent and persons employed under him.

63. No person shall employ any diver other than a Government diver in diving operations in the Port-of-Spain Harbour unless he has first obtained the permission of the General Manager. Restriction on employment of non-Government divers.

64. (1) The Wharf Superintendent may board any vessel occupying a berth or any vessels made fast to any such vessel or any vessel in the Basin. Powers of Wharf Superintendent. Admission to wharves.

(2) The Wharf Superintendent or any member of the Police Force or Supplemental Police or Special Reserve Police shall refuse to admit any person, vehicle or animal to any wharf unless such person, driver of a vehicle or person in charge of an animal is in possession of and produces on demand a valid pass signed by the Superintendent, Marine Branch Police, or master, owner, or agent of a vessel berthed at a wharf, authorising admission and the Wharf Superintendent or any member of the Police Force or Supplemental Police or Special Reserve Police may require any person to leave a wharf or may require the driver or person in charge of any vehicle or animal forthwith to remove the same from a wharf and all such requirements shall be complied with.

(3) The Wharf Superintendent and any member of the Police Force or Supplemental Police or Special Reserve Police may give directions for the control of the movements of any persons, vehicles or animals on wharves and all such directions shall be complied with by the persons to whom they are given.

(4) The Wharf Superintendent and any member of the Police Force or Supplemental Police or Special Reserve Police acting under the instruction of the Wharf Superintendent or Superintendent, Marine Branch Police, may give directions for the control of the movements of any drogher or other vessel berthed at any wharf or anchored in the basin or order any such drogher or other vessel so berthed or anchored to take up another berth, change anchorage or remove from a berth to, an anchorage or *vice versa*.

PENALTY

Penalty for contravention of, or failure to comply with, bye-laws.

65. (1) Where any provision of these bye-laws is contravened or not complied with as respects any vessel and the obligation contravened or penalty for contravention of, or failure to comply with, bye-laws not complied with is not imposed on any specific person by these bye-laws, the owner and master of the vessel shall be deemed to have contravened these bye-laws.

(2) Any person who contravenes, or is deemed to have contravened, or fails to comply with, any provision of these bye-laws shall be liable on summary conviction to a fine of two hundred and forty dollars or to imprisonment for three months or to both such fine and imprisonment.

SCHEDULE "A"

(Bye-law
No. 3).

FORM 1

THE WHARF SUPERINTENDENT,
PORT-OF-SPAIN.

Dated

Application for a Berth.

I, the undersigned _____, *owner/master/agent of the *ss./M.V. _____ request that a berth at† _____, be allotted to this vessel on the _____, 20____ and hereby declare and certify as follows:

*(a) The vessel is not carrying any dangerous goods described in the list of dangerous goods other than those in Class III of the list.

*(b) The vessel is not carrying goods possessing dangerous properties other than those described in the list of dangerous goods.

*(c) The vessel is carrying dangerous goods other than those in Class III of the list of dangerous goods as shown on the back hereof.

*(d) The vessel is carrying goods possessing dangerous properties other than those described in the list of dangerous goods as shown on the back hereof.

*(e) The packing and stowage of all goods listed under (c) and (d) above is in accordance with the usual shipping practice except as shown on the back hereof.

*(f) The packing and stowage of the goods listed under (c) and (d) has not been disturbed since being loaded at the port of _____ except as shown on the back hereof.

*(g) The net registered tonnage of the vessel is _____ tons and the attendance of a Government tug being/not being compulsory is/not requested.

*(h) The vessel is expected to enter the Grier channel at a.m./p.m. on _____ and you will later be notified in writing of the date and time at which the vessel is expected to leave the berth.

*(i) The vessel will disembark/embark passengers at King's Wharf.

(Sgd.)

* Cross out inapplicable words.

† State wharf, quay or jetty.

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**Particulars of Dangerous Goods and Goods Possessing
Dangerous Properties**

ss./M.V.

Due at Port-of-Spain on _____, 20 ____.

PORT-OF-SPAIN AND TRANS-SHIPMENT CARGO

Description of goods.*	Class of goods if goods included in list of dangerous goods.	Flashpoint of goods (when appropriate).	Net weight or gallonage of goods.	Where goods stowed.†	Remarks.‡

THROUGH CARGO

Description of goods.*	Class of goods if goods included in list of dangerous goods.	Flashpoint of goods (when appropriate).	Net weight or gallonage of goods.	Where goods stowed.†	Remarks.‡

(Sgd.)

* In the case of goods mentioned in the list of dangerous goods the description must be sufficient to identify the goods with some particular item in the list and to indicate the class to which the goods belong.

† State number of hold or “on deck”, as case may be.

‡ In the case of goods not packed or stowed in accordance with the usual shipping practice, give particulars of the manner in which the goods are packed or stowed.

In the case of goods the packing or stowing of which has been disturbed since they were loaded, give particulars of such disturbance.

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FORM 2

(Bye-law
No. 3).

WHARF SUPERINTENDENT'S OFFICE,
PORT-OF-SPAIN.

Dated 20 .

With reference to your application dated , for a berth for ss./
M.V. on the , 20 , at , I am to inform you that a berth has
been provisionally allotted to the vessel on the date and at the place named
subject to the conditions set forth in bye-law 23 and to the further condition
that the following dangerous goods or goods possessing dangerous properties
be removed from the vessel before it berths:

Yours faithfully,

Wharf Superintendent.

FORM 3

(Bye-law
No. 23).

Undertaking

s.s./M.V.

I, the undersigned , *owner/master/agent of the above vessel, hereby
undertake to arrange the strict and continuous supervision of the place where
all goods described in the list of dangerous goods other than those in Class III
of the list, and all goods possessing dangerous properties other than those
described in the list, are stowed on board the above-named vessel, to keep hoses
rigged, to take reasonable measures for dealing promptly with any outbreak of
fire, and to employ a competent watchman night and day to stand by the said
place. I further undertake to observe the above precautions from the time the
vessel berths until it is clear of†

Dated

(Sgd.)

*Cross out inapplicable words.

† State wharf, quay or jetty.

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(Bye-laws
Nos. 3, 23 and
24).

SCHEDULE "B"

Dangerous Goods

Names of Goods.	Classification.	Remarks.
Accellerene	III	
Acetaldehyde	I	
Acetic Acid—glacial	III	
strength 80%-90%	III	
*Acetone (inflammable liquid, flash point below 73° F. and miscible with water)	II	
Acetylene—liquid... ..	I	
dissolved in cylinders	III	
Acid;		
acetic, glacial	III	
strength, 80%-90%	III	
carbolic (including creylic and other acids)	III	If on deck to be covered with tarpaulins.
chromic... ..	II	
hydrobromic	II	
hydrochloric	II	
hydrocyanic	II	
hydrofluoric	II	
muriatic (hydrochloric acid)	II	
nitric	II	
nitric and sulphuric acid mixed	II	
nordhausen (sulphuric acid)	II	
oleum (fuming sulphuric acid)	II	
oxalic	III	
phosphoric	III	
picric—explosive... ..	I	
non-explosive	II	<i>i.e.</i> , if mixed with less than half its own weight in water.
prussic (hydrocyanic acid)	II	
sulphuric	II	
sulphuric and nitric acid mixed	II	
sulphurous	III	
*Aeroplane dope	II	
Alcohol, industrial	—	<i>See</i> Inflammable Liquids.
*Alkali metals (potassium and sodium metallic)... ..	II	
Alkaline earth metals (barium metallic)	II	
*Alsimin (aluminium ferro silicon)	II	
packed in drums or in bags	I	

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Names of Goods.	Classification.	Remarks.
Aluminium;		
bronze... ..	II	
*chloride	II	
*ferro silicon	II	
packed in drums or in bags	I	
granulated or powder	II	
Ammonia;		
aqueous solutions of	III	
liquefied anhydrous	III	
liquefied for use in ice machines	III	
Ammonium:		
bichromate	III	
fluoride... ..	III	
nitrate... ..	II	If in drums or barrels Class III.
*perchlorate	II	
permanganate	III	
Ammunition	—	See Explosives.
*amyl acetate	II	
*amyl alcohol	II	
Aniline:		
oil	II	
salt	III	
Antimony and preparations thereof	III	
*Antimony chloride	II	
Aqua fortis (nitric acid)	II	
Argon (compressed “permanent” gas)	III	
Arsenic and its preparations... ..	II	
Asphalt	III	
Asphalted cloth	III	
Barium:		
*chlorate	II	Maximum quantity in any opened hold limited to 15 tons. Maximum quantity in any closed hold 100 tons.
compounds of (excluding barium		
sulphate)	III	
metallic	II	
nitrate	II	If in drums or barrels Class III.
oxide... ..	III	
permanganate... ..	III	
peroxide	III	

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Names of Goods.	Classification.	Remarks.
Bengal matches:		
approved brands... ..	II	
*unapproved brands	II	
*Benzine (petroleum spirit)... ..	I	
*Benzol (petroleum spirit)	I	
*Benzolene (petroleum spirit)... ..	I	
Bichromates	III	
*Bisulphide of Carbon	I	
Bituminous Paints:		
*Flash point below 20° F. or undeclared	II	
Flash point below 73° F	II	
Flash point above 73° F	III	
Blasting powders	I	
Bleaching powders... ..	III	
Boot Creams (polishes)	III	
Brattic Cloth	III	
Bromates... ..	III	
Bromine	II	
Bronze powder	II	
Butyl acetate:		
*iso	I	
*normal... ..	II	
butyl alcohol	II	
Calcium:		
azide	I	
carbide		
(a) packed in sealed tins, packed with sawdust, wood-wool, or other suitable packing material and contained in a strong outer case... ..	III	
(b) packed in iron or steel drums	II	In such cases maximum quantity landed or left in any opened hatch to be limited to 100 tons.
chlorate solution... ..	III	
cyanamide	II	If containing not more than 0.5% of Calcium Carbide, Class III.
metallic... ..	II	
phosphide	II	
silicide... ..	II	

LAWS OF TRINIDAD AND TOBAGO

Names of Goods.	Classification.	Remarks.
Carbide of Calcium... ..	—	<i>See</i> Calcium Carbide.
Carbolic Acid	III	If on deck to be covered with tarpaulins.
Carbon dioxide (liquefied gas) for use in bars of ships	III	
“sparklets”	III	
*Carbon disulphide (Bisulphide of Carbon)... ..	I	
Carbon monoxide (compressed “permanent” gas)	II	
Carbon papers	III	
Carbon tetrachloride	III	
Cartridges, safety	II	
Cartridges—other than safety... ..	I	
Caustic Potash	III	
Caustic Soda	III	
*Celluloid... ..	II	
Celluloid, scrap or waste	I	
Celluloid solution	—	<i>See</i> Inflammable Liquids. Do. do.
Cellulose enamels and lacquers	—	
Chaff	III	
*Chemicals and medicinal preparations in limited quantities in mixed consignments	III	
Chili-saltpetre (sodium nitrate)	II	If in drums or barrels Class III.
*Chlorates... ..	II	Maximum quantity in any opened hold limited to 15 tons. Maximum quantity in any closed hold 100 tons.
Chlorate mixtures	I	
Chloride of Lime (bleaching powder)	III	
Chlorine (liquefied gas)	III	
Chloroform... ..	III	
Chromic acid	II	
Coal gas (compressed “permanent” gas)	II	
Coal tar (inflammable liquid, flash point from 73° F. to 150° F.)	II	
Coal Starters	III	

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Names of Goods.	Classification.	Remarks.
Collodion Cotton:		
explosive	I	
in solution in, or wet with,		
inflammable liquids ...	I	
water wet, containing not less than		
25% moisture ...	III	
Coloured fires	—	See Fireworks.
Copper Sulphate	III	
Copra ...:...	III	
Corrosive sublimate (mercuric chloride)	III	
Crackers	II	
Creosote salts (naphthalene)...	II	
Cresylic Acid (carbolic acid)...	III	
Cyanides... ..	III	
Do. Potassium and Sodium ...	II	
Dampcourses	III	
Detonators... ..	I	
*Diacetone Alcohol (inflammable liquid,		
flashpoint below 73° F. and miscible		
with water)	II	
Dichlorethylene	III	
Dinitrobenzol	III	
Dinitrophenol:		
explosive	I	
declared as non-explosive...	III	
Dinitrotoluol	III	
Disinfectant fluids... ..	III	
Dye intermediates... ..	III	
Enamels and Lacquers, cellulose ...	—	See Inflammable Liquids.
Ethane Tetrachloride	III	
*Ether (Sulphuric)... ..	I	
*Ethyl Acetate	I	
*Ethyl Alcohol	II	
Ethyl Chloride (liquefied gas)...	III	If in steel cylinders.
	II	If not in steel cylinders.
Ethyl fluid... ..	III	If in drums or casks Class II.
Ethyl Lactate (inflammable liquid, flash		
point 73° to 150° F.)	II	
Ethylene (liquefied gas)	III	
Excelluloid, scrap or waste	I	

LAWS OF TRINIDAD AND TOBAGO

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Names of Goods.	Classification.	Remarks.
Explosives:		
gunpowder	I	
nitrate-mixtures...	I	
nitro-compounds	I	
chlorate mixtures	I	
fulminates	I	
ammunition:		
safety ammunition	II	
other ammunition	I	
fireworks	I	
Felt	III	
Felt inodorous	II	
Ferro Silicon:		
30% to 75%	I	
0% to 29% and 76% and over	III	
Films	II	
Fuses for shells and friction tubes	I	
Gasolene (petroleum spirit)... ..	I	
Glue Pieces... ..	III	
Gun cotton:		
explosive	I	
in solution in, or wet with		
inflammable liquids	I	
water wet, containing not less than		
25% moisture ,... ..	III	
Gunpowder... ..	I	
Gutta Percha and India Rubber solution	III	
Hay	III	
Helium (compressed "permanent" gas)	III	
Hydrobromic Acid	II	
Hydrochloric Acid	II	
Hydrocyanic Acid	II	
Hydrofluoric Acid	II	
Hydrogen (compressed "permanent"		
gas)	II	
Hydrogen peroxide:		
(a) less than 6%	III	
(b) over 6%	II	
India rubber and gutta percha solution	III	

LAWS OF TRINIDAD AND TOBAGO

Names of Goods.	Classification.	Remarks.
Inflammable liquids, including petroleums as cargo:		
(1) Flash point below 73° F.—		
*(a) immiscible with water ...	I	
*(b) miscible with water ...	II	
(2) Flash point from 73°F. to 150°F.	II	
(3) Flash point above 150° F. ...	III	
Inodorous felt	II	
Kerosene (inflammable liquid, flash point from 73° F. to 150° F.) ...	II	
Lacquers and enamels, cellulose ...	—	<i>See</i> Inflammable liquids.
Lampblack... ..	III	
Lead Tetraethyl	III	If in drums or casks, Class II.
Lime:		
hydrated or slaked	III	
quick or unslaked... ..	II	If used as packing, Class III.
Lucifer Matches:		
approved brands... ..	II	
*unapproved brands	II	
*Lythene (petroleum spirit)... ..	I	
Magnesium metal:		
ingots or sticks	II	
powder... ..	II	
*powder (if in drums)	II	
ribbon... ..	II	
Matches:		
approved brands... ..	II	
*unapproved brands	II	
Mercuric Chloride	III	
Methaphenylenediamine (dye intermediate)	III	
Metatoluylenediamine (dye intermediate)	III	
Methane (compressed “permanent” gas)	III	
*Methyl alcohol (inflammable liquid, flash point below 73° F. miscible with water	II	

LAWS OF TRINIDAD AND TOBAGO

Names of Goods.	Classification.	Remarks.
Methyl Chloride (liquefied gas) ...	III	
*Methylated Spirit (inflammable liquid, flash point below 73° F. miscible with water) ...	II	
Mineral Oil (inflammable liquid flash point from 73° F. to 150° F.) ...	II	
Mirbane oil (nitrobenzol) ...	II	
*Mixed consignments of limited quantities of chemicals and medicinal preparations ...	II	
*Motor spirit (petroleum spirit) ...	I	
Muriatic Acid (hydrochloric acid) ...	II	
*Naphtha (petroleum spirit)...	I	
Naphthalene:		
*crude... ..	II	
refined(whizzed or dry)	II	
Neon (compressed “permanent” gas)	III	
*Nickel carbonyl	II	
Nicotine	III	
Nitrates	II	
Nitrate mixtures	I	
Nitre cake... ..	II	
Nitric acid... ..	II	
Nitric acid and sulphuric acid mixtures	II	
Nitrobenzol... ..	II	
*Nitrocellulose films	II	
Nitro-compounds	I	
Nitrogen (compressed “permanent” gas)	III	
Nitro-glycerine	I	
Nitrolim	—	See Calcium Cyanamide.
Nitrous oxide (liquefied gas)... ..	III	
Nordhausen (sulphuric acid)... ..	II	
Oiled material	III	
Oleum (fuming sulphuric acid)	II	
Orthonitrotoluol (dye intermediate)	III	
Orthotoluidine (dye intermediate)	III	
Oxalic Acid	III	
Oxide of iron, spent		
Oxygen:		
(compressed “permanent” gas)	III	
liquefied... ..	I	

LAWS OF TRINIDAD AND TOBAGO

Names of Goods.	Classification.	Remarks.
Paints;		
*flash point below 20° F... ..	II	
flash point below 73° F	II	
flash point above 73° F	III	
Paraffin (inflammable liquid, flash point from 73° F. to 150° F.)	II	
Paranitrotoluol (dye intermediate)	III	
Paranitrosodimethylaniline	III	
Paranitrophenol (dye intermediate)	III	
Pastes and semi-solids	III	
Pentachlorethane	III	
Perborates	III	
Percarbonates	III	
*Perchlorates	II	
Perchlorethylene	III	
Permanganates	III	
Peroxides... ..	III	
Phenol (carbolic acid)	III	
Phosgene (liquefied gas)	III	
Phosphide of calcium	II	
Phosphoric acid	III	
Phosphorus:		
amorphous or red	III	
sulphides of	II	
white, yellow or stick	II	
Photogravure printing inks:		
*flash point below 20° F.	II	
flash point below 73° F.	II	
flash point above 73° F.	III	
Picric acid:		
explosive	I	
non-explosive	II	<i>i.e.</i> , if mixed with not less than half its own weight in water.
Polishes:		
boot creams, linoleum, and liquid metal polish, etc.	III	
Potassium:		
bichromate	III	
bromate... ..	III	
*chlorate	II	Maximum quantity in any opened hold limited to 15 tons. Maximum quantity in any closed hold 100 tons.

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Names of Goods.	Classification.	Remarks.
<i>Potassium—Continued:</i>		
cyanide... ..	II	
hydroxide (see caustic potash) ...	III	
metallic... ..	II	
nitrate... ..	II	If in drums or barrels Class III.
*perchlorate	II	
permanganate	III	
sulphide of	II	
*Propyl alcohol (inflammable liquid, flash point below 73° F. miscible with water)	II	
Prussic acid (hydrocyanic acid) ...	II	
*Pyridine (inflammable liquid, flash point below 73° F. miscible with water)... ..	II	
Rockets, other than signal rockets for ships' use	I	
Roofing, saturated... ..	III	
Rosin	III	
Rosin Oil:		
*flash point below 20° F ...	II	
flash point below 73° F ...	II	
flash point above 73° F ...	III	
Safety ammunition	II	
Safety cartridges	II	
Safety fuses for blasting, including		
Cadeau Bickford... ..	II	
Safety matches:		
approved brands... ..	II	
*unapproved brands	II	
Saltpetre (potassium nitrate)... ..	II	If in drums or barrels Class III.
Shale Oil (inflammable liquid, flash point from 73° F. to 150° F.) ...	II	
Sheep dips... ..	III	
Ships' compositions	—	See Inflammable Liquids.
*small quantities of chemicals in mixed consignments	II	

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Names of Goods.	Classification.	Remarks.
Sodium:		
azide	II	
bichromate	II	
bisulphide solution	II	
*chlorate	II	Maximum quantity in any opened hold limited to 15 tons. Maximum quantity in any closed hold 100 tons.
cyanide... ..	II	
hydroxide (see caustic soda)	III	
metalisulphite	III	
metallic... ..	II	
monoxide ..,	II	
nitrate... ..	II	If in drums or barrels Class III.
perborate	III	
percarbonate	III	
peroxide... ..	II	
sulphide... ..	II	
*Spirits of wine (ethyl alcohol)	II	
Stannic chloride (anhydrous) (tin tetrachloride)	II	
Straw	III	
Sulphate of copper... ..	III	
Sulphur	III	
Sulphur dioxide (liquefied gas)	III	
for use in ice machines	III	
glass syphons	III	
small cylinders	III	
Sulphur monochloride	II	
Sulphuric Acid	II	
Sulphuric acid and nitric acid mixtures	II	
Sulphurous Acid	III	
Sulphuryl chloride	II	
Tar oil compounds	II	
Tetrachlorethane (ethane tetrachloride)	III	
Tetra-nitro-methyl-aniline	I	
Thionyl chloride	II	
Tin Tetrachloride (anhydrous)	II	
Titanium Tetrachloride	II	

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Names of Goods.	Classification.	Remarks.
Toluol (inflammable liquid, flash point below 73° F. and immiscible with water)...	I	
Trichlorethylene ...	III	
Tri-nitro-benzol ...	I	
Tri-nitro-naphthalene ...	I	
Tri-nitro-phenol ...	I	
Tri-nitro-toluol ...	I	
Turpentine (inflammable liquid flash point from 73° F. to 150° F.) ...	II	
Varnishes, oil spirit... ..	III	
Vestas (lucifer matches); approved brands... ..	II	
*unapproved brands	II	
Westron (ethane tetrachloride) ...	III	
Westrosal (trichlorethylene)... ..	III	
White spirit (turpentine substitute)— (inflammable liquid, flash point from 73° F. to 150° F.)	—	<i>See</i> Inflammable Liquids.
Xanthate Potassium (sulphur compounds)	III	
Xylidine (dye intermediate)... ..	III	
Xylol	—	<i>See</i> Inflammable Liquids.
*Xylonite... ..	II	
Zinc, granulated, powder or dust ...	II	

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(Bye-laws Nos.
54 to 56).
[87/1955
58/1956
183/1956
146/1959
141/1960].

“SCHEDULE “C”

TARIFF

Per Ton
\$ ¢

1. Goods Inward, including Goods landed for Trans-shipment

Receiving, stowing and delivering at transit shed door or wharf face or loading direct to vehicles—general cargo (including rum and other spirituous liquors produced in the British West Indies and British Guiana)

7.52

Exceptions

In the following cases the charges shall be as hereunder:

- (a) All goods classified as Class I or Class II in the list of Dangerous Goods 10.52
- (b) Lumber—500 ft. board measurement =1 Ton 6.76
- (c) Cement... .. 4.51
- (d) Barytes, Iron Oxide, Sulphur, Coal, Coke, Gypsum—in bags or bulk 6.01
- (e) Flour and Salt—in bags 4.51
- (f) Chemical fertilizers—in bags or bulk ... 6.01
- (g) Produce and Manufactures of British West Indies and British Guiana other than rum and other spirituous liquors and goods classified as Class I and Class II in the list of Dangerous Goods 3.76
- (h) Packages of 2 tons or over in weight per ton weight or volume whichever is greater ... 9.02

2. Goods Outwards, including Re-exports

Receiving, stowing and shipping ex-wharf face or shipping direct ex vehicles:

(1) *Re-exports*

- (a) General cargo 7.52
- (b) All packages of two tons or over in weight per ton weight or measurement whichever is greater... .. 9.02
- (c) All goods classified as Class I or Class II in the list of Dangerous Goods 10.52

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	\$ ¢
(2) <i>Locally manufactured Goods or Local Produce</i> (Where a certification is made on the Advice Shipping Note to the effect that the goods are local produce or of local manufacture)	
(a) Bananas 	2.25
(b) Grapefruit in crates 	2.25
(c) Rum, Bitters, Alcohol or other spirituous liquors	6.76
(d) Sugar	2.63
(e) Other locally manufactured goods or local produce not otherwise specified	2.63
(3) <i>Passengers' baggage and personal effects</i> (unaccompanied) excluding furniture ...	<i>Per Pkg.</i> 1.51
<p>(4) There shall be a minimum charge of half of that which is applicable to one ton in the case of goods outwards covered by a single bill of lading which amounts to a total of less than half a ton.</p>	
3. <i>Trans-shipment Outward</i>	<i>Per Ton</i>
Unstacking, transporting from stowage to alongside vessel and placing in vessel slings trans-shipment cargo ... ...	.75
4. <i>Cargo unloaded and reloaded to facilitate work of vessel</i>	
(1) Receiving cargo from vessel's slings, depositing on wharf or in sheds and placing alongside the same vessel in vessel's slings 	8.57
(2) Receiving cargo from vessel's slings, transporting same from hatch to hatch and placing such cargo in vessel's slings for shipment by same vessel 	7.15
5. <i>Loading on to vehicles</i>	
(1) By wharf labour after landing or storage has been effected 	1.26
(2) When lifts of 1 ton or over (weight or measurement) are loaded and, in the opinion of the Wharf Superintendent, the use of cranes or other mechanical appliances is necessary, an additional charge shall be made at the rate of \$4.00 per hour or part thereof	
(3) When weights or measurements are not supplied by the consignees or are not otherwise ascertainable, charges for	

LAWS OF TRINIDAD AND TOBAGO

loading shall be computed as follows:

- (a) Vehicles; (other than railway waggons) on the full capacity of the vehicles
- (b) Railway waggons: on the full capacity of the waggon less ten per cent.

6. Overtime commuted

(1) Additional commuted charges for overtime for work performed at nights, on Sundays and on Public and Religious Holidays [subject to the provisions of paragraph (8) of Item 7].

	<i>Applicable to items 1 to 4 per shore gang per hour or part thereof</i> \$ ¢	<i>Applicable to item 5 per labourer, cooper or foreman, per hour or part thereof</i> \$ ¢
(a) <i>Day</i> (7.00 a.m. to 4.00 p.m.)		
(i) Sundays and Public Holidays (other than the Festival of Corpus Christi) ...	18.04	1.00
(ii) Religious Holidays	28.87	1.44
(b) <i>Night</i> (from 4.00 p.m. to 7.00 a.m. on all week days except Saturdays when night shall be deemed to commence at 11 a.m.)		
(i) Ordinary working days ...	18.04	1.00
(ii) Sundays and Public Holidays (other than the Festival of Corpus Christi): From midnight on the preceding day to 7.00 a.m., and from 4.00 p.m. to midnight on any Sunday or Public Holiday (other than the Festival of Corpus Christi) ...	28.87	1.44
(iii) Religious Holidays From midnight on the preceding day to 7.00 a.m. and from 4.00 p.m. to midnight	40.60	1.73
(c) <i>Meal hours</i> —6.00 a.m. to 7.00 a.m.; 11.00 a.m. to		

	<i>Applicable to items 1 to 4 per shore gang per hour or part thereof \$ ¢</i>	<i>Applicable to item 5 per labourer, cooper or foreman, per hour or part thereof \$ ¢</i>
noon; 5.00 p.m. to 6.00 p.m. and 11 p.m. to 12 midnight.		
(i) Ordinary working days	36.08	2.02
(ii) Sundays and Public Holidays (other than the Festival of Corpus Christi)	57.88	2.70
(iii) Religious Holidays	81.18	3.46
(2) For the purpose of this Schedule—		
(a) Monday shall be deemed to commence at midnight of the preceding Sunday; Saturday to end at midnight Saturday; and a Public Holiday or a Religious Holiday to commence at midnight of the day preceding and to end at midnight on the holiday;		
(b) Religious Holidays shall be Christmas Day, Good Friday and the Festival of Corpus Christi.		

7. *Standing-by Charges*

- (1) Men standing-by awaiting the arrival of vessel or for any other reason:

	<i>Applicable to items 1 to 4 per quay gang per hour or part thereof \$ ¢</i>	<i>Applicable to item 5 per labourer, cooper or foreman, per hour or part thereof \$ ¢</i>
(a) Ordinary working days:		
Daytime—7.00 a.m. to 4.00 p.m.	24.80	1.14
Night—4.00 p.m. to 7.00 a.m.	35.55	1.51
(b) Sundays and Public Holidays (other than the Festival of Corpus Christi):		
Daytime—7.00 a.m. to 4.00 p.m.	35.55	1.51
Night—4.00 p.m. to 7.00 a.m.	48.70	1.95
(c) Religious Holidays:		
Daytime—7.00 a.m. to 4.00 p.m.	48.70	1.95
Night—4.00 p.m. to 7.00 a.m.	69.16	2.78

(2) The Wharf Superintendent shall not undertake to accept orders for gangs to commence work at times other than 7.00 a.m., 12.00 noon and 6.00 p.m.

(3) Charges for standing-by arising out of workmen awaiting arrival of vessel or goods for shipment or by reason of goods unloaded overside or loaded from craft alongside vessel or failure of vessel's equipment shall be imposed on the aggregate time lost within each working period.

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

(5) On arrival of a vessel should work not be commenced because of rigging at any hatch for a period not exceeding sixty minutes during any of the working periods of 7.00 a.m. to 11.00 a.m., 12.00 noon to 4.00 p.m., 4.00 p.m. to midnight, or midnight to 6.00 a.m. or should work be suspended at any hatch for a period not exceeding sixty minutes during any of the above-mentioned working periods, no charges shall be imposed in respect of any such period of sixty minutes or part thereof.

(6) Should working time be lost at any hatch for more than a total of sixty minutes during any of the aforementioned working periods, standing-by charges per hour or part thereof shall be imposed in respect of the total time lost at each hatch during the working period.

(7) Should application be made for a gang to work a vessel and should such application be cancelled at any time after it is too late to stop the gang from attending for work, the charges set forth in this item shall be payable.

(8) *Minimum Overtime and Standing-by Charges:*

- (a) A minimum of four hours in accordance with the rates set forth in item 6 or 7, as the case may be, shall be payable in respect of gangs in attendance or working between 7.00 a.m. and 11.00 a.m. and from 12.00 noon until 4.00 p.m.
- (b) A minimum of five hours overtime in accordance with the rates set forth in item 6 or 7, as the case may be, shall be payable in respect of gangs in attendance or working after 6.00 p.m. until 1.00 p.m.
- (c) A minimum of six hours overtime shall be chargeable in accordance with the rates set forth in item 6 or 7 as the case may be, in respect of gangs in attendance or working during the period midnight to 6.00 a.m.
- (d) A minimum of eight hours overtime shall be chargeable in accordance with the rates set forth in item 6 or 7, as the case may be, in respect of gangs in attendance or working during the period 7.00 a.m. to 4.00 p.m. on Sundays.

LAWS OF TRINIDAD AND TOBAGO

8. Fresh Water

(1) Fresh water supplied direct from mains to vessels, or water boats or vessels engaged in the coasting trade—	\$ ¢
First 100 tons or part thereof per ton of 224 gallons	.56
Second 100 tons or part thereof per ton of 224 gallons	.51
Third and succeeding 100 tons or part thereof per ton of 224 gallons ... ... ...	.45
Supplied to water boats and vessels engaged in the coasting trade, per 100 gallons 	1.24

(2) Quantities of water of less than 1 ton of 224 gallons shall be supplied to droghers, schooners and other small craft at the rate of 10 cents per 50 gallons or part thereof.

(3) Water supplied to offices and other buildings situated on Wharf premises—	\$ ¢
For Domestic purposes, per 1,000 gallons... ...	.29
For Commercial purposes, per 1,000 gallons ...	.56

(4) When a request is made for the supply of water during overtime hours, an extra charge of 39 cents per hour or part thereof shall be levied when the water is supplied during those hours and the minimum overtime and standing-by charges set out in paragraph (8) of item 7 shall apply; in case the water is not supplied, charges shall be payable on the basis of actual cost of attendance plus 20 per cent.

9. Towage

(1) Tugs in attendance on or assisting vessels, other than droghers, when berthing and unberthing at King's Wharf or King's Wharf Extension or arriving at and departing from moorings in the Basin, or in the Grier Channel, for each move—

(a) Tug, at the rate of \$3.24 per 100 tons net register, with a minimum charge for one tug of	\$ ¢ 77.75
(b) When two tugs are requisitioned and the Wharf Superintendent is able to supply them, no additional charge will be made for the second tug, but the minimum charge shall be increased to	155.50
(c) On vessels exceeding 10,000 tons net register, for every 2,500 tons net register or part thereof in excess of 10,000 tons, an additional charge of	28.00
(d) Assisting vessel to change berth, irrespective of tonnage, for each such operation ...	50.00

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	\$ ¢
(2) Services rendered by tugs hired for work at Wharves in the Gulf of Paria other than Wharves managed or controlled by Government—	
(a) Tug in attendance or assisting vessel berthing or unberthing	100.00
(b) Additional charge when an additional tug is ordered... ..	100.00
(3) Services rendered by tugs hired for attending a vessel not under command, or disabled, whether of motive power or steering ability or both, or otherwise, within any harbour or port of the Colony (the time to count from the time the tug leaves to perform the service to the time she returns to her berth) per hour or part thereof per tug	60.00
(4) Services rendered by tugs hired for supplying steam to a vessel (the time to count from the time the tug leaves for that specific service to the time she returns to her berth) per hour or part thereof per tug	45.00
(5) When a tug has been ordered but such order is not cancelled or amended before the commencement of the service, there shall be payable a charge of... ..	90.00
(6) Fire, and other special services rendered by—	
(a) Tugs proceeding to or from a vessel requiring assistance per hour or part thereof per tug ...	45.00
(b) Tugs in attendance upon a vessel aground or on fire or requiring assistance—	
(i) outside the Gulf of Paria, per gross ton per tug per hour or part thereof ...	.06
(ii) inside the Gulf of Paria per gross ton per tug per hour or part thereof ...	.03
(c) Tugs towing a vessel—	
(i) outside the Gulf of Paria per gross ton per tug per mile or part thereof ...	.02
(ii) inside the Gulf of Paria per gross ton per tug per mile or part thereof ...	.01

Provided that:

- (a) The charges under sub-paragraphs (b) and (c) of this paragraph shall be in addition to the charge under sub-paragraph (a) of this paragraph.

LAWS OF TRINIDAD AND TOBAGO

	\$ ¢
(b) The minimum charge payable under this paragraph for services rendered to any one ship shall be	500.00
(c) When a tug has been ordered but such order is cancelled before the tug leaves her berth at Port-of-Spain, there shall be payable a charge of	200.00
(d) A tow rope damaged in assisting any ship shall be a charge against the ship.	
(e) Insurance of tugs shall be a charge against the vessel requiring assistance.	
(7) Services rendered in respect of tugs ordered for services in the Gulf of Paria not provided for under this paragraph per tug per hour or part thereof	45.00
(8) <i>Overtime rates</i> in respect of paragraph (3), (4), (6) and (7) of this item shall be payable, in addition to the rate set out in those paragraphs, when tugs are in attendance or in use outside of the ordinary working hours from the time the tug leaves its berth or anchorage in Port-of-Spain until its return thereto per tug per hour or part thereof at the rate of... ..	20.00
(9) The General Manager shall have the power to fix rates when droghers and barges are attended by tugs.	

10. *Rent on Goods*

*Per package per day
or part thereof*

(1) (a) Packages not exceeding 2 cubic feet measurement or 112 lb. weight	\$ ¢ .0 $\frac{3}{4}$
(b) For each additional cubic foot in measurement or 56 lb. in weight or fraction thereof ...	.0 $\frac{1}{2}$
<i>Exceptions:</i>	
(c) Goods in Classes I and II in the list of Dangerous Goods; double basic rates.	
(d) Empty drums ... ..	.0 $\frac{1}{2}$
(e) Horse boxes ... ..	.22

(2) All the rates contained in this item shall be doubled after goods have remained on the premises for a longer period than seven days (inclusive of Sundays, Public Holidays and Religious Holidays) following the expiry of the “free storage” period. [See paragraph (5) of this item].

(3) Goods remaining in storage after notice of removal has been issued shall be liable to three times the storage rates as from the date of such notice until such time as they have been removed.

(4) Storage space may be reserved at the discretion of the General Manager in consultation with the Sugar Manufacturers' Association for the temporary storage of locally produced sugar, and the monthly charge for such space shall be 13 cents per ton per calendar month or part thereof based on the maximum tonnage in storage on any one day of each calendar month.

(5) Free storage periods allowed—

(a) *Goods imported for local consumption:*

4 days, reckoned from 7.00 a.m. the day following that on which vessels or droghers attendant thereon complete unloading (exclusive of Sundays, Public Holidays, Religious Holidays and Saturday afternoons on which delivery is suspended);

(b) *Additional free storage of goods:*

A period of 4 days free storage additional to that provided for under sub-paragraph (a) of this paragraph shall be allowed in respect of—

(i) imports of over 100 tons on any one bill of lading consigned to any owner, person or company ex any one vessel;

(ii) imports overlanded and imports requiring survey;

(iii) imports awaiting lighterage where written application has been made for a berth for a lighter before expiry of the free storage period allowed and where such application contains complete particulars of the goods to be landed; and

(iv) imports awaiting railage where a copy of the application for railage of the goods is handed in as proof that the Railway Department has been requested to rail the goods before expiry of the free storage period allowed.

(c) *Goods stored in open at owner's risk*

Imports deposited in the open at owner's risk on Queen's Wharf or St. Vincent Wharf a free storage period of 8 days shall be allowed, after which period of 8 days a charge of 1 cent per square foot per week or part thereof shall be levied in respect of the area occupied by the goods subject to a minimum charge of 25 cents.

(d) *Goods awaiting exportation or re-exportation of shipment to Tobago;*

Twenty-one days inclusive of Sundays, Public Holidays and Religious Holidays.

(e) *Goods awaiting trans-shipment:*

30 days inclusive of Sundays, Public Holidays and Religious Holidays.

11. *Hire of Gear*

The charges shall be computed from the time stated on the written request to the return of the unit to the officer in charge of transport.

	<i>Per day or Part thereof</i>
	\$ ¢
(a) Slings, Cant Hooks and Lifting Clamps—each ...	.50
(b) Hand trucks and platform trucks—each ...	.75
(c) Pallets—each... ..	.30
(d) Pallets with bridle—each ... ..	.75

12. *Hire of Hand Cranes*

The hirer shall supply the labour for operating such cranes; charges shall be computed from the time stated on written request to the handing back of the cranes key to the Wharf Superintendent.

	<i>Per day or Part thereof</i>
	\$ ¢
and shall be at the rate of ... ..	.34

13. *Hire of Mechanical Units*

The charges in respect of those units rated at an hourly basis shall be computed from the time stated on written request to the return of the unit to the officer in charge of transport.

(a) Cranes — for special lifts not exceeding 10 tons weight—

	<i>Per ton weight or measurement</i>
	\$ ¢
(i) lifts not exceeding 2 tons... ..	2.01
(ii) lifts of over 2 tons and not exceeding 5 tons	2.87
(iii) lifts of over 5 tons and not exceeding 7 tons	3.73
(iv) lifts of over 7 tons and not exceeding 10 tons	4.59

	<i>Per hour or Part thereof</i>
	\$ ¢
Overtime (in addition to the lifting charge) before or after ordinary working hours ...	2.87

(b) For each crane—Bucyrus for heavy lifts: including rigging, transporting of crane and operation of slinging, lifting and loading or shipping.

(i) Normal working hours (inclusive charge) ...	113.52
(ii) Normal overtime (inclusive charge) ...	137.59
(iii) Religious holidays (inclusive charge) ...	166.26
(iv) When requisitioned for use at King’s Wharf Extension, an additional travelling charge of \$60.00 shall be levied.	

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		<i>Per hour or part thereof per ton maximum lifting capacity of crane</i>	
		\$	¢
(c) Cranes not otherwise provided for...	...	1.72	
		<i>Per day or part thereof</i>	
(d) Other units			
(i) Road Roller ... ..	...	4.31	
(ii) Electric Trucks ... ..	...	4.31	
(iii) Electric Lifts ... ..	...	4.31	
(iv) Tow motors and Shop Mules (including trailers—Platform trucks when necessary)... ..	...	4.31	
(v) Fork Lift trucks ... ..	...	4.31	
(vi) Motor Trucks (Lorries) ... ..	...	3.91	
(vii) Concrete Mixers ... ..	...	2.29	
(e) An additional 25 per cent shall be charged in respect of work performed before or after ordinary working hours.			

14. Diver and Apparatus

(1) Charges in respect of the services of a diver, inclusive of all necessary gear, pumps, attendants, barge, etc., and exclusive of towage whenever necessary, shall be payable at the rate of \$19.46 per hour or part thereof subject to a minimum charge of \$38.99.

(2) Towage to site of operations may be arranged by the hirer, otherwise a charge of \$13.76 per hour or part thereof shall be leviable for the use of a motor launch for towing, subject to a minimum charge of \$27.52.

(3) Should the site of operations be located at a distance which makes it, in the absolute discretion of the Harbour Engineer or Harbour Master, inadvisable for a motor launch to be employed, the charges provided for hire of tugs under item 9 shall apply.

(4) Application for the services of a diver shall be made in writing and the period of employment of the diver shall be computed as from the time the diver leaves the shore until the time he returns to shore.

15. Cased Vehicles

Unpacking and assembling cased motor vehicles and trailers.

		\$	¢
Use of space per vehicle ... ..	...	7.00	

16. *Valuable Packages and Parcels*

A charge of 10 cents per one hundred dollars value in addition to receiving, stowing and delivering charges, shall be payable in advance in respect of valuable parcels, or packages the value of which has been declared in accordance with bye-law 51 and this charge shall cover the goods for the first four days of storage, after which a further charge of 10 cents per week per one hundred dollars value shall be payable in advance for every week or part thereof during which the parcels or packages remain in the custody of the Wharf Superintendent.

17. *Telephones installed in vessels*

			\$	¢
First twenty-four hours or part thereof	...	...	4.00	
Each succeeding twenty-four hours or part thereof	...		2.00	
Installing and disconnecting instruments	...	...	Actual cost	
Long distance calls	...	...	Actual cost	

18. *Repairs to Damage Packages*

The actual cost of labour and materials plus twenty per cent.

19. *Mooring Lines*

(1) In respect of men in attendance handling ropes from vessels berthing or unberthing at King's Wharf:

				Per berthing or unberthing operation	\$	¢
(a) Ordinary working hours		5.58	
(b) Overtime hours		11.29	

2. A free period of 60 minutes shall be allowed before the berthing or unberthing operation is commenced; should this period be exceeded an additional standing-by charge, for the period in excess of the free period, of 3 dollars per hour or part thereof shall be payable in respect of ordinary working hours, and an additional charge of 5 dollars per hour or part thereof in respect of overtime hours.

20. *Sorting Cargo*

Charges in addition to receiving, stowing and delivering shall be payable in respect of sorting goods mixed in such a manner as to render sorting impracticable at the time of landing, and such charges shall be equal to the actual cost of performing the service plus twenty per cent.

21. *Services not specifically provided for*

Charges shall be payable in respect of all services not specifically provided for on the basis of actual cost of performing the service plus twenty per cent.

(Bye-law
No. 36).

SCHEDULE “D”

Goods which may be Stored in the Open unless the Wharf Superintendent has received them with Specific Instructions that they shall not be Stored in the Open.

The Store Rent charges shall be applicable in respect of any goods stored in the open of the kind specified in the list hereunder, but at half rates for the first two weeks and thereafter at full rates.

Acids	Chains	Lumber
Anchors	Charcoal	Machinery
Asphalt	Cylinders (full or empty)	Oil (Lubricating and Paint)
Ballast	Drums	Paints
Boilers	Engines	Pipes (earthenware)
Bottles (empty in crates or bags)	Expanded Metal	Planks
Bricks in case or loose.	Fencing	Quarry Products
Casks (empty)	Grindstone	Steel of all descriptions
Castings	Horse boxes	Tar, Pitch, etc.
Cement in drums	Iron of all descriptions	Timber of all descriptions
	Ironware	Vehicles of all descriptions
	Lead	

(Section 22).

SCHEDULE V

Bye-laws made by the Governor in Council under the Provisions of the Port Services (Dues, Charges and Management) Ordinance.

Short title. 1. These Bye-laws may be cited as the Harbours and Wharves Traffic Bye-laws.

Interpretation. 2. (1) In these Bye-laws, unless the context otherwise requires—
“ Dangerous Petroleum ” means petroleum which, when tested in the manner set forth in Part II of the Second Schedule to the Imperial Petroleum (Consolidation) Act, 1928, or in such other manner as may from time to time be authorised, gives off an inflammable vapour at a temperature of less than ninety-five degrees Fahrenheit, or at less than the legal flash point for the time being;

“Explosives” means gunpowder, nitro-glycerine, dynamite, gun-cotton, blasting powders, fulminate of mercury or of other metals, coloured fires, and every other substance, whether similar to those above mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect: and includes fog signals, fireworks, fuses, rockets, percussion caps, detonators, cartridges, ammunition of all descriptions, and every adaptation or preparation of an explosive as herein defined;

“Explosives Anchorage” comprises all the waters to the Eastward of Longitude 61° 32' 39" West and South of Latitude 10° 37' 24" North, and North of Latitude 10° 36' 24" North; GN 42/1949.

“Quarantine Anchorage” comprises all the waters enclosed by an imaginary line drawn due South from the Easternmost point of Nelson Island to Latitude 10° 38' 42" North thence due East to Longitude 61° 35' 00" West thence due North to Latitude 10° 39', 42" North and thence to the Easternmost point of Nelson Island.

(2) The terms defined in the Ordinance shall, when used in these By-laws, have the respective meanings assigned to them in the Ordinance.

NAVIGATION AND MANOEUVRING OF VESSELS

3. The master of a vessel shall not moor or anchor such vessel or cause it to be moored or anchored—

- (a) within one cable of an imaginary line drawn between the seaward end of St. Vincent Jetty and the Schooner Control Station; or
- (b) in such manner as to allow any part of the vessel when swinging to come within the limits of the Basin; or
- (c) within a radius of half a mile of the seaward entrance to the Grier Channel; or
- (d) within one cable of either side of the Grier Channel as marked by beacons; or
- (e) without the written consent of the Harbour Master or without the assistance of a licensed pilot, within the area contained by the Pointe-a-Pierre jetty on its South side, by an imaginary line running from a point at the westernmost end of the jetty in Latitude 10° 18' 46" North, Longitude 61° 28' 50¹/₂" West (approximately) in a 253° direction for 600 feet, thence in 328° direction for 7,000 feet, thence in a 073° direction for 2,300 feet, thence in 130° direction to meet the jetty, on its southern perimeter in Latitude 10°18' 58" North, Longitude 61° 28' 08" West (approximately) at a point 4,450 feet from its westernmost point; or

Vessels not to moor or anchor within certain limits. [40/1955 178/1959 29/1960].

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(f) within 250 feet of the oil pipelines laid on the seabed from Point Galba— Latitude 10° 14' 22" North, Longitude 61° 38' 15" West to a riser platform Latitude 10° 15' 13" North, Longitude 61° 39' 05" West, thence to a drilling platform Latitude 10° 15' 49" North, Longitude 61° 38' 36" West.

Vessel not to enter or leave Channel or basin when another vessel is manoeuvring.

4. The master of a vessel shall not cause or permit such vessel to—

(a) enter or leave the Grier Channel or the Basin without the assistance of a licensed pilot when another vessel having a pilot on board and displaying the International Code Flag “H” is manoeuvring in or approaching the Grier Channel or Basin; or

Vessel not to be moored or anchored in Channel or Basin without permission or a pilot.

(b) be moored or anchored in the Grier Channel or Basin without the written consent of the Harbour Master or without the assistance of a licensed pilot; or

Limitation of speed in Channel and Basin.

(c) be towed, moved or propelled in the Grier Channel or in the Basin at a speed exceeding 5 knots, unless it be established that a greater speed is necessary to ensure the safety of such vessel; or

Vessels not to enter Channel or Basin if dredger displays signals.

(d) enter the Grier Channel or Basin or be navigated in the Grier Channel or Basin when a dredger in the Channel or Basin is displaying signals as follows:

i. By Day ... Three black balls in a vertical line from the yardarm.

ii. By Night ... Three red lights in a vertical line from the yardarm.

Vessel to pass dredger at slow speed.

5. When a dredger in the Channel displays a white flag by day or three white lights in a vertical line by night, the master of a vessel entering or leaving the Grier Channel shall cause such vessel to be navigated in such manner as to pass the dredger at a slow speed and at a reasonable distance from the side of the dredger upon which such flag or lights are displayed.

Vessel to anchor as directed.

6. The master of a vessel arriving in any harbour of the Colony shall cause or permit such vessel to take up such anchorage as the Harbour Master may from time to time direct and shall shift anchorage if called upon to do so by the Harbour Master.

Vessel in quarantine to anchor in Quarantine Anchorage.

7. The master of a vessel arriving in Port-of-Spain Harbour and placed in quarantine shall not cause or permit such vessel to take up an anchorage outside the limits of the Quarantine Anchorage unless otherwise directed by the Harbour Master.

8. The attendance of a Government Tug must be requested by the master when a vessel not being a drogher and being registered as 1,000 tons net or over is—

Attendance of Government Tug compulsory in cases specified.

- (a) manoeuvring in the Basin; or
- (b) entering or leaving the Basin; or
- (c) berthing or unberthing at King's Wharf; or
- (d) berthing or unberthing at the Slipway Guide Jetty; or
- (e) berthing or unberthing at the Admiralty Repair Jetty; or
- (f) berthing, unberthing, mooring, unmooring, or manoeuvring at or near any place where the Harbour Master directs that a tug shall be in attendance or stand by to assist a vessel if called upon to do so by the master:

Provided always that if a vessel is not berthed at an intervening berth, any other vessel not casting off ropes may, at the sole risk of the master and owner, if so directed by the Wharf Superintendent, be moved from one clear berth at a wharf to another clear berth without a tug in attendance.

BOATS, LAUNCHES AND OTHER CRAFT IN ATTENDANCE ON VESSELS

9. The master, coxswain or other person in charge of any boat, launch or other craft in attendance on a vessel for the purpose of conveying passengers, cargo, stores or water, or for any other purpose shall not—

Duties of person in charge of boats, etc., attending vessels.

- (a) cause such boat, launch or other craft to come alongside or approach the gangway of a vessel contrary to the orders given by a member of the Police Force or by a responsible person on board the vessel that is being approached; or
- (b) cause such boat, launch or other craft to be alongside the gangway of any vessel in any harbour longer than is necessary to embark or disembark its passengers and baggage or other goods, but shall, while waiting, lie off at a distance of not less than 50 yards from the side of such vessel so as to leave a clear passage to and from the gangway; or
- (c) cause or permit such boat, launch or other craft to embark or disembark any person at the gangway of a vessel whilst at an anchorage in any harbour or alongside any wharf, unless such person is—
 - (i) in possession of a valid pass authorising the holder to board the vessel; or
 - (ii) a passenger of that ship; or
 - (iii) a member of the crew; or

Boat, launch or other craft to approach gangway as directed.

Boat, launch or other craft not to lie alongside vessel longer than is necessary.

Only specified persons to embark or disembark at gangway.

- Free passage to and from landing place.
- Passengers to embark or disembark or cargo to be loaded or unloaded at authorised places.
- (iv) an officer of the Government on official duty; or
- (d) cause or permit such boat, launch or other craft to anchor or remain in such a position as to impede the free passage to and from any landing place or wharf; or
- (e) cause or permit passengers to embark or disembark or cargo to be loaded or unloaded at any harbour, port or place in the Colony except at such places as are authorised by the Comptroller of Customs and Excise.

LIGHTS TO BE EXHIBITED BY VESSELS

Vessels to carry lights.

10. All masters of vessels arriving within the limits of any harbour shall, unless otherwise directed by the Harbour Master or in these Bye-laws, cause such lights to be carried by the vessel as are required by the Regulations for Preventing Collisions at Sea, from time to time made under the provisions of the Imperial Merchant Shipping Act, 1894.

Mechanically propelled craft to carry lights.

11. The master, coxswain or other person in charge of any launch, tug, or other mechanically propelled craft shall, when under weigh between sunset and sunrise, cause the vessel to exhibit in the forepart or in front of the funnel where it can best be seen a bright white light so constructed as to show the light from right ahead to two points abaft the beam on each side, and shall also cause the regulation side lights (green on the starboard side and red on the port side) or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides to be carried. Such lanterns must be carried below the line of the bright light to be exhibited. When towing the master of such a craft shall cause an additional bright white light similar to the one above-mentioned to be exhibited. These two bright white lights shall be exhibited in a vertical line one above the other and six feet apart.

Sailing Vessels to carry lights.

12. The masters of all sailing vessels shall, when under weigh between sunset and sunrise, cause the regulation side lights (green on the starboard side and red on the port side) to be carried, and, in addition, a white light must be kept at hand lighted and ready for use and it shall be exhibited on the approach of an overtaking vessel in time to prevent collision.

Boats propelled by oars to carry lights.

13. The master, coxswain or other person in charge of any boat propelled by oars or any other craft not mechanically propelled and not specifically provided for in the next preceding paragraph, shall cause a white light contained in a lantern of a pattern to be approved by the Harbour Master to be exhibited above the gunwale by the vessel when under weigh between the hours of sunset and sunrise. He shall also cause the vessel to carry a second lantern of the same pattern for use as occasion requires.

14. Open boats, when fishing at night with outlying tackle extending more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light and, in addition, on approaching or being approached by other vessels, shall show a second white light at least 3 feet below the first light and at a horizontal distance of at least 5 feet away from it in the direction in which the outlying tackle is attached.

Open boats fishing at nights to carry lights.

MISCELLANEOUS

15. The master of a vessel at an anchorage within any harbour shall not permit the boiling or heating of any pitch, tar, resin, dammer, turpentine, oil or any other such combustible matter on board such vessel, but may permit such boiling or heating in a boat alongside.

No heating or boiling of any combustible matter on board vessel.

16. No person shall sell, supply or convey any wine or spirituous liquor to any of the crew or to any other person on board of any vessel in any harbour without the consent of the master of such vessel.

Spirituous liquor not to be supplied.

17. The master of every vessel conveying passengers anchoring in any harbour unless it be placed in quarantine shall as soon as possible put down one or, if conveying 100 or more passengers, at least two accommodation ladders provided with horizontal landing platforms of adequate size and suitable height above the water. If the vessel be placed in quarantine the ladders shall be put down as soon as it is released from quarantine.

Accommodation ladders to be provided.

18. The master of a vessel or any other person shall not cause or permit any coal, ballast, ashes, rubbish, oils, paints or oily water to be discharged overboard or to escape from any vessel into any part of any harbour, or cause or permit these or similar materials to be so placed on shore in such manner or position as to render them likely to flow or be washed into a harbour.

Coal, ballast, rubbish, etc., not to be discharged overboard.

19. The master of a vessel shall not cause or permit such vessel to be made fast to any buoy, beacon or seamark in any harbour.

Vessel not to be fastened to any buoy, beacon or seamark.

20. No person shall lay or maintain any buoy or any mark whatsoever within the limits of any harbour without the permission of the Harbour Master having been first obtained in writing.

Buoy or mark not to be laid or maintained.

21. The master of a vessel having dangerous petroleum or explosives on board shall not take up an anchorage in Port-of-Spain Harbour other than within the prescribed limits of the explosives anchorage without the sanction of the Harbour Master in writing.

Vessels with dangerous petroleum and explosives to take up explosives anchorage.

LAWS OF TRINIDAD AND TOBAGO

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Loading and unloading of dangerous petroleum and explosives.

22. The master of a vessel whilst at an anchorage in any harbour shall not cause or permit the loading or unloading of dangerous petroleum or explosives between the hours of sunset and sunrise without the permission of the Harbour Master having been first obtained in writing.

Fire on board vessels.

23. In the event of fire occurring on board any vessel within the limits of any harbour, the master shall give immediate notice to the Harbour Master stating whether or not assistance is required.

Fishing stakes not to be placed without permission.

24. No person shall place fishing stakes or cause them to be placed within the limits of any harbour without the permission of the Harbour Master having been first obtained in writing, and any such fishing stakes which the Harbour Master may approve from time to time to be placed within the Harbour limits shall be of a sufficient length to project not less than 8 feet above the level of high water ordinary spring tides.

Fishing nets not to be attached to buoys or kept afloat without permission.

25. No person shall place fishing nets attached to buoys or kept afloat by other means within the limits of any harbour without the permission of the Harbour Master in writing.

No person to approach within 50 yards of vessel anchoring.

26. No person other than the pilot in attendance shall approach within fifty yards of any vessel until such time as the vessel has taken up the allotted anchorage in any harbour.

No boat, launch or other vessel to be hauled up on beach.

27. No person shall cause any boat, launch or other vessel to be hauled up on any beach within the limits of any harbour for the purpose of cleaning or repairing such vessel, except at such place or places as may be indicated or set aside by the Harbour Master and any such boat, launch or other vessel must be removed if instructions to that effect are issued by the Harbour Master.

No person to obstruct officers.

28. No person shall obstruct, impede or molest the Harbour Master in the exercise and performance of his powers or duties.

PENALTY

Penalty for contravention of, or failure to comply with, bye-laws.

29. (1) Where any provision of these Bye-laws is contravened or not complied with as respects any vessel and the obligation contravened or not complied with is not imposed on any specific person by these Bye-laws, the owner and master of the vessel shall be deemed to have contravened these Bye-laws.

(2) Any person who contravenes, or is deemed to have contravened, or fails to comply with, any provision of these Bye-laws shall be liable on summary conviction to a fine of two hundred and forty dollars or to imprisonment for three months or to both such fine and imprisonment.

SCHEDULE VI

(Section 22).

Bye-laws made by the Governor in Council under the Provisions of the Port Services (Dues, Charges and Management) Ordinance.

1. These Bye-laws may be cited as the Management of Slipways Bye-laws. Short title.
2. (1) In these Bye-laws, unless the context otherwise requires— Interpretation.
[156/1959].
 - “agent” in relation to any vessel, includes the person or firm doing the business of the vessel;
 - “ballast” includes any material placed in a vessel to secure stability;
 - “displacement tonnage” means the actual weight of a vessel trimmed ready for slipping;
 - “drogher” means any vessel registered under the Drogher’s Ordinance and employed in the lading or unloading of ships, or in the coasting trade of the Colony, whether in the conveyance of passengers or cargo;
 - “licensee” includes any officer of the Government authorised by the Harbour Engineer to effect repairs or undertake work on a slipway and any individual, company or firm in possession of a licence from the Government to effect repairs or undertake work on a slipway;
 - “master” includes any person (except a pilot) having or taking the command or charge of any vessel;
 - “owner” of a vessel includes 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, and also includes the agent of the owner;
 - “tariff” means the table of charges set forth in Appendix “A” hereto;
 - “tonnage” means gross registered tonnage except in the case of vessels registered under the Droghers Ordinance when tonnage shall be deemed to be that stated in the Certificate of Registration;
 - “vessel” includes a boat, ship or vessel of any description.

(2) The following details relate to the slipways now in use:

<i>Description.</i>	<i>Slipway No. 1.</i>	<i>Slipway No. 2.</i>	Description of slipways in use.
Length	685' 0"	306' 6"	
Length of Cradle	228' 8"	40' 0"	
Breadth of Cradle	42' 0"	10' 6"	
Depth over keel blocks at lower end, L.W. O.S.T.	16' 9"	3' 7"	
Depth over keel blocks at upper end, L.W. O.S.T.	4' 9"	1' 7"	
Inclination	1 in 20	1 in 20	
Capacity	700 tons displacement	50 tons displacement	
	weight.	weight.	

NOTE.—The average rise of tide is 3' 10".

APPLICATIONS FOR USE OF SLIPWAYS

- Form of application. 3. (1) A written application for the use of a slipway in the form set out in Appendix “B” hereto and obtainable from the Harbour Engineer must be forwarded to that officer and a reply shall be sent in the form set out in Appendix “C” hereto.
- Application to be accompanied by deposit. (2) Each application must be accompanied by a deposit equalling the charge applicable to 48 hours’ hire of the slipway unless the applicant has entered into a bond with the Government guaranteeing payment.
- Forfeiture of deposit. (3) One-half of the sum deposited as aforementioned will be forfeited in the event of the vessel in respect of which the application is made not being ready to be slipped at the time arranged.
- Time of slipping to be regulated. (4) No vessel shall be slipped before the time and manner of slipping and the period during which the slipway may be occupied have been regulated by the Harbour Engineer.
- Application may be accepted before vessel arrives. (5) Applications for slipping vessels may be made and accepted before their arrival.
- Gas Free certificate to accompany application. (6) (a) A “Gas Free” certificate issued by a competent person approved by the Senior Inspector of Factories must accompany all applications for the use of a slipway by vessels engaged in the carriage of petroleum or petroleum products.
(b) In the case of vessels occupying a slipway being fitted with engines using petroleum or petroleum products as fuel a “Gas Free” certificate issued by a competent person approved by the Senior Inspector of Factories must be handed to the Harbour Engineer and a receipt obtained for the certificate before any repair work is undertaken in the vicinity of a fuel tank or an engine room.
- Register of applications to be kept. (7) Applications for slipping will be entered in the order in which they are received in a register to be kept in the head office for that purpose.
- Vessels in damaged condition and Government vessels may be allowed priority. (8) Provided that any vessel occupying a slipway is in such condition as in the opinion of the Harbour Engineer permits of it being safely launched he may, when registering the order in which vessels are to occupy a slipway, be at liberty to give priority to—
(a) any vessel in a damaged or unseaworthy condition, or any vessel which in his judgment renders it necessary for such vessel to be slipped immediately;
(b) all vessels belonging to Government;
(c) such vessels as in his opinion will require the use of the slipway for the least time regardless of the order in which vessels appear on the slipping list.

(9) (a) At the time of application for the slipping of any vessel, the displacement tonnage of such vessel, trimmed ready for slipping, must be declared and notice must be given of any peculiarity in the construction of the keel or bottom of the vessel, which may require that the blocks or caps be relaid, or of cargo or ballast on board. Blocks or caps will be relaid, if necessary, at the expense of the owner.

Notice to be given of peculiarity of construction.

(b) Should a dispute arise as to the displacement tonnage of any vessel occupying or about to occupy a slipway, the Harbour Engineer shall be at liberty to call upon the services of Lloyds Surveyor for the purpose of assessing the displacement tonnage of such vessel. The assessment made by Lloyds Surveyor shall be accepted by both parties and the fee payable shall be borne by Government and the owner or agent of the vessel in equal proportions.

Survey may be called in event of dispute as to tonnage of vessel.

(10) Until such time as the Harbour Engineer shall have issued to the applicant a regulation order, no application shall be deemed to have been accepted.

No commitment until regulation order issued.

REQUIREMENTS BEFORE SLIPPING

4. Prior to the time arranged for a vessel to be placed on a slipway, the following preparations must be made on board the vessel, except in cases of emergency when all or any of such requirements may be waived by the Harbour Engineer if, in his judgment, a vessel in a damaged or unseaworthy condition must be slipped immediately—

Preparations for slipping.

(1) Suitable hawsers and heaving lines must be supplied on each side, fore and aft.

Hawsers to be supplied.

(2) The vessel must be upright and trimmed as directed by the Harbour Engineer

Vessel to be upright.

(3) Bilges must be dry fore and aft and kept so, and they must at all times be clear for inspection.

Bilges to be dry.

(4) Ballast tanks must be either—

Ballast tanks to be full with doors secured, or dry with doors detached.

(a) Full with doors properly secured; or

(b) Dry with doors detached ready for examination, or inspection.

(5) All water closets and latrines must be thoroughly cleansed and securely fastened before the vessel is placed on the cradle.

Closets and latrines to be cleansed and secured.

(6) All awnings must be furled if so ordered by the Harbour Engineer.

Awnings to be furled.

(7) If so required under the provisions of any Ordinance or Regulation in force for the time being, the vessel must be fumigated before being slipped.

Vessel to be fumigated.

LAWS OF TRINIDAD AND TOBAGO

Ballast, coal, and water to be removed if required.

(8) If so required by the Harbour Engineer all ballast, coal and water shall be removed from the vessel before being slipped.

Harbour Engineer may refuse use of slip if instruction not complied with.

(9) If on inspection by the Harbour Engineer it should be found that any of the foregoing requirements or instructions have not been complied with or carried out, the Harbour Engineer may refuse to slip the vessel and in such case, all expenses incurred shall be borne by the vessel.

CONDITIONS UNDER WHICH SLIPWAYS MAY BE OCCUPIED

No work to be undertaken unless by licensee. [156/1959].

5. (1) No person or company shall be permitted to undertake any work in connection with the repairs and maintenance of vessels occupying a slipway unless he or it shall have first obtained a licence given under the hand of the Harbour Engineer who is authorised to revoke, suspend, or withhold the issue of a licence: Provided that this paragraph shall not apply in the case of private yachts or launches of a displacement of not more than 12 tons the owners of which make application to the Harbour Engineer for permission to repair their craft.

Licence Fee.

(2) The fee payable for a licence shall be \$100.00 in respect of Slipway No. 2 and \$240.00 in respect of both Slipways.

Form of Licence in accordance with Appendix "D".

(3) Licences shall be on parchment or vellum and shall be according to the form in Appendix "D" hereto and shall expire on the 31st of December of the year in which they were issued.

Number of vessels slipped at discretion of Harbour Engineer.

(4) The number of vessels to be slipped shall be solely at the discretion of the Harbour Engineer and shall be limited only by the capacity of the slipways.

Limitation of period of occupation.

(5) No vessel shall remain on Slipway No. 1 for longer period than seventy-two hours except by special arrangement, when the rates shall be—

(a) for the fourth, fifth and sixth periods of twenty-four hours or any part thereof, the same as those set out in paragraph (1) of item 2 of Appendix "A" hereto for the first, second and third periods of twenty-four hours or part thereof respectively;

(b) for the seventh and each successive period of twenty-four hours or part thereof, that set out in the said paragraph (1) for the first period of twenty-four hours or part thereof.

Tariff and working hours.

(6) The tariff and working hours shall be in accordance with Appendix "A" hereto.

Harbour Engineer may extend period of occupation of slipway.

(7) If before the expiration of the period for which Slipway No. 1 has been engaged, the Harbour Engineer is satisfied that circumstances not known at the time of regulating or beyond the control of the parties engaged in the

work, will prevent completion of essential repairs within the period stipulated, an extension of the period may be arranged as the Harbour Engineer may deem necessary, the rate applicable to each such period of twenty-four hours or part thereof shall be the same as that set out in item 2 of Appendix "A" hereto for the first period of twenty-four hours or part thereof.

(8) Should a vessel remain on Slipway No. 1 without permission for a period beyond that for which it has been agreed that such vessel should occupy the slipway, the rate applicable to each such period of twenty-four hours or part thereof shall be one and one-half times the rate set out in item 2 of Appendix "A" hereto for the first period of twenty-four hours or part thereof.

Double rates imposed if vessel remains on slipway beyond agreed period.

(9) No vessel shall be slipped or launched except under the direction of the Harbour Engineer and in the presence of the master of the vessel.

Vessel slipped and launched as directed.

(10) No person shall boil or heat pitch, tar, resin, turpentine, oil or other combustible matter on the slipway premises, except in a place or places set aside for the purpose, or with the permission of the Harbour Engineer.

No combustible matter to be heated on premises.

(11) No person shall obstruct, impede or molest the Harbour Engineer or any person employed under him, in the exercise and performance of his powers or duties.

No person to obstruct officers.

(12) The agents or master of any vessel using a slipway shall give the Harbour Engineer at least twenty-four hours' notice in writing, stating the time at which the vessel will be ready to leave such slipway.

24 hours' notice to be given of readiness to leave slipway.

(13) All gangways, staging and platforms whether supplied by Government or otherwise shall be used at the sole risk and responsibility of licensees.

Gangways, etc., used at risk of user.

(14) No refuse of any kind shall be thrown overboard from any vessel occupying a slipway except with the permission of the Harbour Engineer.

No refuse to be thrown overboard.

The cost of the removal and disposal of any refuse thrown overboard from any such vessel whether with or without permission shall be borne by the owner or licensee and where no permission has been obtained, without prejudice to any proceedings that may be taken for a breach of this paragraph.

(15) No vessel shall be broken up on a slipway without the consent of the Harbour Engineer and under his direction, and his decision as to the manner in which such vessel may be broken up shall be final.

No vessel to be broken up without consent.

(16) No ballast, coal, water from boilers or tanks, or heavy lifts shall be moved or removed whilst a vessel is on a slipway without permission of the Harbour Engineer, and should such permission be given, the master or other person in charge of the vessel on behalf of the owners will be held responsible for any loss or damage arising out of such action during the time which the vessel occupies a slipway or at the time of launching.

No ballast, coal, water or heavy lifts to be removed without permission.

LAWS OF TRINIDAD AND TOBAGO

Vessels once blocked and shored to pay cost of shifting blocks and shores.

(17) Vessels occupying a slipway and having once been blocked and shored shall be debited with the cost of all labour supplied in shifting blocks or shores.

Assistance of crew and use of winches to be given.

(18) The use of the vessel's winches and the assistance of the crew must be given free of charge if required for any purpose connected with the slipping or launching of a vessel.

Outboard work to be undertaken at risk of owner.

(19) Any outboard work performed while a vessel is being hauled up, slipped or launched shall be undertaken at the sole risk and responsibility of the master, agent or licensee as the case may be.

Vessel to be provided with suitable lights and fire appliances.

(20) Vessels occupying a slipway must—

- (a) Hire or supply suitable lights at all gangways or places where repairs are being undertaken or are in progress.
- (b) Be provided with suitable fire extinguishers.

Government not responsible for accident, loss or damage.

(21) Although all reasonable precautions will be taken, Government will not accept responsibility for any accident nor be held liable for any loss or damage to a vessel during slipping or launching, or during the time a vessel is on a slipway.

Appeal to Governor in Council.

(22) In any case in which the Harbour Engineer shall exercise the discretionary powers conferred on him by these Bye-laws, an appeal shall lie to the Governor in Council whose decision in the matter shall be final.

TARIFF AND PAYMENT OF CHARGES

Tariff charges.

6. The charges set forth in the Tariff shall be payable for the services specified therein.

Tariff charges payable to General Manager.

7. The charges in the Tariff shall be payable to the General Manager by the person for whom the services are performed, immediately upon the completion of launching by the owner or master of the vessel concerned or on demand.

Hire of equipment.

8. Pneumatic tools required by any person using a slipway or carrying out repairs on a slipway shall be hired from the Harbour Engineer:

Provided that where the Harbour Engineer is unable to supply any such item of equipment any other similar item of equipment may be used by any such person on written application for permission to use the same being made to the Harbour Engineer and his approval being obtained prior to the bringing of the same on slipway premises.

Hire of equipment not listed in Tariff.

9. The Harbour Engineer may make such reasonable charge for the hire of any instrument, appliance or other item of equipment not listed in the Tariff as he may think fit.

PENALTY

10. (1) Where any provision of these Bye-laws is contravened or not complied with in respect of any vessel and the obligation contravened or not complied with is not imposed on any specific person by these Bye-laws, the owner and master of the vessel shall be deemed to have contravened these Bye-laws. Penalty.

(2) Any person who contravenes or is deemed to have contravened or fails to comply with any provision of these Bye-laws shall be liable on summary conviction to a fine of two hundred and forty dollars or to imprisonment for three months or to both such fine and imprisonment.

APPENDIX "A"

Bye-laws Nos.
5(6) and 6 to 9.
[156/1959].

TARIFF AND WORKING HOURS

1. Hauling up and Launching Vessels on and of Slipways—

Per ton gross	...	...	...	\$	.24
Minimum charge	...	...	...		20.00
Maximum charge	...	...	...		150.00

2. Hire of Slipways—

(1) Slipway No. 1—

- (a) For the first period of twenty-four hours or part thereof—one dollar and twenty cents per ton gross or per ton displacement, whichever yields the greater revenue, with a minimum of \$180.00.
- (b) For the second period of twenty-four hours or part thereof—eighty cents per ton gross or per ton displacement, whichever yields the greater revenue, with a minimum of \$120.00.
- (c) For the third period of twenty-four hours or part thereof—sixty cents per ton gross or per ton displacement, whichever yields the greater revenue, with a minimum of \$90.00.

(2) Slipway No. 2—

- (a) Privately-owned yachts and launches of a displacement tonnage of not more than 12 tons—
 - (i) For the first period of twenty-four hours or part thereof \$ 30.00
 - (ii) For the second and succeeding periods of twenty-four hours or part thereof—each period \$ 25.00

LAWS OF TRINIDAD AND TOBAGO

(b) Other vessels—

- (i) For the first period of twenty-four hours or part thereof—one dollar and twenty cents per ton gross or per ton displacement, whichever yields the greater revenue, with a minimum of \$ 65.00
- (ii) For the second period of twenty-four hours or part thereof—eighty cents per ton gross or per ton displacement, whichever yields the greater revenue, with a minimum of... .. \$45.00
- (iii) For the third and succeeding periods of twenty- four hours or part thereof, each period—sixty cents per ton gross or per ton displacement, whichever yields the greater revenue, with a minimum of \$40.00

(3) All charges falling under this item shall become operative from the time the vessel commences to move into position over the cradle and shall terminate when the vessel leaves the cradle.

(4) When two vessels are being docked together the charges shall become operative when the second vessel commences to move into position over the cradle and shall terminate when the first vessel leaves the cradle.

(5) When two vessels are on a slipway together and the work on one vessel for which docking was essential is completed but the said vessel is unable to be removed from the slipway owing to the work being carried out on the other vessel, then the charge for the former vessel under this item shall terminate when the said work thereon is complete but thereafter dock work, i.e., work for which docking would not be essential, may be carried out on the former vessel and shall not affect the aforementioned termination.

3. Additional Charges for Special Periods on Slipway No. 1—
See paragraphs (5), (7) and (8) of bye-law 5.

4. Hire of Gear, Crane and Machine Tools.

The rates shall, with the exception of the Dennis fire and salvage pump, cranes and machine tools, include the cost of attendants and of fuel, current, compressed air, gas, etc., for the operation of units if hired for use in the Port Services area.

Terms and conditions of rental of all equipment for use outside of the Port Services area shall be subject to special arrangement with the Harbour Engineer.

- (a) Machine tools—each \$ 2.50 per hour or part thereof

LAWS OF TRINIDAD AND TOBAGO

- (j) Dennis Fire and Salvage Pump—each \$25.00 per hour or part thereof, the charges to commence from the time of leaving Slipway Depot and to terminate at the time of return to Slipway.

All pumps provided for under (i) and (j) above are to be supplied with suction hoses.

Discharge hoses will be supplied on request and the charge shall be at the rate of fifty cents per hour or part thereof for each fifty-foot length.

(k) Welding sets (inclusive of operators):

- Electric \$4.00 per hour or part thereof
- Petrol driven... .. \$4.00 per hour or part thereof
- Diesel driven
(dual leads)... .. \$6.00 per hour or part thereof.

Welding set leads will be supplied on request, and the charge shall be at the rate of ten cents per foot per day or part thereof.

5. Electric Light and Power—

- (a) Lighting Slipway No. 1... \$18.00 per night or part thereof
- (b) Lighting Slipway No. 2... \$12.00 per night or part thereof
- (c) Lighting Guide Jetty ... \$18.00 per night or part thereof
- (d) Electric current for the operation of private electrical units when suitable units are not available for hire from the Harbour Engineer—

(i) A standing charge of six cents shall be made per horse power or part thereof of the electrical unit per 24-hour period or part thereof except in the case of welding plants for which the standing charge shall be fourteen cents per horse power or part thereof per 24-hour period or part thereof.

(ii) An additional charge of six cents per unit of current consumed, shall be made.

6. Miscellaneous Services:

- (a) (i) Removing and replacing keel blocks, including caps \$10.00 per block
- (ii) Removing and replacing side blocks \$ 3.75 per block

- (b) Cleaning up refuse, etc.,
from vessels under repair
on Slipways or alongside
Guide Jetty \$ 0.06 per gross tonnage of vessel
- (c) Special shores—each ... \$ 4.00
- (d) Removing Cradle Bilge Arms:
Heavy—each \$ 15.00
Light—each \$ 10.00
- (e) Services not otherwise
provided for ... Cost of materials plus 20 per cent
and cost of labour plus
60 per cent.

7. Use of Slipway Guide Jetty:

In the case of tugs, the displacement tonnage shall be taken instead of the gross tonnage.

- (a) Craft not exceeding 300
tons gross 20 cents per foot per 24-hour
period or part thereof inclusive
of Sundays, Public Holidays,
Christmas Day and Good
Friday, with a maximum
charge of \$30.00 for each
period of 24 hours.
- (b) Craft exceeding 300 tons
gross but not exceeding
750 tons gross ... 10 cents per ton gross per 24-hour
period or part thereof with a
maximum charge of \$55.00 for
each period of 24 hours.
- (c) Craft exceeding 750 tons
gross (i) first 24-hour period or part
thereof: 7 cents per ton gross
subject to a minimum charge
of \$70.00;
(ii) second 24-hour period or part
thereof: 5 cents per ton gross
subject to a minimum charge
of \$65.00;

(iii) third and succeeding 24-hour period or part thereof: 3 cents per ton gross subject to a minimum charge of \$60.00 per 24-hour period.

(d) Government-owned vessels .. 10 cents per foot per 24-hour period or part thereof.

8. Repairs to and services provided for vessels and equipment owned by Government:

(i) Vessels and Equipment owned by the Port Services Department.

Charges in addition to those provided for under Items 1 to 7 inclusive shall be based on the actual cost of labour plus 40 per cent and the actual cost of materials.

(ii) Vessels and Equipment owned by other Government Departments.

Charges in addition to those provide for under Items 1 to 7 inclusive shall be based on the actual cost of labour plus 40 per cent and the actual cost of materials plus 20 per cent.

9. Repairs to and services provided for vessels and equipment not owned by Government.

Charges in addition to those provided for under Items 1 to 7 inclusive shall be based on the actual cost of materials, such actual cost being landed cost to include duty, and labour, with an additional percentage for overhead, and the additional percentage for overhead shall be in the absolute discretion of the General Manager who shall be guided by the volume of work involved; alternatively, in the absolute discretion of the General Manager.

10. Licence Fees.

See paragraph (2) of bye-law 5 of the Principal Bye-laws.

11. Ordinary Working Hours and Charges for Overtime.

(i) On days other than Sundays, Public Holidays, Christmas Day and Good Friday ordinary working hours at any Slipway shall be as follows:

(a) On days other than Saturdays from 7.00 a.m. to 11.00 a.m. and from 12 noon to 4.00 p.m.

(b) On Saturdays from 7.00 a.m. to 11.00 a.m.

- (ii) Should work continue after ordinary working hours or on any Sunday, Public Holiday, Christmas Day or Good Friday, the licensee, owner or Government Department responsible for the charges shall be accountable for the cost of staff in attendance and for the labour charges incurred with an addition of 20 per cent in respect of both staff and labour charges. Staff shall be deemed to mean staff entitled to draw hourly overtime rates.
- (iii) Should work be suspended on any Sunday, Public Holiday, Christmas Day or Good Friday no charge shall be leviable for the said period of twenty-four hours.

APPENDIX "B"

To:

**THE HARBOUR ENGINEER, GOVERNMENT SLIPWAYS,
PORT SERVICES DEPARTMENT,
PORT-OF-SPAIN.**

SIR,

*I/We have the honour to request that the undermentioned vessel may be slipped on the _____ or as soon as practicable.

Name of vessel

Name of owners

Gross registered tonnage

Exact draft of water to inches when ready for slipping: Forward _____
Aft _____

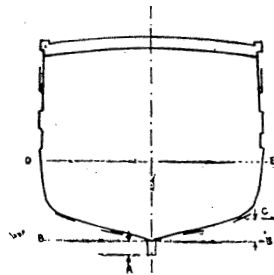
Extreme length of vessel over all including Bowsprit, if any

Extreme breadth of vessel

Displacement tonnage of the vessel ready for slipping will not exceed tons.

The rough diagram below shows the midship section of the vessel in respect of which this application is made:

SPECIMEN DIAGRAM



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COASTAL STEAMERS (CHARGES FOR SERVICES) BYE-LAWS

Bye-laws made by the Governor in Council under section 22 of the Port Services (Dues, Charges and Management) Ordinance

1. These Bye-laws may be cited as the Coastal Steamers (Charges for Services) Bye-laws.

2. The charges set forth in the Schedule A to these Bye-laws shall be payable in respect of freight carried by coastal steamers.

3. The charges set forth in the Schedule B to these Bye-laws shall be payable in respect of passengers carried by coastal steamers.

[10/1959].

**SCHEDULE A
FREIGHT RATES**

	<i>Rate</i>
Banana and Plantain Suckers each ...	\$.01
Corn—Shelled and unshelled—Local, not exceeding 170 lb.per bag...	.40
Cocoa, not exceeding 55 lb. do. ...	.20
Cocoa, not exceeding 110 lb. do. ...	.40
Cocoa, not exceeding 165 lb. do. ...	.65
Coconuts, husked or unhusked, not exceeding 170 lb do. ...	.40
Coconuts, husked or unhusked, not exceeding 85 lb do. ...	.20
Copra, not exceeding 170 lb. do. ...	.40
Copra, not exceeding 85 lb. do. ...	.20
Coffee, not exceeding 170 lb. do. ...	.65
Coffee, not exceeding 85 lb. do. ...	.30

FRUITS AND VEGETABLES, LOCAL PRODUCE

In packages, not exceeding 100 lb. per packet ...	.30
In packages, not exceeding 160 lb. do. ...	.40
Farine and Starch, not exceeding 196 lb. per bag ...	.45
Farine and Starch, not exceeding 98 lb. do.20
Limes, not exceeding 170 lb. do.45

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	<i>Rate</i>
Limes, not exceeding 85 lb.	per bag ... \$.20
Lime Oil (Distilled) 4 gallons	per case ... 1.30
Lime Juice, not exceeding 50 gallons <i>ex Wharf</i>	per barrel ... .65
Peas, Local, not exceeding 160 lb.... ..	per bag ... .40
Peas, Local, not exceeding 100 lb.... ..	do. ... .30
Plantains and Bananas	per bunch ... .10
Plants, growing in boxes, gross measure	per cub. ft. ... .15
Pumpkins—Loose	each ... .03
Rubber, Local	per 100 lb. ... .40
Tobacco, Local	do. ... .65
Tonca Beans, not exceeding 110 lb.	per bag ... .45
Tonca Beans, not exceeding 165 lb.	do. ... .65
Yams—Loose	each ... .03

FURNITURE AND HOUSEHOLD EFFECTS

All kinds, in cases or crates	per cub. ft. ... 20
Bureau, Large (uncrated)	each ... 1.35
Bureau, Medium (uncrated)	do. ... 1.10
Bureau, Small (uncrated)... ..	do. ... .75
Bedsteads, all makes	do. ... .75
Bed Springs, Large	do. ... .75
Bed Springs, Small	do. ... .35
Basin Stand or Wash-hand Stand with marble top	do. ... .50
Basin Stand or Wash-hand Stand without marble top	do. ... .30
Chairs, Bentwood ordinary sitting	do. ... .20
Chairs, Rockers, Morris, Madeira and Arm... ..	do. ... .45
Couches or Settees, all makes	do. ... .60
Cribs or Baby Cots	do. ... .45
Gramophones, Console Models	do. ... 2.25
Gramophones, Table Models	do. ... 1.10
Go-Carts	do.30
Iron Cots, all makes	do.50

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FURNITURE AND HOUSEHOLD EFFECTS—*Continued*

							<i>Rate</i>
Mattresses, Large	each	...	\$.75
Mattresses, Small	...	...	...	...	do.	...	.35
Ovens for all stoves	...	...	...	...	do.	...	.40
Perambulators, Large	...	...	...	...	do.	...	1.10
Perambulators, Small	...	...	...	...	each	...	.60
Pianos, &c	...	...	...	...	(See Unclassified)		
Radio, Table Model	...	...	...	...	do.	...	1.10
Radio, Console Model	...	...	...	...	do.	...	2.25
Stoves, Oil burners, without stand (up to 3 burners)	...	...	...	...	do.	...	.75
Stoves, Oil burners, without stand (over 3 burners)	...	...	...	...	do.	...	1.35
Stoves, Oil burners, with stand (up to 3 burners)	...	...	...	...	do.	...	1.80
Stoves, Oil burners, with stand (over 3 burners)	...	...	...	...	do.	...	2.70
Stoves, Hearth type	...	...	...	...	do.	...	2.25
Safes, Large (wood) (uncrated)	...	...	...	...	do.	...	.90
Safes, Medium (wood) (uncrated)	...	...	...	...	do.	...	.60
Safes, Small (wood) (uncrated)	...	...	...	...	do.	...	.35
Sewing Machines, Hand...	...	...	...	...	do.	...	1.20
Sewing Machines, Foot	...	...	...	...	do.	...	2.40
Tables, dining, large	...	...	...	...	do.	...	.80
Tables dining, small	...	...	...	...	do.	...	.40
Trays, Mortars, Scrubbing Board, etc.	...	...	...	...	do.	...	.20
Wagonettes, Large, or Cabinets (uncrated)	...	...	...	...	do.	...	1.10
Wagonettes, Medium or Cabinets (uncrated)	...	...	...	...	do.	...	.75
Wardrobe or Presses, Large (uncrated)	...	...	...	...	do.	...	3.75
Wardrobe or Presses, Medium (uncrated)	...	...	...	...	do.	...	3.00
Wardrobe or Presses, Small (uncrated)	...	...	...	...	do.	...	1.80

GROCERIES AND DRY GOODS

Black Pepper, not exceeding 160 lb.	...	...	per bag	...		.45
Biscuits or Bread, in tins not exceeding 15 lb.(imported)	...	...	each	...		.12
Biscuits or Bread (in drums) all kinds	do.15
Biscuits or Bread in barrels	do.35

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		<i>Rate</i>
Beef, and other salted meats, in casks	... per cask ...	\$.90
Beef, and other salted meats, in packages not exceeding 50 lb.	... per pkg.15
Beef, and other salted meats, in packages not exceeding 100 lb.	... do. ...	.30
Blue, Laundry (in bundles not exceeding 12 boxes)	per bundle ...	.35
Butter, and other fatty preparations (in tins or kegs not exceeding 100 lb.)	... per case ...	.40
Butter, Margarine, Lards, &c in tins not exceeding 25 lb.	... per tin ...	.12
Candles, sperm and soft...	... per box ...	.15
Cigarettes, Anchor	... per case ...	.75
Cigarettes, other kinds	... per cub. ft. ...	.15
Corn, Starch	... per box ...	.12
Cheese, standard round boxes	... per box ...	.25
Cheese, in cases	... per cub. ft. ...	.12
Cereal, Corn Flakes, Quaker Oats, Vermicelli, Marcaroni, etc.	... do. ...	.12
Cooking Oil in 4 gallon tins	... per tin ...	.12
Cornmeal, in bags not exceeding 196 lb.	... per bag ...	.45
Cornmeal, in bags not exceeding 98 lb.	... do. ...	.24
Dry Goods, etc.	... per cub. ft ...	.15
Disinfectant (unclassified)	... 5 gallons ...	.40
Fish, Salted and other kinds in packages not exceeding 50 lb.	... ..	.15
Fish, Salted and other kinds in packages not exceeding 100 lb.	... ..	.30
Fish, Cod and other kinds in casks	... per cask ...	.90
Flour, not exceeding 200 lb.	... per bag ...	.45
Flour, not exceeding 100 lb.	... do. ...	.24
Groceries, not specified ...	... per cub. ft ...	.12
Hams, in barrels	... per barrel65
Hams, in cases	... per cub. ft12
Hams, Loose	... each25

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GROCERIES AND DRY GOODS—Continued

	<i>Rate</i>
Herrings, pickled per barrel ...	\$.45
Herrings, Salmon, Lobster, &c. in tins, in cases ... per cub. ft.12
Milk, all kinds, in cases do. ...	.12
Matches, not exceeding 10 gross per package ...	.35
Onions, Garlic and Irish Potatoes in packages not exceeding 60 lb. ... ..	.15
Onions, Garlic and Irish Potatoes in packages not exceeding 100 lb. ... ..	.25
Onions, Garlic and Irish Potatoes in packages not exceeding 160 lb ... ..	.45
Peas, Imported, Dholl, etc. in packages of 160 lb. ... ..	.45
Peas, Imported, Dholl, etc. not exceeding 80 lb. ... ..	.20
Rice in bags not exceeding 140 lb.... ..	.28
Rice in bags not exceeding 180 lb.... ..	.45
Rice in bags exceeding 180 lb. ... ..	.60
Raisins, Currants and other preserved Fruits... .. per cub. ft. ...	.12
Sugar, in bags per 100 lb. ...	.25
Sugar, Icing per cub. ft. ...	.12
Salt, not exceeding 160 lb.... .. per bag ...	.50
Salt, not exceeding 100 lb.... .. do. ...	.25
Sago, in tins per tin ...	.06
Soap, in cases per cub. ft. ...	.15
Tobacco, imported in cases do. ...	.15
Tobacco, in casks, barrels or bales ... 1,000 lb. ...	4.40

HARDWARE, BUILDING MATERIAL, ETC.

Baths per 100 lb. ...	.45
Bricks per 100 ...	.95
Bricks, Hollow Concrete each ...	.02
Bricks, Hollow Clay Products do. ...	.02
Cement, in bags, 98 lb. per bag ...	.20
Cement, in drums or barrels each70
Cast Iron Bends and "Y's" not exceeding 3 inches do.10

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		<i>Rate</i>
Cast Iron Bends “Y’s” exceeding 3 inches	... each ...	\$.20
Dynamite, not exceeding 50 lb. (Special stowage)	per pkg.90
Earthenware and Glassware in cases	... per cub. ft. ...	.20
Earthenware and Glassware in packages other than cases	per 100 lb ...	.45
Fibre, in bales or bags	... do. ...	.35
Fireworks (Special stowage)	... per cub. ft. ...	.25
Freezers, ice cream, large...	... each ...	.60
Freezers, ice cream, small...	... do. ...	.30
Grindstones (large)	... do. ...	.70
Grindstones (small)	... do. ...	.35
Gunpowder (Special stowage)	... per lb. ...	.01
Handtrucks (and wheel barrows)	... each ...	.45
Harness	... per set ...	1.15
Hardware, not exceeding 50 lb.	... per package ...	.20
Hardware, not exceeding 100 lb.	... do. ...	.40
Lime (white or temper) not exceeding 150 lb.	... do. ...	.35
Matchets or Cutlasses	... per 100 lb. ...	.45
Mowers, lawn	... each ...	.45
Nails	... per 100 lb. ...	.45
Oakum	... do. ...	.30
Paints (unmixed)	... per lb. ...	.01
Paints (mixed)	... per gallon ...	.06
Roofing, large	... per roll ...	.45
Roofing, small	... do. ...	.25
Rope and Cordage in bales or coils	... per 100 lb. ...	.45
Refrigerators, large	... each ...	7.00
Refrigerators, small	... do. ...	4.60
Slates (crated)	... per 100 lb. ...	.60
Sewer Basins	... each ...	.35
Sewer Tanks (large)	... do. ...	.40
Sewer Tanks (small)	... do. ...	.30
Tiles, not exceeding 9 inches (crated)	... per 100 lb.60
Wash Sinks (large)	... each45
Wash Sinks (small)	... do.30

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LUMBER AND TIMBER

	<i>Rate</i>
Compressed, Insulite Boards and other kinds of similar manufacture per running ft....	\$.02
Fencing Posts not exceeding 10 ft. in length...	... each ... .12
Felloes per doz. ...	.40
Imported boards, dressed or rough (not exceeding 2 inches) per 100 ft. ...	.80
Imported planks, scantlings, posts, runner beams, joists	do. ... 1.02
Knives each ...	.12
Local Boards, planks and scantlings per 100 ft ...	.95
Logs—Cedar, Cyp, Mahogany, etc....	... per cub. ft. ... .15
Spokes per 100 ...	1.15
Shafts each ...	.30
Staves per 100 ...	.75
Shingles not exceeding 25...	... per bundle ... .15
Shooks not exceeding 25...	... do. ... .30
Yokes each ...	.15

IRON AND STEEL GOODS

Anchors per 100 lb. ...	.50
Asbestos corrugated sheeting per running ft....	.03
Boilers (By special arrangement)	
Bars, iron each ...	.15
Bars, iron in bundles, not exceeding 50 lb....	... package ... .20
Bars, iron in bundles, not exceeding 100 lb....	... do. ... .40
Bars, grating do. ...	.15
Buckets per dozen ...	.45
Bathpans each ...	.20
Chains per 100 lb. ...	.50
Cartwheels, bands and axles each ...	.40
Coal and Iron pots do. ...	.08
Expanding metal, large per sheet ...	1.50
Expanding metal, small do. ...	.75
Girders, iron, steel goods and heavy machinery in pkgs. not exceeding 1/4 ton 3.10

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	<i>Rate</i>
Girders, iron, steel goods and heavy machinery in pkgs. not exceeding 1/2 ton	\$ 6.25
Girders, iron, steel goods and heavy machinery in pkgs. not exceeding 1 ton... ..	7.50
Girders, iron, steel goods and heavy machinery exceeding 1 ton (Special arrangement)	
Galvanized iron sheets (loose or in bundles) ... per running ft. ...	.01
Gas Cylinders (large) each	.80
Gas Cylinders (small) do. ...	.60
Hoes (Agricultural) each ...	.04
Laundry Irons do. ...	.04
Lighting Plants (not exceeding 1 cwt.) do. ...	1.50
Machinery, parts of per 100 lb. ...	.75
Machinery, not specified... .. (By special arrangement)	
Outboard motors, large each ...	1.50
Outboard motors, small do. ...	.75
Pickaxes, forks, and shovels with or without handles... .. do. ...	.04
Piping and tubing, gas or steam, not exceeding 1 inch per ft. ...	.04
Piping and tubing, gas or steam, not exceeding 3 inches do. ...	.06
Piping and tubing, gas or steam, exceeding 3 inches per ton ...	7.50
Piping and tubing, galvanized for water not exceeding 1 inch per length ...	.20
Piping and tubing, galvanized for water not exceeding 2 inches do. ...	.40
Ridging and spouting each ...	.20
Rails, cocoa house do. ...	.30
Scales (Platform) do. ...	1.90
Scales, small do. ...	.45
Safes, iron per 100 lb. ...	.50
Scrap Iron (By special arrangement)	
Tanks, not exceeding 200 gallons capacity... .. each ...	1.90
Tanks, not exceeding 400 gallons capacity... .. do. ...	3.75
Tinware, in bundles not exceeding 50 lb. per bundle40

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IRON AND STEEL GOODS—Continued

	<i>Rate</i>
Wheels, cocoa house and barrow each ...	\$.12
Wire, barbed per coil ...	.60
Wire, fencing, not exceeding 3 feet width do. ...	.45
Wire, fencing, not exceeding 6 feet width do. ...	.50
Wire, poultry or page not exceeding 50 yards do. ...	.45
Wire, poultry or page not exceeding 100 yards do. ...	.50
Wire, telephone or telegraph not exceeding 50 lb. ... per package ...	.20
Wire, gauze netting not exceeding 100 lb. do. ...	.40
Wire, not specified, not exceeding 50 lb. do. ...	.20
Wire, not specified, not exceeding 100 lb. do. ...	.40

LIVESTOCK

Asses, full grown each ...	4.00
Asses, half grown do. ...	2.00
Birds in cages per cub. ft. ...	.12
Cattle, full grown each ...	5.00
Cattle, calves each ...	2.50
Calves, suckling do. ...	.65
Dogs do. ...	.40
Goats do. ...	.40
Horses and mules, full grown do. ...	8.00
Horses and mules, half grown do. ...	4.00
Pigs do. ...	.65
Pigs (suckling) do. ...	.30
Poultry in crates not exceeding 3 dozen crate ...	.65
Poultry in crates exceeding 3 dozen... .. do. ...	1.15
Poultry, loose per doz. 4c. each	
Sheep do. ...	.50
Turtles, large do. ...	1.04
Turtles, medium do.60
Turtles, small do.20
Turkeys do. 8c. each	

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MOTOR VEHICLES AND EQUIPMENT

	<i>Rate</i>
Batteries—not exceeding 12V each ...	\$.75
Buses—to be shipped in two parts: Body do. ...	36.00
Cars—under 2,000 lb. net—weight (single)... .. do. ...	12.50
Cars—under 2,000 lb. net weight (return) do. ...	20.00
Cars—2,000 lb. and over (single)... .. do. ...	24.00
Cars—2,000 lb. and over (return)... .. do. ...	37.00
Motor vehicles 6,000 lb. and over... .. (By special arrangement)	
Motor Cycles each ...	4.50
Motor Cycles sidecars do. ...	4.50
Trucks, Chassis and Vans, etc., under 4,000 lb. (single) do. ...	36.00
Trucks, Chassis and Vans, etc., under 4,000 lb. (return) do. ...	50.00
Trucks, Chassis and Vans, etc., 4,000 lb. and under	
6,000 lb. (single) do. ...	48.00
Trucks, Chassis and Vans, etc., 4,000 lb. and under	
6,000 lb. (return) do. ...	72.00
Tyres—Motor car and Truck do. ...	.48
Tyres—Motor cycle do. ...	.35
Tyres—Tractor—large do. ...	1.80
Tyres—Tractor—medium... .. do. ...	.95
Tubes—Motor car and Truck do. ...	.20
Tubes—Tractor do. ...	.35

OIL, GREASE, ETC.

Gasolene, 40 to 45 gallons capacity... .. (By special arrangement)	
Grease, lubricating not exceeding 500 lb. per 100 lb. ...	.35
Oil, Black or Fuel, in drums 40 to 45 gallons... .. per drum ...	.95
Oil, coconut per gallon ...	.03
Oil paint do. ...	.05
Oil, Kerosene, 4—gallon tin per tin ...	.15
Oil, Kerosene, in cases not exceeding 8 gallons per case ...	.30
Oil, Kerosene, in drums 40 to 45 gallons capacity per drum ...	.90

Return freight for Motor cars payable in advance, subject to return within 3 months.

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OIL, GREASE, ETC.—*Continued*

	<i>Rate</i>
Oil, Malarial, Road Oil, Colas and Terroles, 40 to 45 gallons capacity per drum ...	\$ 1.60
Oil, Gas, diesel, 40 to 45 gallons capacity do. ...	1.50
Oil, or Fats not exceeding 25 lb. in kegs per keg. ...	.30
Oil, in bottles, in cases or baskets—2 cub. ft., edible oil ... per cubic foot ...	.15
Oil, not specified per gallon* ...	.05
Patent Fuel per block ...	.08

SPIRITS, ALE, AERATED WATERS, ETC.

Aerated Waters in packages not exceeding 2 dozen ... package ...	.30
Aerated Waters in packages not exceeding 7 dozen ... do. ...	.60
Ale, and any Malt liquor, imported or local... .. per gallon ...	.30
Brandy, not exceeding 2 gallons per case ...	1.20
Carypton, Bitters and Bouquet not exceeding 2 gallons do. ...	.75
Champagne not exceeding 2 gallons do. ...	1.20
Cider per gallon ...	.30
Cydrax do. ...	.30
Gin, not exceeding 2 gallons per case ...	1.20
Rum, or Local Wine in cartons or cases per gallon ...	.30
Rum, in casks not exceeding 50 gallons per cask ...	6.75
Rum in puncheons, Hogsheads and casks exceeding 50 gallons and not exceeding 108 gallons ... do. ...	9.00
Whisky, not exceeding 2 gallons per case ...	1.20
Wines, imported per gallon ...	.45
Wines, in casks, &c., not exceeding 60 gallons ... do. ...	3.45

STOCK FEED

Bran per bag ...	.25
Coconut Meal, and any other Meal of the Colony not exceeding 100 lb. do. ...	.16
Coconut Meal, and any other Meal of the Colony not exceeding 150 lb. do.27

*Imperial gallon.

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	<i>Rate</i>
Hay, not exceeding 180 lb.	per bale ... \$.45
Oats and Mixed Food	per bag45
Oil Meal, Soya Beans, Linseed, &c....	do.30
Poultry Feed, imported, not exceeding 25 lb.	do. ... .10
Poultry Feed, imported, not exceeding 100 lb.	do. ... .30
Poultry Feed, local, not exceeding 100 lb. ...	do. ... .20
Stock Feed not exceeding 100 lb.(imported)	do. ... .30

UNCLASSIFIED GOODS

Empties

Bottles, in barrels	per barrel ... .35
Bottles, in packages not exceeding 2 dozen ...	per package ... .20
Bottles in casks	per cask ... .85
Bottles, in cases or packages not exceeding 7 dozen	per package ... .25
Bottles in bales/bags (imported) not exceeding 12 dozen	do. ... .40
Baskets, ordinary	each ... .06
Baskets, crooking or cocoa	do. ... .12
Barrels	do. ... .12
Bags	per dozen ... .12
Casks	each ... .25
Crates, capacity 50 lb.	do. ... .08
Crates (Return—Fowl)	do. ... .15
Drums, steel, 40 to 45 gallons capacity	do. ... .35
Drums, biscuits	do. ... .10
Demijohns and Jars, 3 gallons capacity	do. ... .08
Gas cylinders (large)	do. ... .40
Gas cylinders (medium)	do. ... .30
Gas cylinders (small)	do.25
Hogshead	do.35
Horse boxes	do. ... 3.10
Puncheons	do.75

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UNCLASSIFIED GOODS

	<i>Rate</i>
Ant Poison not exceeding 5 gallons	\$.35
Boat, not exceeding 18 feet keel (at owner's risk)	7.50
Boat, exceeding 18 feet keel, every additional foot ... ..	.50
Bicycles (at owner's risk)... .. each ...	.95
Bicycle tubes do. ...	.04
Bicycle tyres ... ..	.08
Brooms (with and without handle)... ..	.03
Books and printed matter... .. per cub. ft ...	.20
Charcoal per bag or barrel	.30
Cart and carriage wheels... .. each ...	.80
Cart—2 wheels do. ...	5.00
Cart—4 wheels do. ...	6.25
Carriages—2 wheels do. ...	6.25
Carriages—4 wheels do. ...	7.50
Cocoa shovels do. ...	.08
Cocoa plants do. ...	.01
Cocoa plants in bamboo pots do. ...	.03
Clothing, in grips, baskets, &c. per cub. ft. ...	.20
Calcium Chloride not exceeding 600 lb. per drum ...	1.50
Carbide not exceeding 100 lb. ... ..	.40
Carbon bisulphide not exceeding 50 lb. ... ..	.40
Disinfectant in packages not exceeding 5 gallons ... ..	.35
Distilled water, in packages not exceeding 10 gallons (for each additional gallon. 02) ... ..	.35
Eggs in packages per cub. ft. ...	.20
Films (special stowage) do. ...	.30
Fruits and other plants in bamboo pots each ...	.03
Guns and rifles do. ...	1.50
Handles, broom do. ...	.01
Harmoniums do. ...	5.60
Harmoniums (small) do. ...	3.75
Hides, loose do.30
Hides per 100 lb.35
Hides, in casks per cask ...	2.00

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	<i>Rate</i>
Hides, in barrels or bags... ..	\$1.00
Ice not exceeding 100 lb.... ..	.15
Ice not exceeding 500 lb.... ..	.65
Insecticide not exceeding 5 gallons... ..	.35
Launches	(By special arrangement)
Leather in packages not exceeding 50 lb. ... ..	.20
Leather in packages not exceeding 100 lb. ... ..	.40
Manure, not exceeding 180 lb. ... ..	.50
Manure in bulk	per ton ... 4.50
Minimum freight on a single boatnote .. ..	.20
Molasses, in packages not exceeding 50 gallons	1.10
Molasses, in packages not exceeding 108 gallons	2.75
Molasses in tins	per gallon ... .03
Natural history (bodies, &c.)	per package ... 14.00
Nuts, all kinds other than coconuts... ..	per bag ... .55
Pianos and Pianolas	each ... 7.50
Paper and paper bags	per bale ... .35
Pitch	per barrel ... .40
Pitch	per drum ... .80
Stationery	per cub. ft. ... .26
Smith—coal .. ..	...per bag or barrel .40
Specie (on declared value)... ..	...minimum charge .30
Specie (exceeding \$50 value) .. ..	... 1/2 per cent.
Sundries in barrels or bags .. ..	... .75
Sundries in baskets	per basket ... .30
Sundries in cases	per cub. ft. ... .20
Sulphuric acid (at shipper's risk)	per jar ... 1.06
Tins, kerosene, &c. .. ..	... .03
Trunks or Canisters, large	each ... .95
Trunks or Canisters, medium	do. ... .65
Trunks or Canisters, small... ..	do. ... .30
Tarpaulin, large	do. ... .75

LAWS OF TRINIDAD AND TOBAGO

UNCLASSIFIED GOODS—*Continued*

	<i>Rate</i>
Tarpaulin, small each ...	\$.35
Typewriters do. ...	.95
Typewriters (Portable) do. ...	.65
Tricycles do. ...	.35
Tools—Tradesman per 100 lb. ...	.65
Treacle or syrup per gallon ...	.03
Tar—per barrel of 40 gallons ... ..	.65
Tar in tins per gallon ...	.04
Weed Killer in packages not exceeding 28 lb. ... ..	.30
Walking Sticks in bundles of 24 per bundle ...	.30

Pianos, Pianolas and Harmoniums not accepted for shipment at Tobago Coast ports.

Sugar shipped to Tobago Coast ports not to exceed 160 lb.

Excess freight to be collected as follows on net weights:

Copra, bags in excess 170 lb.—1 cent per every 2 lb.

Cocoa, coffee, and tonca beans, in excess 165 lb.—1 cent for every lb.

Vegetables and fruits in excess of 160 lb.—1 cent for every 4 lb.

Deck Cargo is accepted for shipment at owner's risk.

The Freight Tariff applies between all ports in Trinidad or Tobago.

A surcharge of 10 per cent, will be made on Tariff rates on all goods handled at the Tobago Out Ports.

SCHEDULE B

PASSENGER FARES

Between Port-of-Spain and Scarborough:

	<i>Single</i>	<i>Return</i>
1st Class	\$8.00	\$14.40
2nd Class	\$5.00	9.00 (s.s. Tobago only)
Deck	2.50	4.50

Children under 12 years half of above rates.