



**POINT LISAS INDUSTRIAL PORT DEVELOPMENT
CORPORATION LIMITED**

**PORT POINT LISAS
TARIFF
SCHEDULE OF CHARGES**



Available at the Corporate Communications Dept.
and on the Website: www.plipdeco.com



1. DEFINITIONS

“Active Time”	means, actual time spent handling cargo only and excludes stoppages, hatch cover moves, shifting of equipment weather conditions, changes in stowage plan, and other like matters;
“Agent”	means, in relation to any vessel, a person or firm acting on behalf of the owners of the vessel or the cargo and includes the person or firm through which the business of the vessel is conducted;
“Berth”	means, a specified place where a ship is moored to load and or/discharge cargo
“Berthing”	means, any operations which are performed or carried out with the occupation of a berth by any vessel
“Break Bulk Cargo”	means, all cargo which is packaged but neither in nor on a container or flat rack;
“Bulk”	means, large quantities of cargo such as feed, sugar, salt, which is packaged but neither in nor on a container or flat rack;
“Cargo”	means, cargo of all types to be transported or to be transported in a container;
“Chassis”	means, a wheeled frame for supporting and conveying a container;
“Container”	means, any standard ISO container, 20', 40' or 45' in length, 8' in width and 8'6"/9'6" in height including e.g. flat-racks, platforms, reefers and tanks, with ISO recommended lifting arrangements and consistent with the safety requirements of the Convention for Safe Containers (CSC), plates, and which can be handled by means of a container spreader;
“Cost + Charges”	means, in relation to the tariff, all operating and administrative expenses except where specifically stated otherwise;

DEFINITIONS - continued

“Dangerous Cargo”	means, goods identified as such in the International Maritime Dangerous Code of the International Maritime Organization;
“Dues, Fees & Charges”	means, all dues, fees and charges which are contained in the tariff and which shall be levied by Port, Point Lisas for or in respect of the carriage, <i>loading, discharge</i> , storage or warehousing of goods of any ship or for the performance of any other service;
“F.C.L”	means, a full container load;
“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, but does not include fuel of ship's stores loaded in or carried by a vessel for use by the vessel;
“Gross Tonnage (GT)”	means, the total space within the hull and the enclosed space above the deck expressed in registered tons of 100 cubic feet each available for cargo, stores, fuel, passenger and crew. Thus one cubic foot of capacity is equivalent to one gross ton;
“Heavy Lift Cargo”	means, any single lift of 40 metric tonnes and over in weight (1 tonne = 1,000kg)
“Land & Reload”	means, removing and replacing a container or break bulk cargo off a vessel to facilitate the off-loading or loading of other cargo;
“L.C.L”	means, less than a container load;
“Lo/Lo”	means, lift on / lift off;
“MT”	means, an empty container
“Port Expense”	means, charges imposed by Port, Point Lisas on a vessel calling at its port for the purpose of cargo



DEFINITIONS - continued

	loading and discharging or merely to bunker victual the vessel and the like;
“Productivity”	means, the targeted rate of discharge/loading of both containers and general cargo as per agreement with Shipping Lines / Agents
“R & D”	means, receiving and delivering or direct delivery;
“R. S & D”	means, receiving, storing and delivering;
“Ro/Ro”	means, an operation where container and chassis are driven on or off a vessel 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;
“Striping” or “Un-stuffing”	means, the removal of cargo from a container;
“Stuffing”	means, the loading of cargo into a container;
“Tandem Lift Cargo”	means, utilizing two cranes to discharge / load any single piece of cargo;
“Tariff”	means, the schedule of rates and charge for services rendered;
“TEU”	means, a twenty-foot equivalent unit;
“Tonne”	means, one metric tonne or thousand kilograms;
“Towage Charges”	means, charges incurred by vessels requiring the services of tug/tugs;
“Trailer”	means, the combined unit of a container on a chassis or a chassis without a container;



DEFINITIONS - continued

- “Transshipment Cargo”** means, any cargo or container in respect of which the following conditions apply –
- a) the cargo or container must be shipped on through a Bill of Lading, dated at the port of loading and showing that the destination is via Trinidad and Tobago;
 - b) the cargo must be discharged by the importing ship at Port, Point Lisas wharves and remain in the custody of Port Point Lisas until it is trans –shipped;
 - c) the cargo or container must be port marked and declared on the transshipment manifest or Storing Order for ports other than Trinidad and Tobago; **or**
 - d) any cargo or container declared for transshipment through another port in Trinidad and Tobago by an amendment to the manifest within the free storage period
- “Vessel”** means, a sea going boat or ship of any description but does not include a raft or float of timber;



2. TERMS & CONDITIONS

- “Vessel Arrival”** All shipping agents, shall notify Port, Point Lisas (Marine Department) of the estimated time of arrival at least one week prior to the vessel arrival and updates at 72 hours, 48 hours and 24 hours before the actual arrival of the vessel.
- “Late Arrival”** Should a Line's vessel arrive at the same time as any other line's vessel, both arriving outside their respective Berthing windows, the Line will be provided with the first available Berth
- “Documentation”** Shipping Agents shall submit to the Terminal Operations Supervisor at least 24 hours prior to the vessel arrival all documentation with relevant information such as Stowage Plans (Discharged / Load), Bills of Lading, Manifest including that of Dangerous Cargo, Discharge and Load List.
- “Advance Deposits”** All Shipping Agents and or Consignees are required to make an advance deposit on the prescribe form for 100% of the value of the service to be performed.
- “Tariff Rates & Charges”** All rates and charges are stated and payable in United States currency. Where the Line/Shipping Agent preference is to pay in Trinidad & Tobago Dollars, the rates and charges will be calculated at the selling rate quoted by the Central Bank of Trinidad & Tobago on the day or the earliest when the service is provided.



SCHEDULE OF CHARGES

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SCHEDULE 1 – PORT CHARGES

1. MARINE USER CHARGE

For use of the Harbour

Charge per ton of the gross tonnage of the vessel

From 1/3/2006
\$US 0.26

2. TOWAGE & LAUNCH HIRE (Base to Base)

2.1 TOWAGE

- a) Workboats – 500 HP
- b) Stan Tugs - 2250 HP
- c) Stan Tugs – 4600 HP
- d) Dead ship Towage

2.2 LAUNCH HIRE

2.3 CANCELLATION OF ORDER

Towage & Launch Hire

Per Hour
\$US 200.00
\$US 550.00
\$US 700.00
Rate x 2
\$US 100.00

Same as 2.2 above

All charges for items 1 and 2 above are payable to the National Energy Corporation of Trinidad & Tobago Ltd. (NEC)

Notes:

- 1. The minimum charge shall be for one (1) hour
- 2. Up to 30 minutes beyond the full hour – 50% of hourly rate
- 3. In excess of 30 minutes – full hourly charge will apply

3. TERMINAL USER CHARGE

Payable for use of berths at Port Point Lisas – (Minimum 24 Hours or Part Thereof)

- a) All Ro/Ro vessels
- b) Vessels not exceeding 1,000 GT
- c) Vessels above 1,000 GT but not exceeding 2,000 GT
- d) Vessels above 2,000 GT **(for every 100 GT or part thereof)**

From 1/3/2006
\$US 50.00
\$US 50.00
\$US 100.00
\$US 0.21



SCHEDULE 1 – PORT CHARGES

4. MOORING & UNMOORING

Payable for mooring and unmooring, shifting or any movement of vessels from 01:00 hours to 24.00 hours Monday to Sunday

- a) All Ro/Ro vessels – per move
- b) Vessels not exceeding 1,000 GT – per move
- c) Vessels above 1,000 GT but not exceeding 2,000 GT – per move
- d) Vessels above 2,000 GT but not exceeding 10,000 GT– per move
- e) Vessels of 10,000 GT and above – per move
- f) Public Holidays

From 1/3/2006
\$US 78.00
\$US 100.00
\$US 131.00
\$US 185.00
\$US 219.00
Rate x 2

Specialized Terminals

- Vessels up to 100 m LOA - per move
- Vessels over 100 m up 200 m LOA - per move
- Vessels over 200 m LOA - per move
- Public Holidays

\$US 185.00
\$US 219.00
\$US 252.00
Rate x 2

5. CANCELLATION OF REQUEST

After gang has been called out to work

Same as 4 above

6. WATER

Supply of Water (Per Ton)
(Rates are subject to change)

\$US 5.00



SCHEDULE 2 – STEVEDORING CHARGES

HANDLING CHARGES – CONTAINERS

1) DISCHARGING FULL – Lo/Lo Container

- a) Using Gantry Crane – per movement
- b) Using HMC Crane - per movement
- c) Using Ship Crane - per movement

From 1/3/2006
\$US 160.00
\$US 154.00
\$US 145.00

2) DISCHARGING EMPTY – Lo/Lo Container

- a) Using Gantry Crane – per movement
- b) Using HMC Crane - per movement
- c) Using Ship Crane - per movement

\$US 115.00
\$US 110.00
\$US 100.00

3) LOADING FULL – Lo/Lo Container

- a) Using Gantry Crane – per movement
- b) Using HMC Crane - per movement
- c) Using Ship Crane - per movement

\$US 100.00
\$US 95.00
\$US 90.00

4) LOADING EMPTY – Lo/Lo Container

- a) Using Gantry Crane – per movement
- b) Using HMC Crane - per movement
- c) Using Ship Crane - per movement

\$US 100.00
\$US 95.00
\$US 90.00

5) TRANSSHIPMENT CONTAINERS

Discharged / Load – Full or Empty

- a) Using Gantry Crane – per movement
- b) Using HMC Crane - per movement
- c) Using Ship Crane - per movement

\$US 50.00
\$US 50.00
\$US 50.00



SCHEDULE 2 – STEVEDORING CHARGES

HANDLING CHARGES – CONTAINERS

6) Ro/Ro CONTAINERS

- a) Discharged – Full / Empty – per movement
- b) Load – Full / Empty – per movement
- c) Transshipment – per movement

From 1/3/2006
\$US 75.00
\$US 75.00
\$US 35.00

7) LAND & RELOAD CONTAINERS

- a) Lo/Lo – Off / On
- b) Ro/Ro – Off / On

\$US 75.00
\$US 40.00

8) SHIFTING CONTAINERS

- a) Lo/Lo
- b) Ro/Ro

\$US 65.00
\$US 40.00

**9) OUT OF GAUGE CONTAINERS
Required special handling**

- a) Using Gantry Crane – per movement
- b) Using HMC Crane - per movement
- c) Using Ship Crane - per movement

\$US 176.00
\$US 170.00
\$US 160.00

10) REFRIGERATED CONTAINERS

- a) Electricity Charge per day or any part thereof
- b) Handling Charges for Pre-testing

\$US 18.00
\$US 45.00

The above charges shall be in addition to the RS & D and storage rental charges

11) OVERWEIGHT CONTAINERS

Any container weighting in excess of the Port established weight will be considered an overweight container and written authorization to handle such container must be submitted to the Terminal Operations Supervisor together with a disclaimer letter.

Handling Charge per container

\$US 3,000.00



**SCHEDULE 2 – STEVEDORING CHARGES
HANDLING CHARGES - CONTAINERS**

**12) MINIMUM CHARGE – PER GANG
(Containers Discharged / Loaded)**

a) Using Gantry Crane – 1 – 25 Containers	\$US 3,850.00
b) Using HMC Crane - 1 – 20 Containers	\$US 3,484.00
c) Using Ship Crane - 1 – 13 Containers	\$US 2,160.00
d) Ro/Ro – 1 19 Containers	\$US 1,725.00

13) RECEIVING CHARGES (At Terminal)

Containers, Not Discharged at Port, Point Lisas	\$US 40.00
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14) STUFFING / UNSTUFFING (On Terminal)

a) Dry Container (Minimum 4 TEU) Per TEU	\$US 100.00
b) Refrigerated Container – Per TEU	\$US 125.00

**15) STORAGE RENT (On Terminal)
(Containers / Flat Racks & Platforms)**

Free Storage Period :-

A free storage period of five (5) days shall be allowed for containers imported for local consumption, commencing on the day, following the completion of discharge of the vessel and exclude Saturdays, Sundays and Public Holidays. An additional five (5) days will be granted for consignments of more than 5 containers on one (1) Bill of Lading. Export Containers will be allowed a free storage period of 14 days.

Transshipment containers shall be allowed fourteen (14) days commencing on the day, following the completion of discharge of the vessel and include Saturdays, Sundays and Public Holidays.

Thereafter, the following charges shall apply -

a) First Three (3) days – Per TEU	\$US 7.00
b) Second Three (3) days – Per TEU	\$US 12.00
c) Thereafter – Per TEU / Per day	\$US 25.00
d) Transshipment – Per TEU / Per Day	\$US 5.00

ALL REQUESTS FOR THE UNSTUFFING OF CONTAINERS ON THE PORT WILL BE ON A DIRECT DELIVERY BASIS. RENT CHARGES WILL BE APPLICABLE ON THE CONTAINERS UP TO THE TIME OF DELIVERY



**SCHEDULE 2 – STEVEDORING CHARGES
HANDLING CHARGES - CONTAINERS**

**16) STORAGE RENT (On Terminal)
(EMPTY Containers / Flat Racks & Platforms)**

A pool of empty containers will be allowed free of charge to all Shipping Lines to meet their export requirement based on an agreement between Port, Point Lisas and the Line. The following charges will apply to containers in excess of the agreed sum.

a) First 300 TEU – Per Day / Per TEU	\$US 2.00
b) In excess of 300 TEU - Per Day – Per TEU	\$US 5.00
c) Container on Chassis or Chassis - Per Day – Per TEU	\$US 5.00

17) USE OF PARKING SPACE FOR CHASSIS

Chassis utilizing space for parking after departure of vessel (Per day)	\$US 5.00
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18) WEIGHBRIDGE CHARGES

a) For Port related business	\$US 5.00
b) For Non-Port related business	\$US 7.00

19) STANDBY CHARGES

When gangs are standing - by awaiting the arrival of vessel, containers for shipment from outside Port, opening or closing hatches by ship's crew or any other delay cause by the line, standby charges shall be raised for the aggregate time loss for the period and aggregated with time loss incurred in any other period less 30 minutes and charged at:-

a) Per Hour or Part Thereof (per gang)	\$US 828.00
b) Public Holidays	Rate x 2

No standby charges will be imposed when the vessel starts and completes its operations within the same shift or work not having commenced due to weather conditions or on overtime shifts.



**SCHEDULE 3 – STEVEDORING CHARGES
HANDLING CHARGES – BREAK BULK CARGO**

1) BULK CARGO (Direct Delivery Only – On/Off)

- a) Fertilizer, Sugar, Salt
- b) Gypsum, Scrap Steel, Limestone, Glass

	From 1/3/2006
\$US	10.00
\$US	15.00

2) CONSUMABLES (Direct Delivery Only – On/Off)

- a) Cargo in bags (all type)

\$US	20.00
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3) PAPER PRODUCTS (Discharged / Load)

- a) Non – Direct Delivery (RS & D)
- b) Direct Delivery (R & D)

\$US	22.00
\$US	20.00

4) LUMBER / PLYWOOD (Discharged / Load)

- All Types

\$US	20.00
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5) STEEL PRODUCTS (All Types)

- a) Import (RS & D)
- b) Export (RS & D)
- c) Handling Charges for Steel Products which require special handling

\$US	22.00
\$US	12.00
	Cost + 25%

(This shall be in addition to the RS & D charges)



SCHEDULE 3 – STEVEDORING CHARGES

HANDLING CHARGES – BREAK BULK CARGO

6) GENERAL CARGO

(Based on weight or measurement tonne, whichever is greater)

a) Non – Direct Delivery (RS & D)	\$US 21.00
b) Direct Delivery (R & D)	\$US 20.00
c) Throughput Charge Only	\$US 7.00

7) MOBILE UNITS

(Import / Export – Drive Off / Drive On)

a) Motor Vehicles	\$US 30.00
b) Heavy Equipment	\$US 50.00

8) LAND & RELOAD

(Off/On)

\$US 20.00

9) SHIFTING

When Extra Labor is Required

\$US 16.00
\$US 20.00

10) TRANSSHIPMENT (Off & On)

\$US 24.00

11) HEAVY LIFT (Discharged / Load)

(Any single lift in excess of 40 MT is considered to be a Heavy Lift)

(Single Lift will be up to 50 MT)

a) Direct Delivery – Per Lift	\$US 5,000.00
b) Non – Direct Delivery (Based on Application)	Cost + 25%
c) Using Ship's Crane – Per MT (Crane to be operated by ship's crew)	\$US 30.00



**SCHEDULE 3
STEVEDORING CHARGES – BREAK BULK CARGO**

12) TANDEM LIFT (Discharged / Load)

(Any single lift requiring two (2) cranes is considered to be a Tandem Lift)

a) Direct Delivery – Per Lift	\$US 8,000.00
b) Non – Direct Delivery (Based on Application)	Cost + 25%
c) Using Ship's Crane – Per MT (Crane to be operated by ship's crew)	\$US 40.00

**13) MINIMUM CHARGE – PER GANG
(Cargo Discharged / Loaded)**

a) Consumables – 1 – 175 Tonnes	\$US 3,985.00
b) Paper Products – 1 – 160 Tonnes	\$US 3,845.00
c) Lumber / Plywood - 1 – 145 Tonnes	\$US 2,706.00
d) Steel Products – 1 – 145 Tonnes	\$US 3,706.00
e) General Cargo – 1 – 145 Tonnes	\$US 2,884.00

**14) STORAGE RENT (On Terminal)
(Steel Products, Paper, Lumber/Plywood and General Cargo incl. Construction Materials)**

Free Storage Period:-

A free storage period of five (5) days shall be allowed for all cargo commencing on the day, following the completion of discharge of the vessel and exclude Saturdays, Sundays and Public Holidays. An additional five (5) days shall be granted for consignments of more than 100 MT on one (1) Bill of Lading and ten (10) days for consignments of more than 1,000 MT on one (1) Bill of Lading. An additional five (5) days will be granted for every additional 1,000 MT on the same Bill of Lading.

Transshipment cargo shall be allowed Fourteen (14) days commencing on the day, following the completion of discharge of the vessel and include Saturdays, Sundays and Public Holidays.

Thereafter, the following charges shall apply -.

a) First Seven (7) days - Per day / Per Tonne	\$US 0.50
b) Thereafter - Per day / Per Tonne	\$US 1.50
c) Transshipment – Per day / Per Tonne	\$US 1.00



**SCHEDULE 3
STEVEDORING CHARGES - BREAK BULK CARGO**

15) STANDBY CHARGES

When gangs are standing - by awaiting the arrival of vessel, cargo for shipment from outside Port, opening or closing hatches by ship's crew or any other delay cause by the line, standby charges shall be raised for the aggregate time loss for the period and aggregated with time loss incurred in any other period less 30 minutes and charged at:-

a) Per Hour or Part Thereof (per gang)	\$US 650.00
b) Public Holidays	Rate x 2

No standby charges will be imposed when the vessel starts and completes its operations within the same shift or work not having commenced due to weather conditions.

**16) HIRE OF EQUIPMENT
(Per Shift or Part Thereof)**

Equipment utilized on board vessel in the discharged/loading of cargo

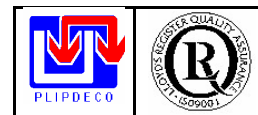
a) Forklifts – Up to 8 Tons each	\$US 180.00
b) Forklifts – 10 to 15 Tons each	\$US 215.00

17) WASHING OF EQUIPMENT

Equipment which requires washing (on request) per piece	\$US 100.00
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18) DISCARDING OF DUNNAGE

From vessel at agent's request and Plant Quarantine's approval	Cost + 25%
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**SCHEDULE 4
HANDLING CHARGES – LCL WAREHOUSE**

1) STUFFING AND UNSTUFFING

- a) Dry Container – Per TEU
- b) Containers with special handling – Per TEU
(Including Tyres & Cars)

From 17/3/2008
\$US 158.00
\$US 316.00

**2) DELIVERY CHARGES
(Monday – Friday)**

- a) Personal Effects – Per Piece / Barrel
Maximum Charge
- b) Special Trade Cargo – Per Piece
Maximum Charge
- c) Saturday, Sunday & Public Holidays

\$US 17.00
\$US 105.00
\$US 23.00
\$US 138.00
Cost + 25%

**3) STORAGE RENT
(Minimum of 1 measurement tonne or part thereof)**

Free Storage Period:-

A free storage period of Five (5) days shall be allowed after container has been un-stuffed and exclude Saturdays, Sundays and Public Holidays. Thereafter, the following charges shall apply:

- a) One (1) - Three (3) days - Per day
- b) Four (4) – Six (6) days
- c) Thereafter
- d) Motor Vehicles – 1 free day allowed. Thereafter per day

\$US 1.25
\$US 2.50
\$US 3.00
\$US 40.00

4) STORAGE CHARGES

Consignees of Tyres must take delivery by the following day after the un-stuffing of containers, failing to do this will result in storage rent incurring.

- a) Storage Charge – per day/per container

\$US 46.00

5) USE OF PARKING SPACE FOR CHASSIS - per day

- a) **20' Container**
- b) **40' Container**

\$US 15.00
\$US 20.00



**SCHEDULE 5
OTHER CHARGES**

1) HATCH COVERS

Removing / Replacing – per movement

From 1/3/2006	
\$US	37.00

**2) OVERTIME RECOVERY
(Per Gang / Per Shift)**

Overtime shall be applicable on all shifts only on Public Holidays

- a) Ship/Shore/Yard
- b) Ship/Shore
- c) Yard

\$US 2,106.00
\$US 1,590.00
\$US 845.00

**3) LABOUR RECOVERY
(Working through Meal Break)**

- a) Straight Time – Sunday to Saturday
- b) Public Holidays

\$US 572.00
Rate x 2

4) DELIVERIES

Both Containers and Break Bulk Cargo will be delivered from 07:00 hrs to 23:00 hrs Monday to Saturday free of charge. Should deliveries be required from 23:00 to 07:00 hrs (Containers only) or on Sundays and Public Holidays, the following charges shall be payable:

- a) From 23:00 hrs – 1 to 10 Containers
- b) Sundays & P/ Holidays – Containers
- c) Sundays & P/ Holidays – Break Bulk

\$US 160.00
\$US 4,486.00
\$US 1,586.00

5) HANDLING CHARGES

Loading / Discharging Ship Spares & Supplies - per hour

\$US 250.00

Exchange Rate for the period 11th to 24th March 2009 is **6.2622**

For Public Holidays of Trinidad and Tobago log on to www.gov.tt

END