

Picton Terminals (PT) 2018/2019 Tariff Schedule

HARBOUR DUES

Harbour Dues are a charge against a vessel that enters or uses the Port. The charge is based on the vessel's GRT and registry. Vessels are charged upon first entry only within each calendar year. All charges are the responsibility of the registered owner and will be forwarded to the registered owner or agent of the vessel unless alternate arrangements have been made in writing with Picton Terminals (PT).

1. *A vessel that enters the harbour, for the first time within each calendar year:*
 - a) *In the case of a vessel of Canadian registry engaged, at the time it comes into the harbour, in the carriage by water of goods or passengers from a place in Canada to another place in Canada, per gross registered tonne:* **\$0.075**
 - b) *In the case of a vessel other than a vessel in paragraph (a), per gross registered tonne:* **\$0.086**

BERTHAGE

A charge assessed against a vessel for occupying a berth or part thereof. The charge is based on the vessel's GRT and length of stay. All charges are the responsibility of the registered owner and will be forwarded to the registered owner or agent of the vessel unless alternate arrangements have been made in writing with Picton Terminals (PT).

1. *The Berthage rates per gross registered tonne are:*
 - a. *For the first 12 hour period thereof...* **\$0.060**
 - b. *For the second 12 hour period thereof...* **\$0.060**
 - c. *For each subsequent 12 hour period...* **\$0.033**

WHARFAGE

A charge applied to the cargo and based upon the quantity of cargo carried. Charges are the responsibility of the cargo owner. For all overseas cargo the charges will be forwarded through the agent unless alternate arrangements have been made in writing with PT. Any alternate arrangements are subject to approval by the PT, and must be made prior to the arrival of inward-bound vessels or the departure of outward-bound vessels.

Description of Goods Unit Basis 2015 Rate (CAD):

1. *Aggregates in bulk (includes stone, slag, quartz, talc, bauxite, clinker)* **\$0.85/MT**
2. *Agricultural Products (includes grain corn/wheat, soybeans, canola, wood pellets)* **\$1.25/MT**
3. *Coal* *Upon request*
4. *Coke* **\$0.93/MT**
5. *Containers, 20 foot* *Upon request*
6. *Containers, > 20 foot* *Upon request*
7. *Fertilizer in bulk (dry or liquid) (includes urea, potash, phosphate)* **\$1.72/MT**

8. General Cargo - based on MT (metric tonne) or m3 (cubic metres), whichever is greater Freight	Upon request
9. Gypsum in bulk	\$0.93/MT
10. Iron Ore	\$0.93/MT
11. Liquor, spirits and other alcoholic products	\$7.64/MT
12. Salt in bulk	\$0.62/MT
13. Scrap Metals	\$0.75/MT
14. Steel (includes steel plate/coil)	\$0.82/MT

BULK LOOSE MATERIALS DISCHARGING (i.e. bauxite, clinker, aggregate, etc.) :

Vessel unload rate 300 MT/hr (2016) when no gear on board

Vessel unload rate 500 MT/hr (2016) if vessel has min 25 MT crane accessible to each hold location.

Crane operators and grabs provided by Picton Terminals. Ship crane use not to PT account.

Rates Include:

- *Unloading vessel with shore crane and/or ship cranes operated by Picton Terminals as noted above, PT grabs used with ships if crane available.*
- *Rate includes unloading from 7:00AM – 11:00 PM week days.*
 - *8 hour shifts - 7:00AM - 3:00PM day shift and 3:00PM - 11:00 PM swing shift*

Rates do not include:

- *Tarping, pricing upon request if required.*
- *Unloading weekday nights 11:00PM to 7:00AM shift premium - \$1650 per 8 hour shift, vessels account if requested.*
- *Unloading Saturday 12:00AM – 11:59PM shift premium - \$1650 per 8 hour shift, vessels account if requested.*
- *Unloading Sunday 12:00AM – 11:59PM shift premium - \$3100 per 8 hour shift, vessels account if requested.*
- *Machine cleaning of holds, bucket scraped condition - \$265/hr.*
- *24 hour unloading if request with below conditions.*
- *15 hours is required for bucket scrape cleaning & 10 hours vessel moving above and beyond above noted discharging productions.*

LINE HANDLING

<i>In:</i>	\$1,200
<i>Out:</i>	\$1,200

TUGS

Picton Terminals can provide if required at \$450/hr plus \$1450 mobilization and demobilization.

- *If vessel requires tug assist vessel agent can request PT order tug for vessel assist. PT tug readiness based on direction from incoming ships agent, tug prospect notice 48 hrs. min and tug order notice 12 hrs. min notice.*
- *Tug hourly usage time includes required travel to PT and usage at PT. 2 hour min usage upon tug order notice time at PT. Hourly usage time at PT begins as per vessel agent order notice time. Tug travel time depended on current location of tug at time of prospect, to be determined at time of prospect.*
- *Full hourly rate form time of order unless otherwise notified, to cancel order or place tug on standby 60% of full rate.*
- *PT invoices vessels account for tugs as per above fee breakdown, letter of tug hourly usage (travel and PT usage time) from tug owner passed to vessel agent along with invoice.*
- *Non PT tugs can be used, PT would have no part in non PT tugs and all elements of tug ordering and payment would be to vessels account.*
- *Each order includes a mobilization and demobilization operation and fee.*
- *Tug mobilization time 2 hours and demobilization time 2 hours.*

CREW TRANSPORTATION

- *4 person vehicle driven by Port staff, \$35/hr*
 - *Hourly rate calculated from time of order to time of vehicle return to Port.*
- *10 person vehicle driven by Port staff, \$55/hr*
 - *Hourly rate calculated from time of order to time of vehicle return to Port.*

DISCHARGING EQUIPMENT CLEANING

- *Equipment less than 30 MT working in holds and or on ground*
 - *Cleaning \$1,570.00/machine*
- *Equipment greater than 30 MT working on ground*
 - *Cleaning \$2,360.00/machine*

ENVIRONMENTAL CONTROLS

Picton Terminals reserves the right to stop all material handling on site while a vessel is at berth loading and/or unloading gearless or geared vessels if the following conditions exist:

- *Winds greater than 15 knots.*
- *Extreme cold if water application required for environmental controls.*
- *Greater than, moderate rain — when the precipitation rate is between 2.5 mm (0.098 in) - 7.6 mm (0.30 in) or 10 mm (0.39 in) per hour*
- *Material moisture content less than 3% or greater than 7%*

REQUIREMENTS FOR DOCUMENTATION

Shipping documents such as the cargo manifest, bill of lading and/or survey, in respect of inward and outward cargo of a vessel shall be provided by the owner, master, or person in charge of the vessel, through their agent or terminal operator, to Picton Terminals. Documents in respect of inward cargo shall be provided to Picton Terminals upon the arrival of the vessel. For outward cargo, the documents shall be provided prior to the departure of the vessel.

Where the required documents are not received by Picton Terminals when due, invoices may be issued based on estimates. Interest at the rate of one and one-half percent per month (eighteen percent per annum), or portion thereof, will be charged based on the value of the estimated invoices, and any subsequent adjustment, calculated from the first day the documents are due, until the day they are received by Picton Terminal.

PT has no responsibility for costs and/or direction from ships pilots.

PAYMENT OF FEES

The fees prescribed herein are authorized pursuant to Article 7 of the Letters Patent of the Authority and Section 49 of the Canada Marine Act. The fees are due and owing as soon as they are incurred.

Where any fee is not paid within 15 days of the due date, interest at the rate of one and one-half percent per month (eighteen percent per annum), or portion thereof, shall be payable on the unpaid balance. Interest shall be calculated from the date when the fees became due and owing and shall accrue and be payable by the owner without necessity of any demand therefore.

Goods on which charges are owing shall not be removed from the harbour until the charges have been paid or arrangements for payment have been made to the satisfaction of Picton Terminals.

The Canada Marine Act permits seizure and detention of the vessel and the seizure of goods until the cost and charges incurred in respect thereof are paid in full. All carriers and vessels shall at all times comply with the Canada Port Authorities Operations Regulations.

Tariff schedule agreement must be completed before Vessel allowed to arrive at PT dock. Vessel and/or vessel agent agrees with above tariff schedule upon signing below

Vessel/Agent Date:

PT Manager Date: