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GRENADA

STATUTORY RULES AND ORDERS NO. 5 OF 2010

REGULATIONS MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER UNDER SECTION 75 OF THE GRENADA PORTS AUTHORITY ACT, Cap. 247.

(Gazetted 26th March, 2010).

1. **Short title.** These Regulations may be cited as the

PORTS (AMENDMENT) REGULATIONS, 2010

2. **Amendment of Regulation 2 of principal Regulations:** Regulation 2 of the Ports Regulations, Cap. 247, hereinafter referred to as the “principal Regulations” is amended by -

(a) by inserting in their appropriate alphabetical order the following new definitions:

Alongside Berth Any shore facility provided or approved by the Authority to facilitate the loading or discharge of cargo, or the embarkation or disembarkation of passengers by vessels.

Anchorage Any place of mooring or of rest as approved by the Authority within the ports.

Berth Occupancy The occupation of any berth of the Authority whether alongside or stern-to, by any vessel.

Board Foot Equivalent to 1’x1’x1” or 144 cubic inches. 420 board feet is the equivalent of one ton for statistical purposes and 550 board feet is equivalent to a ton for revenue purposes.

Call A visit to a port by a vessel whether or not Customs or Immigration clearance is required upon such visit.

Call Out A request for service made without prior application or request and expected to be rendered within three hours of such request being made.

Cancellation Information conveyed to the Authority through the proper channels to the effect that service previously requested is

	no longer required, provided that such information is conveyed within such time as may be specified.
<i>Coastal Traders</i>	Vessels principally plying between the ports and islands of the State with cargo or passengers, and so licensed or authorised by the Authority.
<i>Container</i>	Any box, or container, whether flat-bed or flat-rack, open-top, open-sided, with or without flaps, or cover or otherwise, with or without wheels, which is used for the carriage and or storage of cargo.
<i>cu. ft.</i>	Cubic foot; Imperial measurement.
<i>cu. m</i>	Cubic meter, metric measurement.
<i>Dangerous Goods</i>	These include but are not limited to goods listed in the IMDG Code of the IMO .
<i>De-stuffing</i>	Removal of goods from a container and placement into storage on the terminal or onto transport, done by the Authority upon request.
Dollar or \$	The Eastern Caribbean Currency Dollar or EC\$.
<i>Free Time</i>	Subject to the notes in this regard hereinafter contained, Free Time means the time, in days, commencing upon the day after placement of cargo or items on the port, and ending on the day prior to the day storage charges are assessed against such goods or items. Provided however that where more than three working days have elapsed since the last placement of cargo on the terminal, that last day of placement shall be deemed to have been the day of completion of discharge, whether or not all items listed on the ship's manifest have been landed.
<i>ft.</i>	Foot or feet, Imperial measurement.
<i>General Break-bulk Cargo</i>	General cargoes which are shown on separate Bills of Lading.
<i>GPA</i>	The Grenada Ports Authority, also referred to as the 'Authority'.
<i>Hazardous Goods</i>	See 'Dangerous Goods'
<i>IMDG Code</i>	International Maritime Dangerous Goods Code

IMO	International Maritime Organisation
Laid Up	A state of inactivity, except such time as a vessel is waiting for cargo or the storage of cargo or is being used for commercial or residential purposes, in respect of which an application may be made for amelioration of Port Dues. In short, the vessel is out of commission.
Lodgement expiry	The system which brings all goods remaining on the port after of the free storage period under the control of the Queen's Warehouse.
Lodgement Charge	The charge levied against goods brought under the control of the Queen's Warehouse irrespective of where delivery actually takes place.
Lo lo	Lift-on/lift-off (container boxes).
LOA	Vessel's Length Overall; distance between the extremities.
Mooring	Activities necessary to make a vessel fast to a berth, the shore, anchorage, or mooring point, and the activities necessary for its release from such fast position.
NIB	National Insurance Board and its statutory contributions; also referred to as the NIS.
Pratique upon health of	Permission granted to a vessel to make contact with the shore, satisfaction as to the state of sanitation of a vessel and the its crew and passengers.
Reefer box	An insulated shipping container designed to carry cargoes requiring temperature control; also referred to as a refrigerated container.
Removal	The administrative and other procedures relating to the treatment of cargo after expiry of the free storage period whether or not the goods have been physically moved
Ro ro	Roll-on/roll-off (wheeled containers).
Shifting	(1)Moving containers (in a stack) to access a specific container. (2)Moving a vessel from one berth or position to another.

<i>Stripping</i>	Unloading, or the removal of goods from a container by a consolidator or consignee for placement into storage or onto transport for inland movement.
<i>Tailgating</i> onto	Placement of goods at the tail-gate of truck or vehicle; this does not include placement onto such transport, but such placement transport may be done upon request and at consignee's risk.
<i>Terminal</i>	The facility or shore space and immediate berthing area used for receiving, and processing vessels, cargo, and passengers. A Customs presence is usual in such area.
<i>TEU</i>	Twenty-foot Equivalent Unit (container measurement)
<i>Transfer</i>	See "Removal".
<i>Transshipment</i>	The on-shipment of cargo which was discharged from one vessel, but destined to be shipped on another vessel for another port.
<i>Trucker</i>	The owner or operator of transport engaged in moving goods to or from the ports who is permitted by the Authority to engage in such business on its premises.
<i>Waiting Time</i>	The period of time elapsing from the time a service was requested to be provided and the actual time of commencement of the provision of such service.
(b)	by deleting the definition "ton" and substituting the following:
<i>Ton</i>	The greater of weight or volume measurement, deemed to be 35 cu. ft. or 2200 pounds weight, or 550 bd. ft.

3. Schedule to principal Regulations repealed and replaced: The **Schedule** to the principal Regulations, **Cap. 247** and all amendments thereto are hereby repealed and replaced by the Schedule hereto.

4. Commencement: These Regulations shall commence on 26th April, 2010.

SCHEDULE

(Regulation 3)

PART 1**Marine Dues**

Marine dues are collected by the Authority to offset expenses incurred in its marine operations; these include provisions for the safety of ships' traffic and environmental protection of the waters and approaches of the ports.

**1. PILOTING OF VESSELS
AND SHIPS**

i) For piloting vessels on arrival, departure, or shifting berth or anchorage.

From the hours of 0800 to 1600 daily, Monday to Friday.

(a) **Vessels other than tankers:** Per vessel movement

Below 500 GRT	\$ 150.00
500 but below 1000 GRT	200.00
1000 but below 2000 GRT	300.00
2000 but below 5000 GRT	400.00
5000 but below 10,000 GRT	500.00
10,000 but below 20,000 GRT	600.00
20,000 GRT and over	\$600.00 plus \$5.00 per 1000 GRT above 20,000 GRT

(b) **Tankers**

Below 500 GRT	\$ 450.00
500 but below 1000 GRT	500.00
1000 but below 2000 GRT	600.00
2000 but below 5,000 GRT	700.00
5000 but below 10000 GRT	800.00
10,000 GRT and over	\$800.00 plus \$10.00 per 1000 GRT over 10,000

Service performed outside the above mentioned hours shall pay additional as follows:

After 1600 hours but before 2400 hours: 50% of the Dues specified in (i) above

Between 0001 hours and 0600 hours: 100% of the Dues specified in (i) above

Between 0601 hours and 0800 hours: 50% of the Dues specified in (i) above

Saturdays, Sundays & Statutory holidays

0600 to 1800 hours: 50% of the Dues specified in (i) above

Saturdays, Sundays & Statutory holidays

1800 hours to 0600 hours: 100% of the Dues specified in (i) above

ii) **Waiting time :** \$100.00 per hour or part thereof

iii) **Cancellation Fee:** \$100.00

iv) **Call Out Allowance:** \$200.00

2. MOORING

Running lines for the arrival, departure and shifting of vessels.

(a) From the hours of 0800 to 1600 daily

Below 100 GRT	\$50.00
100 but below 500 GRT	100.00
500 but below 2000 GRT	150.00
2000 but below 5,000 GRT	200.00
5000 but below 20,000 GRT	300.00
Over 20,000 GRT	300.00
plus \$5.00 per 1000 GRT over 20,000 GRT	

(b) After 1600 to 0800 hours daily

Below 100 GRT	\$100.00
100 but below 500 GRT	200.00
500 but below 2000 GRT	300.00
2000 but below 5,000 GRT	400.00
5,000 but below 20,000 GRT	600.00
20,000 and over	600.00
plus \$10.00 per 1000 GRT over 20,000 GRT	

(c) Saturdays, Sundays and Statutory holidays

0601 hours to 1800 hours: An additional 50% of the dues specified in (b) above.

1801 hours to 0600 hours: An additional 100% of the dues specified in (b) above.

(d) **WAITING TIME:** \$100.00 per hour provided that if service is commenced within the first hour no Waiting Time will be charged.**3. NAVIGATION AIDS**

Payable per call per vessel as follows:

(a) **All vessels except yachts:**

Below 100 GRT	\$30.00
100 but below 500 GRT	75.00
500 but below 2,000 GRT	100.00
2,000 but below 5,000 GRT	200.00
5,000 but below 20,000 GRT	300.00
20,000 and over	400.00

(b) **Yachts:**

i) Visiting yachts under 50' LOA per call	\$30.00
ii) Visiting yachts 50'-100' LOA per call	\$45.00
iii) Visiting yachts over 100' LOA per call	\$55.00
iv) Locally based yachts, not used for business,	

		per annum	\$75.00
	v)	Locally based charter yachts, per annum	\$100.00
	(c)	Vessels of the Coastal Trade, per annum	\$500.00

4. PRATIQUE

i)	For vessels 100 GRT and over, except yachts		
		During the hours of 0800-1600	\$100.00
		During the hours of 1600-0800	\$150.00
ii)	For vessels under 100 GRT, except yachts		
		During the hours of 0800-1600	\$35.00
		During the hours of 1600-0800	\$55.00
iii)	Yachts occupying an alongside berth or jetty, stern-to or otherwise, shall be liable to pratique charge.		

5. ISSUE OF PORT CLEARANCE DOCUMENT

i)	All vessels except yachts	\$30.00
ii)	Yachts	\$15.00

PART 2

PORT DUES

Port Dues are collected by the Authority to offset capital and operating expenses associated with the construction and maintenance of wharves and jetties, and the maintenance of channels and depths to facilitate berths and moorings.

6. PORT DUES

For all vessels entering a Port except yachts and locally registered fishing vessels.

Each 24 hours or part thereof

Under 100 GRT	\$50.00
100 but below 500 GRT	100.00
500 but below 1,000 GRT	150.00
1000 but below 2,000 GRT	200.00
2000 but below 5,000 GRT	275.00
5000 but below 10,000 GRT	375.00
10000 but below 20,000 GRT	500.00
20,000 and over	800.00

7. BERTH OCCUPANCY DUES (CLASS I)

Dues levied on all vessels including Ro-Ro vessels occupying any Authority berth for the purpose of immediately loading or discharging cargo.

	Each 12 hours or part thereof
Under 200ft. LOA	\$0.50 per ft.
200ft. but below 300ft. LOA	\$1.00 per ft.
300ft. but below 500ft. LOA	\$1.25per ft.
500ft. and over LOA	\$1.50 per ft.

8. BERTH OCCUPANCY DUES (CLASS II)

Dues levied on any ship occupying an Authority alongside berth including the inner harbour other than for the purpose of immediately discharging or loading cargo; yachts, pleasure craft and fishing vessels are included:

	Each 12 hours or part thereof
Under 200ft. LOA	\$0.75 per ft.
200ft. but below 300ft. LOA	\$1.25 per ft.
300ft. but below 500ft. LOA	\$1.50 per ft.
500ft. and over LOA	\$1.75 per ft.

9. JETTY DUES

These dues are applicable to all wharves and jetties within the boundaries of any port and under the control of the Authority (except the St. George's main pier, Schooner's wharf and the Melville Street Cruise Terminal) and including the Carenage basin, Grenville, Hillsborough, and Tyrrel Bay.

(I) All vessels except yachts, for each 24 Hrs. or part thereof

Under 60 feet LOA	\$0.50 per foot
60 feet but below 100 feet LOA	\$0.65 per foot
100 feet but below 140 feet LOA	\$0.75 per foot
140 feet but below 200 feet LOA	\$0.85 per foot
200 feet LOA and above	Berth Occupancy rates shall apply
Above 200 GRT	Berth Occupancy rates shall also apply

(II) Visiting Yachts, each 24 hours or part thereof

Under 50' LOA	\$1.00 per foot
50' - 100' LOA	\$1.25 per foot
100' - 200' LOA	\$1.50 per foot

PART 3

Terminal Dues

Terminal Dues are collected by the Authority to offset capital and operating expenses associated with the construction and maintenance of cargo storage and marshalling facilities.

10. TERMINAL USE

- (a) All cargo landed or loaded (except local produce) shall be assessed dues for terminal use on the basis of 35 cu. ft. (1 cu.m) or 2200 lbs or 550 bd.ft. per ton (whichever is the greater) at the rates hereunder. Dues on cargo, except in containers, will be assessed on the individually listed items manifested or admeasured; items of less than 1 ton will be deemed to be one ton; thereafter fractions of less than 0.5 will be rounded downwards, and fractions of more than 0.5 will be rounded upwards.

i)	Bulk and Break-bulk cargo		\$10.00/ton
ii)	Containerised cargo:	10' box	\$100
		20' box	\$200
		40' box	\$400
		45' box	\$450

Add fifteen percent (15%) for High Cube boxes

- (b) Authorised direct hook-to-transport, transport-to-hook, hook-to-water and water-to-hook deliveries shall incur additional charges, per ton as follows:
- | | |
|---------------------------|---------|
| Break-Bulk General Cargo | \$1.25 |
| Bulk cargo (cement, etc.) | \$1.00 |
| Chilled/Frozen cargo | \$0.75 |
| Containers, per TEU | \$50.00 |

These charges are for the consignee's or exporter's account. The charges are also applicable to activities at the Schooner's Wharf or CARICOM traffic.

- (c) Stripping of containers on the premises after expiry of the free storage period, container to truck,
per box \$50.00
- (d) Passengers, per Passenger List/Manifest, per passenger \$1.00, subject to a maximum of \$2000.00 per vessel call
- (e) A charge of EC\$2.00 per passenger manifested shall be payable whenever a ship requests a level of screening for its returning passengers that exceeds the requirements of the Port Security Plan for a given Security Level.
- (f) Terminal Use charges on containerised cargo for an approved Transshipment Trade may be obtained on application to the Authority .

11. EXTRA CHARGES FOR VEHICLES, HEAVY EQUIPMENT AND SUCH UNITS

To include automobiles, tractors, trucks, grading and road-making equipment, lifting equipment, and ro-ro containers.

- a) Individual units, weight 4000 lbs or less up to

Ten Units	\$15.00 each
Over 10 Units	11.00 each
- b) Individual units weighing in excess of 4000 lbs. per ton of 2200 lbs. \$20.00
- c)

20' Ro-Ro containers	\$25.00 each
40' Ro-Ro containers	\$45.00 each
45' Ro-Ro containers	\$60.00 each
- d) For the authorised use of privately owned equipment within the Ports' restricted areas:

20' chassis/trailer	\$25.00 per day
40' chassis/trailer	\$50.00 per day

12. STORAGE DUES

1. **General Break Bulk Cargo:**

- i) All general break bulk cargo remaining on the Port after the free time period shall thereafter be assessed storage charges at the rate of \$5.00 per ton for each day of storage.
- ii) All goods stored in open areas, except in sealed containers, shall incur an additional storage charge equivalent to five percent (5%) of the storage charge incurred.

2. **Goods in Containers:**

	10'	20'	40'	45'
Up to the first 2 days per container contents	\$100	\$225	\$445	\$500
Day 3 and after, per day per container contents	\$95	\$155	\$350	\$390

Add fifteen percent (15%) in respect of High Cube containers.

3. **Containers**, including 'beds', 'flat-racks', and chassis or trailers, which are landed empty, or which remain on the premises after the allowed free time for containers:

10' lo-lo containers	\$15.00 per day
20' lo-lo containers	\$20.00 per day
40' lo-lo containers	\$40.00 per day
45' lo-lo containers	\$60.00 per day
20' ro-ro containers	\$55.00 per day
40' ro-ro containers	\$100.00 per day
45' ro-ro containers	\$160.00 per day
20' chassis/trailers	\$65.00 per day
40' chassis/trailers	\$100.00 per day

45' chassis/trailers \$160.00 per day

4. The Authority does not normally offer storage for the following types of goods: Arms and Ammunition, Asphalt, Bitumen, Cement, Currency, Explosives, and Radioactive substances. Where it is necessary that such goods remain at the ports, there shall be no free storage period and the goods shall incur a surcharge equivalent to one hundred and twenty-five percent (125%) of any of the rates above deemed by the Authority to be applicable.

Part 4

Equipment Charges

Charges for the use of equipment are collected by the Authority to offset the capital and operating costs associated with its fleet and items of cargo-handling equipment.

i) FORKLIFT TRUCKS

Under 6000 lbs	per hour or part thereof	\$110.00
Over 6000 lbs	Per hour or part thereof	\$125.00

(Forklift Trucks over 6000 lbs capacity may be issued on request, or if the Authority is satisfied that they are necessary)

ii) TRACTORS

	per hour or part thereof	\$100.00
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iii) VESSELS

a)	Launch	per hour or part thereof	\$150.00
b)	Barge	per hour or part thereof	\$810.00

iv) TRAILERS

1 Ton Trailers	per day or part thereof	\$50.00
3 Ton Trailers	per day or part thereof	\$60.00
20 Ton Trailers	per day or part thereof	\$75.00
20' Container Trailers	per day or part thereof	\$100.00
40' Container Trailers	per day or part thereof	\$150.00

v) TRAILER TRUCKS

	per hour or part thereof	\$180.00
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vi) CONTAINER HANDLING UNIT

Each container lift full or empty, per TEU	\$100.00
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Shifting of containers from a stack of a steamship line to access a specific container of that line shall incur a charge, per TEU shifted \$100.00

Containers loaded with local produce for export shall pay 50% of the appropriate lifting charge.
Empty containers being removed from the port to be loaded and returned with local produce for export shall pay \$50.00 per TEU lift.

vii) REEFER ELECTRICAL OUTLETS:

20' standard reefer containers, each 24 hours or part thereof \$160.00

40' standard reefer containers, each 24 hours or part thereof \$320.00

45' standard reefer containers, each 24 hours or part thereof \$370.00

Add fifteen percent (15%) in respect of High Cube containers

viii) MISCELLANEOUS

20' container gear,	per hour or part thereof, each	\$ 15.00
20' container lifting frame	per hour or part thereof, each	\$ 50.00
Hand carts,	per day or part thereof, each	\$ 50.00
Tarpaulins, small	per day or part thereof, each	\$ 50.00
Tarpaulins, large	per day or part thereof, each	\$100.00
Pallets	per call or per request, each	\$ 7.00

Part 5

Cargo-handling

The charges in this Section are collected by the Authority to offset the costs associated with handling or moving cargo on the ports, whether from transit sheds to more permanent storage or from place of rest to tail of onward transport.

14. TAILGATING

- i) Charge for single handling of goods between place of rest inside a Terminal to truck tailgate or *vice-versa*:

Goods manifested on weight or measurement basis with a cubic ratio of 35 cubic feet measurement or 2200 lb. weight, whichever is greater, GENERAL CARGO NOS.

Rate per ton of 2200 lbs
or part thereof \$7.00

- ii) Charges for single handling of goods between place of rest and floor of truck in the open Terminal area. Reinforcing bars (in coils, or bundles) angles, flats, channels, beams, wire rods, wire stand sheets and plates, pipes, lumber, poles plyboard, hard board, drums bags and similar product.

Rate per ton of 2200 lbs weight or 35 cubic feet
measurement or part thereof \$10.00

- iii) Hazardous and dangerous substances, per ton or part thereof
\$15.00

15. SORTING, STRIPPING, & DE-STUFFING

- | | | |
|------|---|---------|
| i) | If cargo is discharged with marks mixed the Authority may require that such cargo be sorted and in such cases the additional charge
Per ton (of 2200 lbs or 35 cu.ft.) or part thereof | \$50.00 |
| ii) | Stripping on per TEU | 650.00 |
| iii) | Stripping, per ton | 50.00 |

16. LODGEMENT, REMOVAL, AND CLEANING:

- | | | |
|------|--|-------------------|
| i) | Upon the completion of the free time allowance, the documentation in respect of goods are transferred to the Lodgement Note and placed under the control of the Queen's Warehouse. The Lodgement Charge, for the account of the Consignee, shall be: | |
| | Break-bulk and Bulk, per ton or part thereof | \$10.00 |
| | Containerised goods, per box or part thereof | \$200.00 |
| ii) | Cleaning containers, per TEU | \$200.00 |
| iii) | Removal of dunnage or cleaning of premises | \$100.00 per hour |

17. STEVEDORING & LONSHORING (DOCK LABOUR)

The Authority may, by circular to shipping agents and lines, impose charges for the loading and discharge of cargo from ships.. Such charges shall be in relation to the costs and obligations imposed on the Authority by way of Collective Bargaining with representatives of such labour.

PART 6**Annual Permit Fees and Entry Passes**

Annual Permit Fees and charges for Entry Passes are collected for the approval given for the conduct of certain categories of business within the ports, and or for entry to the restricted areas of the ports, and to offset the costs associated with the administration and regulation of such permits.

The following permit fees are applicable to the listed business categories for the privilege of conducting their operations within the Authority's premises and the ports. Categories not listed will be covered by special arrangements.

The permit fees will be applied on a calendar year basis unless otherwise stated; operations or business commencing activity after 30th June of any calendar year will pay one half of the prescribed annual fee.

i)	SHIP AGENTS:		
	Handling under 100 calls in previous year		\$700.00
	Handling 100 to 200 calls in previous year		\$1000.00
	Handling over 200 calls in previous year		\$2500.00
ii)	Freight forwarders & Customs Brokers		\$700.00
iii)	Ship Chandlers		\$500.00
iv)	Fuelling of vessels by truck, per entry	\$100.00	
v)	Distribution of Merchandise for sale on board vessels, per firm or operator		\$300.00
vi)	Tour Operators		\$500.00
vii)	UTILITIES		
	Water, per entry		\$50.00
	Telecommunications, ship to shore connections, per annum		\$2500.00
	OR		
	Telecommunications, ship to shore connection, per call		\$300.00
	Electricity, per entry		\$100.00
viii)	PORTERS, per year		\$300.00
	Porters, per day		\$20.00
ix)	Truckers except under the umbrella of a Commodity Board:		
		Per Annum	<u>OR</u> Per Entry
	Up to 1 Ton capacity, per truck	\$ 250.00	\$15.00
	Over 1 Ton to 5 Ton capacity, per truck	\$350.00	\$25.00
	Over 5 Ton to 10 Ton capacity, per truck	\$ 600.00	\$40.00
	Container towage truck/chassis	\$1400.00	\$50.00
	Crane	\$350.00	\$75.00

(Note: Firms' representatives, Operators and helpers require individual passes; these are obtainable at the Individual Entry Pass rates shown in xiv (a) below)

x)	Commercial vehicles, "T" registration, per annum, each	\$250.00
xi)	Commodity Boards for trucking operations	
	Banana	\$300.00
	Cocoa/Nutmeg	200.00
xii)	Harbour craft carrying passengers on hire, fare or on a charter basis shall pay the following annual fees:	

Carrying capacity 2 - 10 persons	\$ 400.00
Carrying capacity 11 - 15 persons	\$ 575.00
Carrying capacity 16 - 25 persons	\$ 750.00
Carrying capacity 26 - 50 persons	\$1040.00
Carrying capacity 51 and over	\$1790.00

Other harbour craft *e.g.* jet-skis, sun-fish, and the like, which are made available for hire or on a charter basis, the owner/operator shall pay the following annual permit fees:

1 - 5 such craft	\$250.00
6 -10 such craft	\$400.00
10 such craft and over	\$600.00

xiii) Yachts engaged in day charter:

Per annum

Under 40' LOA	\$500.00
40' LOA but under 80' LOA	\$750.00
80' LOA and over	\$1000.00

xiv) Vessels of the Coastal Trade (which carry both cargo and or passengers) shall comply with the Authority's safety and liability directions and shall pay, annually, per vessel:

Up to 100 GRT	\$500.00
Over 100 GRT	\$750.00

Entry passes to facilitate daily or periodic access to the restricted areas must also be obtained in accordance with the following :

xv) ENTRY PASSES:

a)	ANNUAL PASS	For each issue or renewal of an Individual Annual Pass to enter the Authority's premises, per person	\$150.00
b)	DAILY PASS	For each issue of a daily individual pass to enter the Authority premises	\$1.00

Any license or pass issued by the Authority may be suspended or revoked for any failure to comply with the requirements under which such license or pass was granted.

PART 7

Cash Deposits

The Ports Authority may require a deposit of all charges in advance which may accrue against a vessel, its owner or agent, or against cargo loaded or discharged by a vessel, or against other users of its facilities. Use of the facilities may be denied until such advance payment or deposit is made. Deposits will be required in advance of all charges which may accrue against a vessel, its owner or agent, whose bills are outstanding for over fourteen (14) days. Interest at the rate of 16% per annum will accrue on all bills outstanding for over 14 days.

Deposits are to be made on the following basis:

The Notes on pages 17 to 23 form an integral part of this Tariff publication.

i)	Average of 1 to 5 calls per month, previous year	\$13,500.00
	Average of 6 to 10 calls per month, previous year	\$54,000.00
	Average of 11 to 20 calls per month, previous year	\$110,000.00
	Average of 21 to 30 calls per month, previous year	\$150,000.00
	Average of 30 and over calls per month, previous year	\$200,000.00

Agents whose activities involve at least 75% of vessels under 100 GRT shall deposit half of the prescribed amounts. Deposits are also required in respect of any statutory obligation of the Authority.

- ii) Where the above is not applicable deposits shall be made by the Master or Agent on the following basis:

a)	PER TON, discharged	\$500.00
b)	PER TON, loaded	\$100.00
c)	Passenger vessels, per vessel	\$3000.00

PART 8

Notes

These notes are an integral part of the Tariff; where necessary they must be read in conjunction with relevant preceding Sections. The Notes include explanations, indicate exemptions and other conditionalities relating to the listed dues and charges.

1. BERTHING:

I) The allocation of a berth, anchorage, or mooring, is subject to the following:

- a) Vessels receiving notice prior to berthing from the Authority, or on the request of the master, requiring pilotage services for shifting from one alongside berth to another alongside berth, shall pay 50% of the prescribed fees and
- b) Vessels receiving notice prior to berthing from the Authority or on the request of the master requiring pilotage services for shifting from a berth to an anchorage, or an anchorage to another anchorage or berth, shall pay 50% of the pilotage fees; provided that vessels shifting to an anchorage in the outer harbour for final departure, shall pay full pilotage fees.
- c) Vessels occupying a stern-to-berth with no ramp on the dock shall pay 50% of the berth occupancy dues.
- d) Vessels which are continuously engaged in the discharge of cargo for a period of more than 36 hours shall pay 75% of the Berth Occupancy dues.

e) Vessels making a minimum of twenty-five (25) calls within a 12-month period may, upon application by an Agent, be guaranteed a berth, upon payment of a non-refundable 50% of the berth occupancy dues in addition to the prescribed dues.

f) Passenger vessels which use Grenada to home-port may, upon request, be afforded a 50% rebate on the Berth Occupancy charge.

II) WAITING TIME: Shall be paid provided that if the vessel arrives at pilot station or is ready for service in the first hour no waiting time shall be charged. Waiting time shall apply for a maximum period of three hours.

III) Cancellation Fee: Where a pilot is ordered and the notice of cancellation of required services is not received within 3 hours of the due time ordered.

IV) Call-out allowances shall be paid in respect of calls for service within three hours of a vessel's movement (arrival, departure, or shift) where no previous notice was given.

V) Out of Station: If a pilot is required from his permanent Pilot Station (St. George's Port) to another Port, the Agent is responsible for arranging transportation to the Port and back to his permanent station, together with reasonable accommodation and meals if necessary, and the Authority will charge an additional \$25.00 per hour for the time the Pilot is away from his permanent station.

2. NIS: Contributions must be paid by the vessel/Agent in respect of all overtime rates i.e. on all rates in excess of those specified in the Marine Dues Section.

3. Basis of Dues: Dues and charges shall be based on the highest gross registered tonnage of the vessel as shown on the vessel's Certificate of Registration or in a register of Shipping recognised by the Authority. Further, the Authority recognises provisions of the **1969 Tonnage Measurement Convention** of the **IMO**. However the Authority reserves the right to admeasure any vessel when deemed necessary and to use such admeasurement as the basis for dues.

4. EXEMPTIONS to Marine and Port Dues:

- i) Locally registered fishing vessels used exclusively for fishing are exempt from Navigation Aids (Item 3) and Port Dues (Item 6); but foreign fishing vessels are liable for such dues.
- ii) Vessels belonging to the Government of Grenada or to the Government of any foreign state, other than such vessels loading or discharging cargo or embarking or disembarking passengers for freight or fare or otherwise engaged in commerce, are exempt from Port Dues (Item 6) and Navigation Aids Dues (Item 3).
- iii) Naval ships of any foreign state and any supply ships associated therewith are exempt from Navigation Aids (Item 3), Clearance (Item 5), and Port Dues (Item 6).
- iv) Vessels engaged solely in the Grenada Coastal Trade, and so licensed by the Authority, are exempt from Port Dues (Item 6) and Navigation Aids (Item 3).

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- v) Ships registered in Grenada making any Port in Grenada a 'Port of rest' or refuge are exempt from Port Dues (Item 6) for the first 72 hours. Thereafter they shall be liable for dues at the normal rate.
 - vi) All yachts are exempt from Port Dues (Item 6).
 - vii) BERTH OCCUPANCY: Items 7 & 8, Berth Occupancy, Classes I & II are alternative charges and are not necessarily payable together.
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5. LAID-UP-SHIPS:

The owner or agent of any ship anchored or moored in any Port in Grenada may, if the ship is not being used for the storage of cargo or for commercial or residential purposes, apply to the Port Manager to be classed as a 'laid-up-ship' as appropriate. Every vessel so classed shall pay half of the Port Dues (Item 6) as of the date of approval provided that the owner or his agent pays such dues at the end of each calendar month. An application for such classification must be prior to the date of the vessel being 'laid-up'.

6. UNAUTHORISED BERTHING:

Any vessel berthed in an unauthorised manner, or shifted without approval of the Port Manager or other lawfully authorised agent, or does not vacate any berth or anchorage when so requested, shall be subject to an additional charge of twenty (20) times the prescribed fees for Berth Occupancy.

7. TRANSHIPMENT:

- i) Terminal use dues on containerised cargo or an approved Transshipment Trade may be obtained on application to the Authority.
 - ii) Cargo intended for transshipment through a Port will be assessed Terminal Use charges on both movements at one half of the prescribed rate and will be granted one authorised Free Time period of ten (10) calendar days.
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8. NON SHIPMENT BY WATER:

Cargo delivered on a Port for export and not loaded onto a vessel berthed at the Port and subsequently moved inland from the Port is subject to Terminal Use charges.

9. DISCHARGE OF GOODS OUTSIDE THE PORTS' LIMITS

In instances where the Customs and the Authority may grant permission for cargo or passengers to be discharged, loaded, embark or disembark at a place which is normally not a Customs area or Ports Authority terminal, the Authority may establish conditions (including charges) under which such activity may take place.

10. SHIPS' STORES

No Terminal Use charge will be made on a ship's stores.

11. CONTAINERS WITH MIXED MARKS:

Containers which contain goods for more than one consignee must be immediately stripped upon arrival or discharge and the contents thereof warehoused by the vessel or its agent.

12. TALLYING BY VESSEL

The Master or Agent of vessels discharging cargo on the Authority's premises, is required to provide a Tally Clerk for reconciling the out-turn of cargo.

13. COOPERING

Any labour found necessary to effect the handling of damaged goods and commodities or to repair packages found in other than good condition on arrival will be charged additional for the account of the owner or carrier.

14. DAMAGED GOODS

Goods and commodities which arrive in apparently damaged condition shall be kept quite separate from sound cargo and delivered to the damaged locker which is to be considered as place of rest for damaged cargo if not otherwise instructed.

15. GOODS IN OPEN STORAGE

Goods and commodities held in open areas are at the owner's risk on account of loss and damage caused by weather deterioration or any natural cause, and are liable to storage charges as specified.

16. PERISHABLE GOODS

The Port Manager may refuse to accept for storage, any perishable goods which have commenced to deteriorate. Any such goods which have been landed or have deteriorated before delivery, may be sold in accordance with Section 51(3) of the Grenada Ports Authority Act **Cap. 247**, or destroyed, and the cost of such sale or disposal will be for the account of the consignee.

17. FREE TIME ALLOWANCE

- (i) The free time allowed for assembling outbound cargo on and for removing inbound cargo from the Port shall be seven calendar days or five working days, beginning on the day of placement of the cargo on the terminal, but the Authority in its discretion may extend the free time allowance when delay is caused by circumstances beyond control of the Consignee.
- (ii) For goods entered for transshipment the free time allowed shall be ten days inclusive of Saturdays, Sundays and legal holidays.
- (iii) For approved container transshipment, free storage time shall be twenty one (21) days inclusive of Saturdays, Sundays and legal holidays.
- (iv) The free time allowed for assembling out-bound cargo shall begin on the day of commencement of placement of the cargo on the Port.
- (v) The free time allowed for removing inbound cargo shall commence on the day of placement of the cargo on the premises.

- (vi) The free time allowed for containers shall be 14 calendar days from the date of placement on the premises for full lo-lo containers and for full ro-ro containers, seven (7) calendar days.
- vii) Empty containers, container trailers and chassis shall not be allowed any free time.

18. STORAGE CHARGES

- 1) Cargo delivered on a Port for export and not loaded onto a vessel and subsequently moved inland is subject to storage charges with no free time allowance commencing with the date of placement of such cargo on the Port.
- 2) Cargo stripped from a container shall be assessed storage charges at break bulk rates as of the day of stripping being completed. Prior to stripping, storage charges on the cargo shall be calculated at rates for containerised cargo.
- 3) Cargo in Containers including 'racks' or 'beds':
 - i) Cargo in containers remaining on the premises after expiration of the free time allowance for cargo (being five working days) shall incur cargo storage charges, for the account of the Consignee or importer, without any prejudice to any container (box, bed, or rack) storage rental, transit, or terminal charges payable by the carrier.
 - ii) Cargo or goods, except lumber, whether occupying a part of, or the whole of a container, shall be deemed to be the following volumes or weights, or the actual volumes or weights, whichever is greater:
 - In standard 10' containers 574 cubic feet (17 tons)
 - In standard 20' containers 1148 cubic feet (33 tons)
 - In standard 40' containers 2296 cubic feet (66 tons)
 - In standard 45' containers 2583 cubic feet (74 tons)
 [Add fifteen percent (15%) in respect of High Cube containers.]
 - iii) CONTAINERS: include boxes, flat-racks or beds with or without sides or flaps or covers, ro-ro or otherwise
 - a) Containers landed empty or stripped before the departure of the vessel shall be allowed no free time.
 - b) Containers, except Roll-on/Roll-off (ro-ro) containers, shall be granted fourteen (14) calendar days free including the date of discharge.
 - c) Full ro-ro containers, shall be granted seven (7) calendar days free time from the date of discharge. For the purposes of this section a ro-ro container is deemed to be a box or container which is permanently affixed to a chassis or trailer.
 - d) Container trailers or chassis shall not remain on the premises after the discharge of any container. Such units which may remain shall be liable for charges at the rates specified for the storage of ro-ro units, commencing from such day of rest.

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- e) Containers imported solely for re-export with local products, shall, upon prior application to the Authority, be entitled to container storage charges at fifty percent (50%) of the normal rates. Such special rates shall apply for a period not exceeding 21 calendar days before export, after which period normal storage rates shall apply. Containers for such purpose must be so declared upon arrival and be so indicated on the manifest. A container imported under these provisions but which is shipped out or exported without local products shall be subject to a surcharge of \$1000.00 in addition to charges for storage at the normal rate as from the day of its importation or arrival.
 - f) The carrier shall be liable for all these charges notwithstanding any agreement between the carrier and any third party. Handling and storage charges assessed against containers (not the goods) shall be paid by the ship's Agent.
 - g) The Authority may sell any container, chassis or trailer, which remains on the Authority's premises for more than ninety (90) days after its discharge. The proceeds of such sale shall first be applied to the duties of Customs, storage rental, and other charges due to the Authority, and the balance, if any, shall be paid to the Ship's agent provided that a claim for such balance is made within one year from the date of sale.
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19. EQUIPMENT HIRE:

- (a) The Authority reserves the right to supply an operator for any mechanical equipment.
 - (b) Rental/hire of the Authority's equipment outside the premises and on-board vessels shall be charged an additional 30%. Hirers of equipment for use outside the Ports' premises shall also pay a mobilisation charge at the rate of rental for one hour.
 - (c) Where an Authority's operator is required to work outside the premises the hirer is responsible for arranging transport to the work site and back to the Port, together with meals and accommodation if necessary.
 - (d) Rental/hire of all equipment shall be on the condition that the entire liability relating to loss, injury, damage, or other peril rests with the hirer and the Authority must be indemnified against such loss, injury, damage, or other peril accordingly.
 - (e) The above rates do not include overtime or premiums to be paid the Operator outside normal hours; such premiums are for the account of the hirer.
 - (f) Reefer electrical outlets shall be rented and hired without any liability being borne on the part of the Authority in respect of the quality and fluctuations of power supply, or the loss or maintainance of temperature in any unit attached the Authority's outlets.
 - (g) The Authority may vary the charge for reefer outlets at the rate of 0.25% for every 1% increase in the fuel surcharge applied by GRENLEC.
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20. ENTRY PASSES:

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- i) These passes are in addition to items under Permit Fees, and where applicable the applicant will provide appropriate biometric or photographic data for the processing of a pass.
 - ii) The General Manager may exempt any Port worker, Government official or Government vehicle from the above charges if he is satisfied that they have legitimate needs to enter the Authority's premises.
 - iii) A pass may be revoked at anytime and charges are not refundable. A pass must be presented upon demand to any Officer of the Authority, Department of Customs or the Port Security Unit.
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21. REQUIREMENT OF DOCUMENTS

- 1. To expedite prompt handling of goods through terminal areas, the following documents being originals or certified fascimiles, are required.
 - i) INBOUND CARGO:
 - a) Three (3) legible copies of the vessel's manifest to be submitted **at least two working days prior** to the arrival of the vessel.
 - b) One (1) copy of steamship company release (delivery orders)
 - c) One (1) copy of Customs Ships Report Inward within three working days of completion of discharge.
 - d) Three (3) copies of List with details of dangerous or hazardous goods.
 - ii) OUTBOUND CARGO:
 - a) One (1) copy of the loading list to be submitted one clear working day **prior** to vessel's loading.
 - b) One (1) copy of the Customs Report Outward.
 - c)
 - iii) Vessels under 200GRT trading inter-Caribbean manifest must submit the inward manifest upon arrival and the outward manifest within two working days of vessel's departure.
 - 2. For each calendar day one of the above-mentioned documents (or sets) remain outstanding a charge of \$50.00 per day or part thereof, shall be made and is payable by the vessel's owners or agents.
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22. CALCULATION OF CARGO TONNAGE

Only full tons will be used when calculating cargo Tonnage subject to Terminal use charges. Manifest weight or volume totals expressed in pounds or volume measurement will be converted to the nearest full ton as follows:

Fractions less than 0.5 or (1/2) will be deducted; when 0.5 or more the next highest ton figure will be used. Individually listed items which are less than 1 ton will be deemed to be 1 ton.

23. WEIGHT/MEASUREMENT

Goods and commodities declared as carried and manifested on a weight (i.e. pounds or kilos) basis can, at the direction of the Authority, be measured and if applicable be subject to charges on a measurement (i.e. cubic feet or cubic meters) basis.

24. OVERTIME PAYMENT BY VESSEL OWNER OR AGENT

All overtime payments made for services provided by the Authority after normal working hours shall be for the vessel's owner or its agent's account. The rates of overtime shall be as the Authority may determine from time to time and shall include the appropriate pay rates, (transport) allowances, statutory, administrative, and other relevant charges.

25. WORKING HOURS

- i) The rates provided in this Tariff apply only to services performed in normal working hours or as specifically stated. Some rates may be subject to VAT Regulations.
- ii) The working days of the Authority shall be all days except Saturdays, Sundays and legal holidays.
- iii) The working hours of officers for attendance to the public shall be
 - a) For all business at the offices of the Authority and for the receipt and delivery of cargo from the Authority's premises.

Each working day 0800 to 1600 hours.

- b) For the payment of cash to or by the Authority:

Each working day 0800 hours to 1530 hours.

Made by the Authority this 21st day of January, 2010.

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 Nigel John
 CHAIRMAN
 GRENADA PORTS AUTHORITY.

Approved by the Minister this 10th day of March, 2010.

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Hon. V. Nazim Burke
MINISTER OF FINANCE

GRENADA
