

PICTON 
TERMINALS

24 WHITE CHAPEL RD
PICTON, ONTARIO K0K 2T0

Operated by:

H.R. Doornekamp Construction Ltd.
588 SCOTLAND RD.
ODESSA, ONTARIO K0H 2H0

Effective:

January 1, 2024

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1.0 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: \$0.089
 - b) In the case of a vessel other than a vessel in paragraph (a), per gross registered tonne: \$0.099

2.0 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... \$0.074
 - b. For the second 12 hour period thereof... \$0.074
 - c. For each subsequent 12 hour period... \$0.045

3.0 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 2024 Rate (CAD):

- | | |
|--|--------------|
| 1. Aggregates in bulk (includes stone, slag, quartz, talc, bauxite, clinker) | \$0.89/MT |
| 2. Agricultural Products (includes grain corn/wheat, etc.) | Upon Request |
| 3. Coal | Upon request |
| 4. Coke | \$0.98/MT |
| 5. Containers | Upon request |
| 6. Fertilizer in bulk (dry or liquid) (includes urea, potash, phosphate) | \$1.81/MT |

7. General Cargo - based on MT (metric tonne) or m3 (cubic metres), whichever is greater Freight	Upon request
8. Gypsum in bulk	\$0.98/MT
9. Iron Ore	\$0.98/MT
10. Scrap Metals	\$0.75/MT
11. Steel (includes steel plate/coil)	\$1.47/MT

4.0 BULK DISCHARGING/LOADING

We customize the discharge to your requirements. Rates available upon on request in \$/MT.

Discharging Capabilities

- LHM 420 Shore Crane – [See Spec Sheet](#)
- 22m3 Peiner Smag Electro Hydraulic Grab Bucket for shore crane
- 15m3 Guven Mechanical Grab for ship or shore use.
- Multiple spreaders, stackers, hoppers and material handling capabilities for piling.

Ordering Labour

- Vessel's agent/owners should provide 72, 48, 24 and 12 hrs firm notice for labour.
- Labour unit size dependent on discharge/loading requirements, offering most competitive rate.

Delay Policy

- Should agent/vessel owner order labour and once 24 hr notice given, if vessel is delayed more than 1 hr, labour and equipment on standby will be invoiced as per standard labour and equipment rates.

5.0 DUNNAGE MANAGEMENT

- Picton Terminals is an approved Dunnage management facility. A Dunnage Fee is added for this season. Minimum fee is \$4,705. Any loads of 45m3 or greater of dunnage shipped, will be subject to additional \$115/m3.

6.0 LINE HANDLING

In: \$1,350
Out: \$1,350

- Between hrs 1900 – 0700 hrs O.T. applies at 1.5 x rates above.
- Notice time must be minimum 12 hrs prior to requirement.

If more than 1 hr delay from ETA given to dock, hourly delay rate of \$285/hr is applied until line handling begins.

7.0 TUGS

Picton Terminals owns and operates (2) Tug boats.

1. Tug Amy Lynn D – 3600 HP, 46 MT Bollard Pull, Twin Screw – [See Spec Sheet](#)
 2. Tug Sheri Lynn S – 1200 HP, 16 MT Bollard Pull, Twin Screw – [See Spec Sheet](#)
- If tug is required, Picton Terminals reserves the first right to provide service.
 - Quote available on request.
 - All tug assists are subject to standard ECTOW agreements.
 - PT tug readiness based on direction from incoming ships agent, tug prospect notice 48 hrs. min and tug order notice 12 hrs. min notice.
 - Cancelling tug order within order notice 12 hrs : mob and demob rate still applies.
 - If tug requested to be on standby (zero movement moored at port) tug standby is 65% of full rate.
 - PT invoices vessel's 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.

8.0 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

Picton Terminals advises that while all vessels are alongside, they;

- Close all grey water overboard discharges.
- No washing of cargo holds, decks or anchor wash.
- Have scuppers in place at all times except for extreme amounts of precipitation.
- No use of incinerator on board

9.0 HOTWORK

No hot work on board shall be permitted without authorization from the terminal supervisor. Officer on board should contact the terminal supervisor to grant permission. Should permission be granted, the ship's Captain or Chief Engineer shall complete hot work permit provided from the terminal before commencing any hot work.

10.0 REFUELING & TRANSFER OF HAZARDOUS SHIPBOURNE MATERIALS

No refueling or transfer of hazardous materials via hose, barrel or pail should be permitted unless authorized by the terminal supervisor.

11.0 SECURITY

Picton Terminals is a compliant Occasional Marine Use Facility, meeting the requirements as set out in the Marine Transportation Security Regulations (MTSR).

- All attending personnel must sign in and sign out at the terminal building. Transport Canada Standard.
- Port gates are locked at all times when a Port employee is not onsite. All off hours site access must be planned 24 hrs in advance. Transport Canada Standard.
- Crew list and expected visitors list to be sent in prior to vessel's arrival.
- Vessel crew can not leave the vessel and/or property without Picton Terminals Security officer approval. Transport Canada Standard.
- Security surcharge is based on total hours of vessel at berth.....\$45.00/HR.

12.0 PRE-ARRIVAL DOCUMENTATION

1. Cargo MSDS.
2. Cargo manifest.
3. Bill of lading and/or draft survey prior to discharge or loading.
4. Documents in respect of inward cargo shall be provided to Picton Terminals upon the arrival of the vessel.
5. Crew list.
6. Expected visitors list.
7. Customs clearance Information (if required).

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 Terminals.

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

13.0 PAYMENT TERMS

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/Cargo owner Date:

PT Manager Date: