



Barcadera, January 19<sup>th</sup> 2018

Tariff  
Booklet

January 1  
2018

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This document contains all Aruba Stevedoring Company N.V. (ASTEC) tariffs pertaining to the stevedoring and terminal operations in the Ports of Barcadera and Oranjestad.

# ASTECC N.V. applicable tariffs as of January 1<sup>st</sup>, 2018

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## **1. GENERAL CONDITIONS**

- A. All rates mentioned in this tariff booklet are in Aruban Currency (Aruban Florins).
- B. On all work performed the General Conditions of ASTEC as deposited with the office of the recorder of the court of First Instance at Aruba on December 17<sup>th</sup>, 2015 will apply (Annex B). ASTEC reserves the right to change these Conditions and file new ones with the court.
- C. Although ASTEC will endeavor to timely advise local agents of lines regularly serving Aruba of any changes in the rates and conditions mentioned in this booklet, same may change without notice.
- D. Cargo and/or containers and trailers stored with or being transported or handled by ASTEC are not and will not be insured by ASTEC against any risks whatsoever and ASTEC accepts no liability or responsibility for any damages to loss of cargo, time and/or equipment.
- E. Agents should advise ASTEC a minimal of 48 hours prior to arrival of any vessel and keep ASTEC informed of any changes in the arrival time and date. Correct documents such as discharge and loading stowage plans and lists should be provided to the operations department at least 24 hours prior to arrival of the vessel to prevent delays in starting the operations and to be able to provide a good service.
- F. ASTEC reserves the right to charge two (2) % interest per month or part thereof on any invoice not paid within seven (7) working days after the date of receipt of invoice via email or fax.
- G. Annex A contains a table with all applicable charges due to ASTEC for services rendered on the Ports.
- H. Regardless of quantity of cargo/containers/trailers handled a minimum stevedoring charge of Awg. 3948,= will apply. Cargo operations related to so called "Barkjes" are exempt from this minimum stevedoring charge.

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## **2. OVERTIME RATES AND APPLICATION OF ASTEC TARIFF**

- A. The engagement of labor will be subject to the availability of same and work will be performed on normal workdays (Monday up to/including Friday) during the regular working hours being from 07:30 hrs to 24:00 hrs. Due note that we apply break/rest periods between shifts as per our CLA/Aruban Law requirements.
- B. The rates stated in this tariff booklet apply to work performed on the above-mentioned workdays during regular shifts.

### C. Overtime:

ASTECS may accept to perform work on workdays between 00:00 and 07:00 hrs. or on Saturdays, Sundays and/or Holidays. On such occasions, in case work is performed on workdays between 00:00 hrs and 07:00 hrs, on Saturdays from 00:00 hrs to 07:00 hrs and/or from 08:00 hrs to 16:00 hrs and/or from 16:00 hrs to 24:00 hrs, an overtime charge to the corresponding full circle tariff rates will be applied as follows:

#### Containers:

Size	Midnight/Saturdays	Sundays/Holidays
➤ 20 ft	Awg. 165.35	Awg. 329.75
➤ 40/45 ft	Awg. 247.50	Awg. 494,=

These charges apply to discharging as well as loading of containers in overtime in addition to the full circle tariff. All types of work done on container vessels during the weekdays after midnight and on Saturdays except loading and unloading of containers are subject to an overtime charge of sixteen percent (16%) of the normal rate. All types of work done on container vessels on Sundays or holidays except loading and unloading of containers are subject to overtime charges of thirty-two percent (32%) of the normal rate.

### 2. Breakbulk:

All breakbulk cargo discharged or loaded during the weekdays after midnight and on Saturdays, are subject to an overtime charge of sixteen percent (16%) of the normal rate.

All breakbulk cargo discharged or loaded on Sundays or holidays, are subject to an overtime charge of thirty-two percent (32%) of the normal rate.

### 3. Minimum:

For all work performed in overtime pertaining to a continuation of the previous shift, minimum charges will be applied as follows:

Monday to Friday after midnight from:

- 00:00 hrs to 00:29 hrs: Awg. 3948,=
- 00:00 hrs to 04:00 hrs: Awg. 8435,=
- 00:00 hrs to 07:00 hrs: Awg. 16820 ,=

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For all work requested and performed between 00:00 hrs to 07:00 hrs which is not continuation of the previous night shift, a minimum charge of Awg. 16.820,= will be applied.

### Saturdays from:

00:00 hrs to 07:00 hrs and from 08:00 to 16:00 hrs and/or from 16.00 hrs to 24.00 hrs:

Awg. 16.820,= per shift.

### Sunday/holidays from:

00:00 hrs to 07:00 hrs and from 08:00 to 16:00 hrs and/or from 16.00 hrs to 24.00 hrs:

Awg. 25.147,20 per shift.

In case on request of agents ASTEC accepts to work on Saturdays, Sundays and/or Holidays, agents should notify ASTEC at the latest on the previous Friday, 15:00 hrs in writing, stating the details (i.e. quantity/type) of cargo to be handled and specifying the shift(s) during which work should be performed. The same procedure applies to overtime during weekdays, which written notification should be received by ASTEC no later than 15:00 hrs. of the previous day.

Once labor has been ordered and work cannot be performed due to any reason not caused by ASTEC, the workers gang will be dismissed and a guarantee payment of Awg. 16.820,= will be charged on overtime requested during weekdays and Saturdays. On Sundays and Holidays a guarantee payment of Awg. 25.147,20 will be charged.

Except for cargo being handled on F.A.S. basis, all cargo containers and trailers will be delivered and/or received on normal workdays only from 07:30 hrs to 11:45 hrs and from 13:00 hrs to 15:55 hrs.

After normal business hours an overtime (delivery) charge will be applied depending on the day of service.

### D. Delivery:

Cargo, containers and trailers will only be delivered by ASTEC against the proper written authorization by the local agent of the carrier and only after settlement of any charges due to ASTEC.

### E. Weight and/or Measurement

All full export containers must have a VGM form as per the SOLAS laws in order to be exported on a vessel, Port entry is permitted without (awaiting a VGM, but cannot be exported)

ASTECC reserves the right to weigh and/or measure any cargo for the application of this tariff, the weights and/or measurements so established shall be considered binding unless otherwise proven.

### F. Scheduling and Guarantees

In case of two container vessels arriving on the same day and same shift, excluding the midnight shift (00:01 hr. to 07:00 hrs.) priority will be given to work the one with berth reservation. In principle only one container vessel will be handled at a time. In case more than one vessel of any cargo type needs to be handled simultaneously, ASTEC will endeavor to work these vessels as expeditiously as possible, but does not guarantee simultaneous handling.

In the event a scheduled vessel arrives late during a shift in which more than one vessel needs to be handled and such delay has not been timely communicated in writing (at least 4 hours before the scheduled arrival time) to ASTEC the following additional charges apply:

#### First Shift:

- If vessel starts operations between 10:00-12:00 due to late arrival: penalty of Awg. 3.948,=
- If vessel starts operations between 13:00-16:00 due to late arrival: penalty of Awg. 7.896,=

#### Second Shift:

- If vessel starts operations between 18:00-20:00 due to late arrival: penalty of Awg. 3.948,=
- If vessel starts operations between 21:00-24:00 due to late arrival: penalty of Awg. 7.896,=

#### Emergency Operation:

- The emergency operation of a second container vessel has to be requested at our Operations Department and shall be evaluated on a case-by-case basis. An additional fee will be charged for servicing a second container vessel at the Port of Barcadera which is considered an emergency operation. This additional fee will be calculated based on the circumstances at hand pending the additional personnel expenses incurred and required to service the second vessel in an emergency operation. For clarity: a second container vessel operation is not an obligation and will only be done in cases of emergency provided it is possible within the actual operational circumstances at hand and provided the necessary approval and cooperation from nautical and other relevant parties involved is obtained.

### **3. CONTAINERS AND TRAILERS**

Loaded containers and trailers are subject to a “Full circle” tariff which covers discharge of the unit from the carrier, (excluding crane rental charges) hauling to stacking area, delivery and gate-control, and the same procedure upon return of the unit up to and including loading of the unit on the loading carrier (excluding crane rental charges). Distinctive “Full circle” tariffs apply to loaded containers discharged from a "LO-LO" type carrier and loaded containers and trailers discharged from a “RO-RO” - type carrier. The corresponding “full circle” tariff rates are as follows:

#### **A. Container/trailer size:**

	<b>"LO-LO" carrier</b>	<b>"RO-RO" carrier</b>
➤ 20 ft	Awg. 1068,=	Awg. 1141,=
➤ 40 ft standard	Awg. 1560,=	Awg. 1638,=
➤ 40 ft highcube	Awg. 1827,=	Awg. 1895,=
➤ 45 ft	Awg. 2174,=	Awg. 2248,=

Notes: The "Full circle" Tariff for containers/trailers irrespective size discharged empty, or related to "cultural, sport and tourism activities", or "TRANSSHIPMENT" amounts to Awg. 213,= per unit.

#### **B. Out of Gauge Units:**

- Discharge or load "Mobile trailers" larger than 40 ft: Awg. 2370.50 per unit.
- Discharge or load "Mobile trailers" smaller than 40 ft: Awg. 118.50 per ton.
- Containers "over height/ over width/ over length" an additional charge of Awg. 391,= applies.

#### **C. Lashing/Unlashing of Containers (or other lashing devices):**

- For lashing or unlashing of containers using “Lashing Bars 10 ft” Awg. 8.30 each bar.
- For lashing or unlashing of containers using “Lashing Bars 20 ft” Awg. 23.90 each bar.

#### **D. Shifting Containers Etc.**

Shifting of containers/pinbox/hatchcovers etc will be charged as follows:

- Shifting on board Awg. 98.80 per unit.
- Shifting via shore Awg. 193.45 per unit.

Shifting of trailers (special cargo) will be charged as follows:

- Shifting on board Awg. 192.45 per unit
- Shifting via shore Awg. 384.85 per unit

#### **E. Use of Container Cranes:**

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The aforementioned rates do not include any charges corresponding to the utilization of the container gantry crane or any other shore-cranes. The crane will be charged as per the below stated conditions:

The ASTEC Multi Cargo Sea Terminal has two cranes available.

1. Gantry Crane
2. Mobile Crane

The Tariffs Applicable for service using these cranes are as follows:

1. Gantry Crane Use in Normal Time (07:30-24:00) from Monday to Friday: Awg. 1.040,=
2. Gantry Crane Use in Overtime Time (00:00-07:29) from Monday to Friday: Awg. 1.200,=, this same tariff applies for usage during the weekends (Saturday or Sunday and on official holidays).
  
1. Mobile Crane Use in Normal Time (07:30-24:00) from Monday to Friday: Awg. 546,=
2. Mobile Crane Use in Overtime Time (00:00-07:29) from Monday to Friday: Awg. 598,=, this same tariff applies for usage during the weekends (Saturday or Sunday and on official holidays).

### **General Condition with regard to charging for crane usage:**

Due note that a minimum charge will be applied of 2 hours times the applicable tariff for each service rendered by our cranes. Each additional hour or fraction thereof will be charged rounded to a half hour or whole hour depending on the amount of minutes elapsed.

### **F. Delivery on Chassis:**

FCL-Containers will be delivered on any chassis owned/operated or rented by the corresponding carrier or her agents as these chassis will be available within the port-area. ASTEC is not responsible for the availability and condition of the chassis.

### **G. Stripping of LCL items in Containers**

LCL-containers will be delivered to ASTEC where the cargo will be stripped from or stuffed into these LCL-containers, sorted, stored and delivered or received for which service the applicable tariff rate amounts to:

- Awg. 36.40 per 1,000 kilos with a minimum of 2,000 kilos per item in the container.

### **H. Stripping of FCL Containers Containing General Cargo:**

Upon request of client, ASTEC will strip FCL container containing general cargo, where the same conditions and tariffs will be applied as for the LCL containers.

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## **I. Stripping of Containers Cars that do not start:**

- Upon request of client, ASTEC will strip containers containing cars that do not start, the rate will amount to: Awg. 131.50 per unit.

## **J. Stripping of Containers Heavily Damaged Cars:**

- Upon request of client, ASTEC will strip containers containing heavily damaged cars that require assistance, the rate will amount to: Awg. 264.15 per unit.
- Prior to stripping a container containing such cars, it will be required that the owners or brokers sign a document in which ASTEC will be exonerated from any damage whatsoever during the stripping.

## **K. Focal Point Fee:**

An additional focal point fee will be applied for all vessels for discharging/loading of containers or cargo, carrying cargo for different lines in case ASTEC has to produce separate billing/invoices for each line.

- The rate amounts to: Awg. 161.25 per line on a vessel call.

## **L. Plug-in Connections for Reefer Containers and Trailers:**

All reefer containers containing frozen or chilled cargo will be automatically connected to an electrical outlet at 16:00 hrs or upon discharge after 16:00 hrs. The following options are possible after the agent or consignee submits a written request to the ASTEC Operations Department:

- Not to connect a reefer to the electrical outlet.
- Unplug a reefer after it has been connected to the electrical outlet.

The total tariff to connect a reefer container or trailer to an electrical outlet amounts to:

- Awg. 135.- per calendar day or part thereof.

Note: The aforementioned tariff covers the following services:

1. Attaching/Detaching to an electrical outlet
2. Cost of furnishing electric outfit and power consumed
3. Recording of temperature of cargo whilst connected
4. Prompt reporting of malfunctioning (more than 5 degrees off from setting point temperature) of a reefer unit.



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### **M. Demurrage Charges:**

All unloaded containers will not incur demurrage charges during a period of seven calendar days to be counted as from the day following the day of discharge. Effective the eighth calendar day counted as from the day following the day of discharge, a demurrage charge will be levied until the cargo has left the port.

All other cargo will be charged for demurrage as per the below stated tariffs.

Demurrage charges must be paid to ASTEC prior to withdrawal of any such cargo from the Terminal. Containers longer than a month (31 days) in the stacking area shall be removed and stacked separately, in order to avoid constant shifting. Containers with the maximum demurrage must also pay for the delivery of the container. The extra cost (79.05) of shifting/delivery shall also be applied to the total demurrage upon withdrawal from the terminal.

The demurrage charges are:

- Avg. 130.- per container or trailer per period (max. 4) of seven calendar days or fraction thereof.
- Avg. 2.60, per breakbulk unit per calendar day.
- Avg. 2.60, per cement pallet per calendar day.
- Avg. 5.20, per lumber bundle per calendar day.
- Avg. 10.40, per Car/Vehicle per calendar day. Avg. 15.60, per large(\*) Car/Vehicle per calendar day.
- Avg. 4.15, per Chassis/Trailer per calendar day.

### **N. Storage Charges:**

Outgoing Cargo, including containers whether empty or loaded, will be subject to a storage charge per unit per calendar day during which the cargo has been stored within the port premises of Oranjestad or Barcadera, excluding the day of return of the unit to the port and also excluding the day of loading of the

unit on the export-carrier / vessel. Storage charges on export cargo will be included in the stevedoring-invoice corresponding to the vessel on which the export cargo units have been loaded.

- Avg. 2.60, per 20 ft container per calendar day. (excluding the days as mentioned above)
- Avg. 3.90, per 40/45 ft container per calendar day. (excluding days as mentioned above)

**Note: Storage charges for bulk cargo are as indicated in section 10.**

### **O. Freezone Refund:**

Full containers loaded with transshipment cargo, ultimately destined to foreign final destinations will be eligible to receive a refund in case the client requesting the refund submits a copy of the corresponding S-900 Customs Model and the Container Bill of Lading to ASTEC within 7 business days, as of the date of Arrival of the inbound vessel.

The Freezone refund amounts to:

- Avg. 564.75 per 20 ft container
- Avg. 908,= per 40/45 ft container

#### **4. BREAKBULK GENERAL CARGO**

The rate for discharging or loading any type of general cargo from or on to a break-bulk type carrier irrespective of the total quantity amounts to:

- Avg. 130.50 per 1,000 kilos

The aforementioned tariff covers discharge from or loading on to vessels and includes utilizing the vessels own ramp, derricks and/or deck-cranes, pier handling, terminal warehouse handling and delivery. Storage charges and conditions apply as per the corresponding paragraph of this tariff booklet. Due note that if for operations safety convenience it is determined to be best to make use of the ports equipment (including but not limited to Gantry Crane or Mobile Crane) this shall be the case where we shall charge for the equipment usage as per the tariffs listed in this booklet.

#### **A. Transshipment Breakbulk**

The rate for discharging and reloading of any type of general cargo from - and on to a break-bulk type carrier irrespective of the total quantity amounts to:

- Avg. 113.90 per 1,000 kilos discharge
- Avg. 113.90 per 1,000 kilos reload.

**Note: Covered storage for transshipment cargo can be provided pending capacity availability as determined at the sole discretion of ASTEC.**

#### **5. CEMENT**

Bagged cement:

Discharge or loading of bagged cement on F.A.S. - basis will be performed at the rate of:

RO-RO	Awg. 28.60 per 1,000 kilos
LO-LO Big Bags	Awg. 28.60 per 1,000 kilos
LO-LO small bags palletized	Awg. 48.35 per 1,000 kilos
LO-LO cement difficult to discharge	Awg. 592.80 per 1,000 kilos

The aforementioned tariff rate covers discharge or loading of bagged cement out of (or on to) the vessel's deck and includes utilizing the vessels own ramp, derricks and/or deck-cranes and pier handling for immediate transport out of the harbor area.

In case cargo has to be stored within the port area, only open-air storage will be provided pending the availability of a storage area on the Port as determined at the sole discretion of ASTEC. In case cargo will be stored within the Port area after discharge or prior to loading, additional delivery-or receiving charges will apply to deliver or receive the bagged cement, as mentioned on pages 8 and 9 (miscellaneous charges).

**6. LUMBER, PLYWOOD AND/OR TIMBERS**

Discharge or loading of lumber, plywood and/or timbers on F.A.S. basis will be performed at the rate of:

- Awg. 47.30 per 1,000 kilos

The aforementioned tariff rate covers discharge or loading of loose and/or packaged lumber, plywood and timbers out of (or on to) the vessel's deck and includes utilizing the vessel's own ramp, derricks and/or deck-cranes and pier handling for immediate transport out of the harbor area. In case cargo has to be stored within the port area, only open-air storage will be provided pending availability on the Port as determined at the sole discretion of ASTEC. In case cargo will be stored within the Port area after discharge or prior to loading, additional delivery-or receiving charges will apply to deliver or receive the lumber, as mentioned on pages 8 and 9 (miscellaneous charges).

**7. "BARKJES" BREAKBULK.**

The rate for discharging of normal general cargo from the so called "barkjes" by the crew with a minimum of 1,000 kilos amounts to:

- Awg. 65.50 per 1,000 kilos.

The rate for discharging of "LUMBER/PLYWOOD" amounts to:

- Awg. 46.80 per 1,000 kilos.

The rate for discharging of "FRUITS AND VEGETABLES" amounts to:

- Awg. 46.80 per 1,000 kilos.

**8. VEHICLES AND TRANSIT VEHICLES**

Self-driven vehicles will be handled at the following rates:

<b>Vehicle weight</b>	<b>Rates</b>
➤ Up to and including 999 kilos	Awg. 104.50 per unit
➤ From 1,000 up to and including 1,999 kilos	Awg. 174.75 per unit
➤ Over 2,000 kilos	Awg. 132.10 per 1,000 kilos

**Notes:**

- Aforementioned rates apply to the discharge or loading of vehicles, and pier handling for immediate transport out of the harbor area.
- Carrier to provide gasoline or diesel oil for propulsion of the vehicles.
- In case vehicles have to be stored on the Port, they will be stored in open air pending availability as determined at the sole discretion of ASTEC. There will be an applicable fee for storage as per our tariffs as stated in Annex A.

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- D. A minimum Surcharge of Afls. 2500,- will apply for unloading vehicles from a Car Carrier in Oranjestad. If we have to request additional labor to provide the service as needed, an additional fee will be charged for compensation.

### **9. MISCELLANEOUS CHARGES:**

- Any toploader move not included in the "Full circle tariff": Awg. 79.05 per move
- Any haulage move not included in the "Full circle tariff": Awg. 63.45 per move
- Use of forklift truck on an hourly basis: Awg. 79.05 per hour or fraction thereof/ with a minimum of 2 hours base tariff.
- Use of toploader on an hourly basis: (heavy loads or boat) Awg. 498.15 per hour or fraction thereof  
(light loads pallets) Awg. 189.30 per hour or fraction thereof
- Unload a yacht to the quayside: Up to 35 Tons Awg. 1898,=  
Above 35 Tons and Up to 45 Tons Awg. 3650,=  
Above 45 Tons Awg. 5315,=
- An minimum 2 hours crane rental charge will be applicable.
- A heavy/difficult (i.e. fragile) lift fee of Awg. 2000,= is applicable for yachts (i.e. special cargo) weighing more than 35 tons.

Rental of buiscar/mafi on a daily basis:

- Awg. 31.20 per day for 20 ft container
- Awg. 46.80 per day for 40 ft container
- Truck rental to move chassis from field to parking lot: Awg. 39.50 per move

### **10. PASSING OVER DOCK (POD) AND STORAGE FEES FOR BULK CARGO**

The following Passing Over Dock (POD) and Storage fees apply to all bulk products, including but not limited to Aggregates, Cement, Gas, Liquids (including but not limited to Oils and Fuels) and Scrap passing thru or over the Barcadera Port in any manner as follows:

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- Storage Aggregates first two (2) weeks, included in the POD of Awg. 2.70 per mt
- Storage Scrap first two (2) weeks, included in the POD of Awg 2.70 per mt
- Storage after two (2) weeks: Awg. 7.45 / m2 / (two weeks)
- POD Cement: Awg. 0.96 per mt
- POD Liquids: Awg. 0.96 per mt
- POD Gas: Awg. 0.96 per m3
- Other (to be defined) ---

The Passing Over Dock (POD) required for bulk cargo listed above includes a period of two weeks storage on the Terminal after discharge has been completed or two weeks prior to commencement of loading, whichever is applicable. Storage on the Terminal beyond the initial two week period will be subject to an additional storage fee per each subsequent two week period equal to Awg. 7.45 per square meter based on the actual measured area in use for storage on the Terminal.

### **11. TERMINAL FACILITY FEE (TFF)**

The Terminal Facility Fee is charged to all vessels which dock at the Barcadera Port but do not incur any cargo related Fees due to the fact that either no applicable ASTEC Cargo related Fee is levied or the vessel does not bring any cargo to or from Aruba and/or the vessel remains in the Port of Barcadera for more than twelve (12) hours after having completed the loading or unloading of cargo:

- TFF Charge: Awg. 78.- per hr. docked in the Port.

### **12. INCENTIVE FOR EXPORT / HUB DEVELOPMENT**

The following special tariffs apply on containerized cargo destined for Export or as part of regional business development incentive benefitting local businesses. The 'Export Refund' is applicable on all 20', 40' and 45' containers with product for Export per the following terms and conditions:

- 20 FT Container: Awg. 564.75
- 40 FT Container: Awg. 908,=

a. The container destined for export has content produced locally with at least fifty percent (50%) of raw materials imported from abroad and the containers with the raw materials imported were discharged by ASTEC. In addition, the local production must include a substantial transformation process in to a final product. Translated it signifies that for each two (2) containers eligible for the Export Refund, at least one (1) container with raw materials has to be imported.

b. Supporting writing (cover page), including relevant customs documentation, requesting the Export Refund stating the pertaining container number(s), description of the locally produced product/goods to be exported, on which vessel including date and destination of goods.

c. Supporting documents of purchase of imported raw materials must be provided to ASTEC upon request, prior to processing the disbursement of the Export Refund.

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d. ASTEC retains the right to audit customers with respect to adhering to criteria (a) mentioned above.

e. ASTEC retains the right to adjust the 'Export Refund' amount as deemed necessary and will provide a three (3) month notice in case that the amount is adjusted or if the incentive is discontinued.

ASTECC retains the right to apply exceptional tariffs under this clause as deemed applicable. These exceptional ASTEC tariffs can be applied for any cargo in the category of business development for export and/or Aruba as a regional Hub. The exceptional tariffs will be determined on a case-by-case basis for defined unique export and/or business opportunities supporting the development of Aruba as a regional Hub. Upon petition of an exceptional tariff under this clause, ASTEC will evaluate whether an exceptional approach to cargo handling fees is required to support economic success of the corresponding unique export and/or business opportunity and as a result create growth for local owners and entrepreneurs otherwise not available. For the sake of transparency each exceptional tariff requires the approval of the Aruba Ports Authority N.V.

### **13. BADGING, CAR PASSES AND CHASSIS AREA ACCESS**

As per our badging policy and procedure ASTEC has tariffs in place for port access. Port access available for people (personnel, visitors, third parties), vehicles and Chassis (at a dedicated area).

An ASTEC Port Access Badge and/or Pass can be obtained for the following fees and per our badging policy and procedure available on our website [www.astecaruba.com](http://www.astecaruba.com):

- Awg. 40 for a new badge and yearly for renewal
- Awg. 75 to replace a lost badge
- Awg. 210 for car (vehicle) passes
- Awg. 250 for chassis area passes\*

\*Due note that this fee is applicable per chassis. Each Chassis will be duly registered and will receive an identification tag so that our personnel can verify that the chassis can make use of the chassis area, where it can be stored for safekeeping in our secure perimeter.