



Sta. Cruz, November 21, 2024

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# Tariff Booklet

# January 1 2025

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

# ASTECC N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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## 1. GENERAL CONDITIONS

- A. All rates mentioned in this tariff booklet are in Aruban Currency Awg. (Aruban Florins).
- B. On all work performed by ASTEC, the General Terms and Conditions (GT&C's) of ASTEC as deposited at the office of the recorder of the court of First Instance at Aruba on December 17<sup>th</sup>, 2015, will apply (Annex B). GT&C's (Annex B) are applicable for any and all work done by ASTEC for a third party who will receive an invoice for the work done by ASTEC. ASTEC reserves the right to change these Conditions and file new ones with the court.
- C. Although ASTEC will endeavor to give timely advice local agents of lines regularly serving Aruba of any changes in the rates and conditions mentioned in this booklet, the 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 minimum of 48 hours prior to the 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 the arrival of the vessel to prevent delays in starting the operations and to be able to provide a good service.
- F. ASTEC, in accordance with its invoicing procedure, reserves the right to withhold delivery of containers of the line in question and charge two (2) % interest per month or part thereof on any invoice not paid by the representing agent within seven (7) working days after the date of receipt of invoice via email until the amount overdue of the invoice(s) in question is paid in full by the representing agent.
- G. Annex A contains a table with applicable tariffs due to ASTEC for services rendered on the Ports.
- H. Regardless of quantity of cargo/containers/trailers handled a minimum stevedoring charge of Awg. 4,339.= will apply. Cargo operations related to so called "Barkjes" and "Barquitos" are exempt from this minimum stevedoring charge.
- I. For the handling of cargo with a lift plan, ASTEC requires agent to provide all dimensions (length x width x height), weight and the center-of-gravity (CoG) of the cargo relative to established connection points by way of appropriate documentation detailing these.
- J. Special project: out of ordinary jobs / additional jobs  
ASTECC can perform specialized work related to handling special cargo or non-regular cargo. For these services, we shall discuss and give a quote before the work is to be executed.

# ASTEC N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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## **2. 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 the 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. 1,173.70	Awg. 1,253.90
➤ 40 ft standard	Awg. 1,714.35	Awg. 1,800.10
➤ 40 ft high cube	Awg. 2,007.80	Awg. 2,082.50
➤ 45 ft	Awg. 2,389.10	Awg. 2,470.40

Notes: The "Full Circle" Tariff for containers/trailers, irrespective of size, discharged empty or related to "cultural, sport and tourism activities" or "TRANSSHIPMENT" amounts to Awg. 234.10 per unit.

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

- Discharge or load "Mobile trailers" larger than 40 ft: Awg. 2,605.00 per unit.
- Discharge or load "Mobile trailers" smaller than 40 ft: Awg. 130.20 per ton.
- Containers over height/ over width/ over length an additional charge of Awg. 429.70 applies.

### **C. Shifting Containers Etc.**

Shifting of containers/pin box/hatch covers, etc., will be charged as follows:

- Shifting on board Awg. 108.60 per unit
- Shifting via shore Awg. 212.65 per unit

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

- Shifting on board Awg. 211.55 per unit
- Shifting via shore Awg. 423.00 per unit

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

The aforementioned rates do not include charges for using the container gantry crane or any other shore crane.

**Note: Crane charges are indicated in section 14.**

## ASTECC N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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### **E. Delivery on Chassis:**

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

### **F. 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:

- Avg. 40.00 per 1,000 kilos with a minimum of 2,000 kilos per item in the container.

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

Upon the client's request, ASTEC will strip FCL containers containing general cargo, applying the same conditions and tariffs as for the LCL containers.

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

- Upon the client's request, ASTEC will strip containers containing cars that do not start. The rate will be Avg. 144.50 per unit.

### **I. Stripping of Containers Containing Heavily Damaged Cars:**

- Upon the client's request, ASTEC will strip containers containing heavily damaged cars that require assistance. The rate will be Avg. 290.30 per unit.
- Prior to stripping a container containing such cars, the owners or brokers must sign a document exonerating ASTEC from any damage during the stripping procedure.

### **J. Focal Point Fee:**

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

- The rate amounts to: Avg.177.30 per line on a vessel call.

### **K. 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.

## ASTECS N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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

- Awg. 148.40 per twenty-four (24) hours with a minimum charge of Awg. 148.40 if the electrical connection is used for less than 24 hours.

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 the temperature of cargo while connected.
4. Prompt reporting of malfunctioning of a reefer unit.

### **L. Demurrage Charges:**

All unloaded containers will not incur demurrage charges for seven calendar days from the day following the day of discharge. Effective on the eighth calendar day, counted from the day following the day of discharge, a demurrage charge will be levied until the unloaded container has left the port.

All other cargo will be charged for demurrage as per the tariffs stated below. Demurrage charges must be paid to ASTEC prior to withdrawal of any such cargo from the Terminal.

The demurrage charges are:

- Awg. 142.90 per container or trailer per period of seven calendar days or a fraction thereof.
- Awg. 2.85, per breakbulk unit per calendar day.
- Awg. 2.85, per cement pallet per calendar day.
- Awg. 5.70, per lumber bundle per calendar day.
- Awg. 11.40, per Car/Vehicle per calendar day. Awg. 17.15, per large Vehicle per calendar day.
- Awg. 4.60, per Chassis/Trailer per calendar day.

Any item not mentioned above will be charged a demurrage charge as quoted by ASTEC.

### **M. 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's premises, excluding the day the unit returns to the Port and also excluding the day the unit is loaded on the export carrier/vessel. The stevedoring invoice corresponding to the vessel on which the export cargo units have been loaded will include storage charges on export cargo.

- Awg. 3.30, per 20 ft container per calendar day. (excluding the days as mentioned above)
- Awg. 5.50, 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.**

**N. Freezone Refund:**

Full containers loaded with transshipment cargo, ultimately destined for foreign final destinations, will be eligible for a refund if 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 of the inbound vessel's arrival date.

The Freezone refund amounts to:

- Avg. 620.90 per 20 ft container
- Avg. 997.85 per 40/45 ft container

**3. BREAKBULK GENERAL CARGO**

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

- Avg. 143.40 per 1,000 kilos

The aforementioned tariff covers discharge from or loading onto vessels and includes utilizing the vessel's ramp, derricks, and/or deck-cranes (provided ASTEC cranes(s) and/or equipment cannot be used), pier handling, terminal warehouse handling, and delivery. Storage charges and conditions apply as per the corresponding paragraph of this tariff booklet. Do note that if, for operations safety and/or convenience, it is determined best to make use of the port equipment (including but not limited to the Gantry Crane or the Mobile Crane), this shall be the case where equipment usage will be charged as per the tariffs listed in this booklet.

**A. Transshipment Breakbulk**

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

- Avg. 125.20 per 1,000 kilos discharge
- Avg. 125.20 per 1,000 kilos reload.

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

**4. CEMENT**

Bagged cement:

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

RO-RO	Avg. 31.40 per 1,000 kilos
LO-LO Big Bags	Avg. 31.40 per 1,000 kilos
LO-LO small bags palletized	Avg. 53.20 per 1,000 kilos
LO-LO cement difficult to discharge	Avg. 651.50 per 1,000 kilos

## ASTECS N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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The aforementioned tariffs cover the discharge or loading of bagged cement out of (or onto) the vessel's deck and include utilizing the vessel's ramp, derricks, deck-cranes, and pier handling for immediate transport out of the harbor area.

If cargo must 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. If cargo is 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).

### **5. 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:

- Avg. 52.00 per 1,000 kilos

The aforementioned tariff covers the 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 (provided ASTEC cranes(s) and/or equipment cannot be used) 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).

### **6. "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:

- Avg. 72.00 per 1,000 kilos.

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

- Avg. 51.40 per 1,000 kilos.

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

- Avg. 51.40 per 1,000 kilos.

The aforementioned tariffs cover discharge from or loading onto vessels/ barkjes and include utilizing the vessels/barkjes' own ramp, derricks and/or deck-cranes, pier handling (Crew), terminal warehouse handling, and delivery. Storage charges and conditions apply as per the corresponding paragraph of this tariff booklet. The tariff for discharging General Cargo includes the usage of port equipment (forklift) as support.

# ASTEC N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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## **7. 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. 114.85 per unit
➤ From 1,000 up to and including 1,999 kilos	Awg. 192.10 per unit
➤ Over 2,000 kilos	Awg. 145.20 per 1,000 kilos

### **Notes:**

- A. The aforementioned rates apply to the discharge or loading of vehicles and pier handling for immediate transport out of the harbor area.
- B. The carrier or agent will provide gasoline or diesel oil for the propulsion of the vehicles.
- C. In case vehicles have to be stored at 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.
- D. A minimum Surcharge of Awg. 2,747.35 will apply for unloading vehicles from a Car Carrier in Oranjestad. If additional labor to provide the service is needed, an additional fee will be charged for compensation. Transportation of additional required equipment (forklift, truck, etc.) will be charged to the client and is subject to third-party rental rates. Transport from Barcadera to Oranjestad and back from Oranjestad to Barcadera.
- E. If ASTEC deems that a vehicle needs to be jumpstarted to discharge it from the vessel, we shall automatically charge a surcharge of Awg. 27.50 per boost. Fueling vehicles with empty gauges will be subject to a fueling fee of minimum Awg. 25,= per unit. Any additional services rendered to facilitate the discharge of a unit by a third party will be subject to an additional fee charged to client as charged by the third party to ASTEC.

## **8. MISCELLANEOUS CHARGES:**

➤ Any toploader move not included in the "Full circle tariff":	Awg. 86.90 per move
➤ Any haulage move not included in the "Full circle tariff":	Awg. 69.80 per move
➤ Use of forklift truck on an hourly basis: fraction thereof with a minimum of 2 hours.	Awg. 86.90 per hour or fraction thereof
➤ Use of toploader on an hourly basis: (heavy loads or boat)	Awg. 547.50 per hour or fraction thereof
(light loads pallets)	Awg. 208.00 per hour or fraction thereof
➤ Unload a yacht or other to the quayside: Up to 35 Tons	Awg. 2,085.75
Above 35 Tons and	



# ASTECC N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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Up to 45 Tons	Awg. 4,011.00
Above 45 Tons	Awg. 5,840.70

- A minimum 2-hour crane rental charge will be applicable.
- A heavy/difficult (i.e., fragile) lift fee of Awg. 2,198.05 applies to yachts (i.e., special cargo) weighing more than 35 tons.

Rental of buiscar/mafi on a daily basis:

- Awg. 34.30 per day for 20 ft container
- Awg. 51.40 per day for 40 ft container
- Truck rental to move chassis from field to parking lot: Awg. 43.40 per move.

## **9. 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 regular workdays (Monday up to/including Friday) during the regular working hours being from 07:30 hrs. to 24:00 hrs. Do 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:**

ASTECC 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:

i) Containers:		
Size	Midnight/Saturdays	Sundays/Holidays
➤ 20 ft	Awg. 181.80	Awg. 362.40
➤ 40/45 ft	Awg. 272.00	Awg. 542.90

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.

- ii) 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.

## ASTECC N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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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.

### iii) 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. 4,338.60
- 00:00 hrs. to 04:00 hrs.: Awg. 9,269.60
- 00:00 hrs. to 07:00 hrs.: Awg. 18,484.20

For all work requested and performed between 00:00 hrs. and 07:00 hrs. that is not a continuation of the previous night shift, a minimum charge of Awg. 18,484.20 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. 18,484.20 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. 27,635.30 per shift.

In case, at the 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 on weekdays, during which written notification should be received by ASTEC no later than 15:00 hrs. on the previous day.

Once labor has been ordered and work cannot be performed due to any reason not caused by ASTEC, the worker's gang will be dismissed, and a guarantee fee of Awg. 18,484.20 will be charged for overtime requested on Saturdays. On Sundays and Holidays a guarantee fee of Awg. 27,635.30 will be charged.

Except for cargo being handled on an F.A.S. basis, all cargo containers and trailers will be delivered and/or received on normal workdays 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 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.

# ASTECC N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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## **E. Weight and/or Measurement**

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 accordance with our berthing rules and regulations. 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, ASTECC 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 ASTECC, the following additional charges apply:

### First Shift:

- If vessel starts operations between 10:00-12:00 due to late arrival: penalty of Awg. 4,338.60
- If vessel starts operations between 13:00-16:00 due to late arrival: penalty of Awg. 8,677.25

### Second Shift:

- If vessel starts operations between 18:00-20:00 due to late arrival: penalty of Awg. 4,338.60
- If vessel starts operations between 21:00-24:00 due to late arrival: penalty of Awg. 8,677.25

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

The following Passing Over Dock (POD), Land Usage, and Storage fees apply to all bulk products, including but not limited to Aggregates, Scrap, Cement, Gas and Liquids (including but not limited to Oils and Fuels) passing through or over the Barcadera Terminal in any manner determined as follows per the handling method applied at the Terminal:

- Storage Aggregates first two (2) weeks, including the POD: Awg. 2.90 per mt
- Storage Scrap first two (2) weeks, including the POD: Awg. 2.90 per mt
- Storage after two (2) weeks: Awg. 8.20 / m<sup>2</sup> / (two weeks)
- Land Use Handling Equipment Short Term (< 2 weeks) Awg. 8.20 / m<sup>2</sup> / (two weeks)
- Land Use Handling Equipment Long Term (> 2 weeks) Awg. 2.75 / m<sup>2</sup> / (month)
- POD Cement: Awg. 1.02 per mt
- POD Liquids: Awg. 1.02 per mt
- POD Aggregates: Awg. 1.02 per mt
- POD Scrap: Awg. 1.02 per mt
- POD Gas: Awg. 1.02 per m<sup>3</sup>
- Other (to be defined) ---

## ASTEC N.V. applicable tariffs as of January 1<sup>st</sup>, 2025

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All storage and land use fees are applicable for usage irrespective of whether this is prior or after loading/discharging when storage/land is used and will be charged per period or part thereof as indicated. The fees will be charged per square meter based on the actual measured area used for storage or used (occupied) on the Terminal per the applied handling method.

### **Regarding aggregates, the following fees will apply related to the handling method used:**

#### A- unloading and storage in the bulk area:

This is the traditional method whereas bulk product is unloaded onto the bulk area after which the importer determines the haulage rate (i.e. mt/day) for taking the bulk product off-site over a certain period of time. The tariff for this method will remain the currently applicable tariff of AWG. 2.90 /mt which includes the passing-over-dock (POD) fee and storage of product in the bulk area for up to two weeks. Should storage of product in the bulk area extend beyond the initial two-week period, an additional storage fee of AWG. 8.20 / m<sup>2</sup> will apply for increments of two-week periods.

#### B – unloading directly onto conveyor belt

Hereby product is unloaded directly onto a conveyor belt without touching the grounds in the port area. The conveyor belt consists of a fixed component and/or a mobile component installed when unloading needs to take place. The tariff for this method will consist of a passing-over-dock fee of AWG. 1.02 /mt and a charge for the land used for the conveyor belt equipment of AWG. 2.75 / m<sup>2</sup> / (month) for the permanent component and AWG. 8.20 / m<sup>2</sup> / (2 weeks) for the mobile component. Herein the m<sup>2</sup> for each component is based on the land occupied (used) by the respective sections of the conveyor belt equipment per applicable period.

#### C – unloading directly into truck

Hereby product is unloaded directly into a truck on a continuous basis and directly hauled offsite w/o touching the grounds in the port area nor making use of storage at the Terminal. The tariff will consist of a passing-over-dock fee of AWG. 1.02 /mt and a charge of AWG. 8.20 / m<sup>2</sup> / (2 weeks) for the land used by the trucks receiving the bulk product at the Terminal. Herein the m<sup>2</sup> of land is based on the length of the bulk vessel multiplied by six (6), for the average width in meters accounting for the area used by the trucks, leading to the m<sup>2</sup> of land used by the trucks during receiving of the bulk product alongside the vessel per applicable period.

### **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. 85.70 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. 620.90
- 40 FT Container: Awg. 997.85

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 into 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. If the imported container is more than six (6) months old, it will not be eligible for refund.

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.

f. The client who is requesting the export incentive must submit all documents within 7 working days after the sailing of the export vessel with the corresponding backup documents as listed above.

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\*

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

## **14. CRANE CHARGES APPLICABLE**

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.1,142.90
2. Gantry Crane Use in Overtime Time (00:00-07:00) from Monday to Friday: Awg.1,318.75, 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. 600.00
2. Mobile Crane Use in Overtime Time (00:00-07:00) from Monday to Friday: Awg. 657.20, 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:**

Do 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 number of minutes elapsed. The use of ASTEC's cranes has priority on all operations whenever possible.