

HAMILTON-OSHAWA PORT AUTHORITY

OSHAWA PORT

Effective Date: March 01, 2021

All tariffs will be reviewed on a yearly basis, pursuant to relative sections of the Canada Marine Act in respect to the HOPA letters patent. Tariffs are in addition to any other fees prescribed in any other documents, or that may be otherwise owing.

Oshawa Harbour includes lands and navigable waters under the jurisdiction, administration, management and control of the Authority. Navigable waters are all the waters of Oshawa Harbour, the Harbour entrance, as well as the water lots under Port Authority jurisdiction in Lake Ontario. Any activity within the Oshawa Harbour is subject to the Port Authority's tariffs.

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. 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 the Hamilton-Oshawa Port Authority. Any alternate arrangements are subject to approval by the Hamilton-Oshawa Port Authority.

1. Any vessel that is engaged in commercial activity and ordinarily operates between different ports, for every entry into the harbour,
 - (a) In the case of a ship of Canadian registry engaged, at the time it comes into the Port, in the carriage by water of goods or passengers from a place in Canada to another place in Canada, per gross registered tonne: \$0.035
 - (b) In the case of a ship other than a ship referred to in paragraph (a), per gross registered tonne: \$0.059
 - (c) The minimum charge \$179.26

2. A vessel that is laid up in the harbour or engaged in commercial activity within or from the harbour, that is self-propelled or non-self-propelled, including a tug, barge and fuel tanker, for each year or part thereof,
 - (a) Not more than 200 gross registered tonnes: \$351.49
 - (b) More than 200 gross registered tonnes:\$1,054.48

BERTHAGE

Previously termed "Side Wharfage", Berthage is a charge assessed against a vessel for occupying a berth or part thereof. The charge is based on the vessel's GRT, vessel length and duration 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 the Hamilton-Oshawa Port Authority. Any alternate arrangements are subject to approval by the Hamilton-Oshawa Port Authority.

1. Berthage shall be imposed on every vessel occupying a berth that is engaged in loading, unloading, or any other commercial activities from the time the first line is made fast until the last line is cast off, at the following rates:
 - (a) for the first period of 12 hours or part thereof, per gross registered tonne: \$0.035
 - (b) for the second period of 12 hours or part thereof, per gross registered tonne: \$0.024
 - (c) for each succeeding period of 12 hours or part thereof, per gross registered tonne: \$0.024Minimum charge \$88.08

2. Berthage shall be imposed at the rate of **\$0.881** per metre of length overall, for each period of 24 hours, or part thereof, on every vessel that is
 - a. laid-up or under repair, or
 - b. in storage
 - c. Minimum charge \$88.08

3. Berthage shall be imposed at the rate of **\$0.458** per metre of length overall, for each period of 24 hours, or part thereof on every vessel that is continuously occupying a berth from December in any year to March in the following year.

The winter berthing charge calculation date follows the Great Lakes St. Lawrence Seaway System closing and reopening schedule every year.

WHARFAGE

Previously termed “Top Wharfage”, Wharfage is a charge applied to the cargo and based upon the quantity of cargo carried. Charges are the responsibility of the cargo owner. The collection and payment of wharfage due is the responsibility of vessel owners, charterers, shipping agents, and port terminals. The use of Oshawa port wharf facilities by a vessel is deemed acceptance and acknowledgement of this responsibility. For all overseas cargo the charges will be forwarded through the agent unless alternate arrangements have been made in writing with the Hamilton-Oshawa Port Authority. Charges for domestic cargo will be billed through the terminal operator, unless alternate arrangements have been made in writing with HOPA. Any alternate arrangements are subject to approval by HOPA, and must be made prior to the arrival of inward-bound vessels or the departure of outward-bound vessels.

	Description of Goods	Unit	Basis	2021 Rate (CAD)
1	Asphalt	Tonne	W	0.551
2	Calcium/Magnesium Chloride	Tonne	W	0.631
3	Cement	Tonne	W	0.679
4	General Cargo - based on MT (metric tonne) or m ³ (cubic metres), whichever is greater	Freight Tonne		2.206
5	Grain	Tonne	W	0.612
6	Petroleum Products - Gasoline	Tonne	W	0.979
7	Potash/Fertilizer	Tonne	W	0.666
8	Salt	Tonne	W	0.619
9	Steel	Tonne	W	1.448
10	Not Specified	Tonne	W	1.448

Not Elsewhere Specified (NES) - if no rate for the specific commodity shipped appears in the above tariff please contact the Authority by email at cargo@hopaports.ca to confirm rate.

Note: Tug assistant, linesmen, vessel stevedoring and terminal handling services are provided by individual marine transportation companies within the port and those fees are not part of HOPA tariffs.

Requirements for Documentation:

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

Where the required documents are not received by the Authority when due, a late document fee of \$100.00 per day, from the first day the documents are due, until the day the requested documents are received in the Port Authority offices, may be charged against the vessels owners, charterers, shipping agents or port terminals.

RAIL

A charge assessed for use of rail. Charges are assessed against the cargo. Responsibility for payment remains with the Hamilton-Oshawa Port Authority tenant based upon:

- A fixed rate per car **and;**
- A rate based on its contents as per Wharfage Schedule
Exemption – where cargo is discharged from or loaded to a port vessel no contents charge will be billed providing movement occurs within 3 months. A fixed rate per car charge is applicable for all rail shipments including intermodal transport between ship and rail.

1. The rail rates per car are:
 - a. **\$41.59 and;**
 - b. Contents charge as per Wharfage Schedule

Requirements for Documentation:

The tenant is responsible to complete and submit to the Port Authority offices, the Rail Car Report form, issued by the Authority, within 5 business days following the last day of the month. The report is to be accurate in every respect, and the Authority reserves the right to audit supporting documents such as the rail waybill and train listings specifying cargo. Billing delays due to late reports may result in interest charges at the rate of one and one-half percent per month (eighteen percent per annum), or portion thereof, applied to invoices where the corresponding reports have not been received when due.

PAYMENT OF FEES

The fees prescribed herein are authorized pursuant to Article 7 of the Letters Patent of the Authority and Section 49 of the Canada Marine Act. The fees are due and owing as soon as they are incurred. However, Hamilton-Oshawa Port Authority reserves the right to require payment of charges prior to ship departure.

Where any fee is not paid within 30 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 the Authority.

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.