No. 5131
Date: October 13, 1994 2:37 P.M.
Approved: Baltasar Corrada del Río
Secretary of State
By: Lourdes Del Carmen
Assistant Secretary of State

COMMONWEALTH OF PUERTO RICO
PUERTO RICO PORTS AUTHORITY
BOARD OF DIRECTORS

RESOLUTION NO. 94-78

AMENDMENT TO RESOLUTION NO. 93-65

Regulation to establish the General Structure of Rates, Fees, Rentals, and Other Charges during the period beginning September 1, 1994, with yearly revisions, for the use of the facilities and services rendered at terminals under the jurisdiction or owned and operated by the Puerto Rico Ports Authority, and for the services rendered in the ports of Puerto Rico under its jurisdiction.

WHEREAS, the Puerto Rico Ports Authority conducted an economic study regarding the rates, fees and rentals and other charges that were established by Resolution 90-07 of February 21, 1990, amended by Resolution No. 90-72 of October 17, 1990 which has been also subsequently amended, and which refers to the adoption of the aforementioned fees and rentals and other charges with changes as of the date of the study, or changes which might be made prior to the adoption of a final tariff structure;

WHEREAS, as result of the study made by the Ports Authority a new tariff for the application of regulations and of the rates, fees, rentals and other charges for the use of facilities and services at the ports and marine terminal facilities under the jurisdiction or owned and operated by the Puerto Rico Ports Authority was prepared;

WHEREAS, after the conduct of the study and pertinent analysis the Executive Director of Puerto Rico Ports Authority met with the Puerto Rico Ports Authority Board of Directors, and explained to them the desirability to adopt the attached tariff;

THEREFORE BE IT RESOLVED

I. **ADOPTION OF NEW TARIFF**

Tariff No. M-1-3 attached herewith establishing the general structure of rates, fees, rentals, and other charges during the period beginning September 1, 1994, with yearly revisions, for the use of facilities and services rendered at the marine terminal facilities owned and/or operated by the Puerto Rico Ports Authority and general services provided by the Puerto Rico Ports Authority at the ports under its jurisdiction pursuant to the Works and Harabor Act of Puerto Rico, but No. 151 of June 28, 1961 is hereby adopted.

II. **EFFECTIVENESS**

1. The provisions of this resolution are approved and shall come into effect as of September 1, 1994 in accordance with the Ports Authority Act of 1942, (23 L.P.R.A. 331-354, as amended) and pursuant to the Shipping Act of 1916 (46 USC App. 1709, 1714, 1716) and Part 515 of Federal Maritime Commission Regulations (46 CFR Ch. IV).

2. Resolution No. 9007 of February 21, 1990, as amended; Resolution No. 90-72 of October 17, 1990; Resolution No. 86-28 of August 21, 1986, as amended; Resolution No. 83-03 of February 2, 1983, as amended, and Resolution No. 81-22 of October 18, 1981, as amended, will continue in effect until the date of effectiveness of this resolution in accordance with Federal Maritime Commission regulations when they will cease to be effective.

3. In accordance with the powers vested in the Puerto Rico Ports Authority Board of Directors by the Ports Authority Act of 1942, as amended, a public

hearing shall be held with respect to the fees or charges authorized by the present resolution. This hearing will be of an informative, quasi-legislative character, and will be held before a Hearing Officer who will be appointed by the Puerto Rico Ports Authority Board of Directors. It is understood that after the hearing and submission of the Hearing Officer's Report, the Puerto Rico Ports Authority Board of Directors, according to the powers vested to it, may confirm, alter, suspend or revoke such rates, fees or charges. The final approved tariff will be filed with the Federal Maritime Commission pursuant to the standing laws and regulations.

4. The Puerto Rico Ports Authority reserves its right to amend the rates if during its period of effectiveness there are significant changes that it deems necessary, and the Puerto Rico Ports Authority Board of Directors vests the Puerto Rico Ports Authority Executive Director to adopt any changes or alterations to the tariff which do not represent a variation to the whole tariff structure which this resolution approves.

In San Juan, Puerto Rico, this 6 day of September 1994.

APPROVED BY:

PRESIDENT
BOARD OF DIRECTORS

CERTIFIED BY:

SECRETARY
BOARD OF DIRECTORS

Certifico que la presente
es copia fiel y exacta de la
Resolución Núm. 94-78
del 6 de Sept de 1994.

Sub-Secretaria

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In San Juan, Puerto Rico, this 6 day of September 1994.

APPROVED BY:

PRESIDENT
BOARD OF DIRECTORS

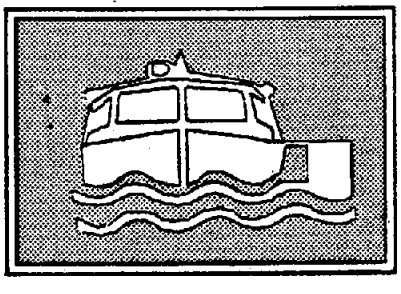
CERTIFIED BY:

SECRETARY
BOARD OF DIRECTORS

5131

REPORT

ON RATES, FEES
AND OTHER CHARGES
FOR THE USE OF SPACE
AND EXERCISE OF PRIVILEGES
AT MARINE TERMINAL
FACILITIES OF THE
PUERTO RICO PORTS AUTHORITY
AND PORT SERVICES FOR
THE PERIOD BEGINNING
JANUARY 1, 1994
AND ENDING
DECEMBER 31, 1996.



PUERTO RICO PORTS AUTHORITY
SAN JUAN, PUERTO RICO

8 Dic./94/ 9:30 A.M.

5131

REPORT ON

RATES, FEES AND OTHER CHARGES

AT MARINE TERMINAL FACILITIES OF THE

PUERTO RICO PORTS AUTHORITY

AND PORT SERVICES

FOR PERIOD BEGINNING JANUARY 1, 1994

AND ENDING DECEMBER 31, 1996

OCTOBER 1993

Puerto Rico Ports Authority
San Juan, Puerto Rico

5131

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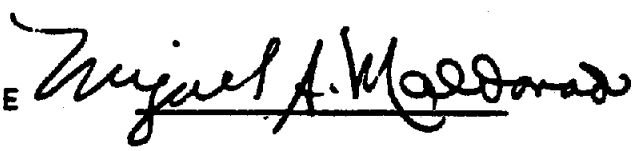
PREFACE

THIS REPORT SUMMARIZES THE RESULTS OF THE STUDY FOR THE DEVELOPMENT OF RATES, FEES AND OTHER CHARGES AT THE PORTS AUTHORITY MARINE TERMINAL FACILITIES AND PORT SERVICES, FOR THE PERIOD BEGINNING JANUARY 1, 1994 AND ENDING DECEMBER 31, 1996. THIS STUDY WAS PREPARED BY MR. MIGUEL A. MALDONADO, CHIEF OF TARIFFS AND RATES BUREAU. INFORMATION WAS PROVIDED BY THE BUDGET OFFICE, THE OFFICE OF ECONOMIC RESEARCH, PROPERTY SECTION, AND THE ELECTRONIC CENTER.

MIGUEL A. MALDONADO
CHIEF, TARIFFS & RATES OFFICE



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INTRODUCTION

In accordance with its established procedure, the Puerto Rico Ports Authority (hereinafter called the Authority), completed its periodic reevaluation of the rates, fees, and other charges for the use of space and the exercise of privileges at the marine terminal facilities of the Authority. This reevaluation is based on cost analyses and cost recovery theories that were applied in previous evaluations by the Authority, accepted by the Hearing Officer and adopted by the Board of Directors.

Rate-making studies are developed to cover a three fiscal year term based on an average cost year. After conversations with steamship agents and carriers, the Ports Authority adopted the rates for the period beginning January 1, 1991 and ending December 31, 1993, a three years period. It has been found convenient, considering economic and fiscal policies, to follow the practice of using this term average, even with the information based on fiscal accounting formulas.

The first phase of the reevaluation is a determination of the cost of providing, maintaining and operating principal marine terminal facilities for the three fiscal years beginning July 1, 1993 and ending June 30, 1996. The second phase is to divide costs for specific facilities by expected traffic volumes to calculate rates, fees and other unit charges that will enable the Authority to recover the costs.

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List of Exhibits

Exhibit Number	
1	Central Office Expenses, Historical for Fiscal Years 1990 and 1991, Budget for Fiscal Year 1992 to 1996 and Average 1994-1996. (2 sheets)
2	Service Department Expenses, Historical for Fiscal Year 1990 and 1991, Budget for Fiscal Years 1992 to 1996 and Average 1994-1996. (2 sheets)
3	Maritime Department Administration Expenses, Historical for Fiscal Years 1990 and 1991, Budget for Fiscal Years 1992 to 1996. (2 sheets)
4	Cargo Piers Expenses, Historical for Fiscal Years 1990 and 1991, Budget for Fiscal Years 1992 to 1996. (1 sheet)
5	Passenger Piers Expenses, Historical for Fiscal Years 1990 1987 and 1991, Budget for Fiscal Years 1991 to 1996.
6	Port Services Expenses, Historical for Fiscal Years 1990 and 1991, Budget for Fiscal Years 1992 to 1996 (1 sheet)
7	Capital Invested in Non-Depreciable Facilities. Used at Passengers Piers, Cargo Piers, and Port Services Areas. (3 sheet)
8	Investment in Depreciable and Non-Depreciable Facilities and Annual Carrying Charges on Investment at Central Office. Service Department, Passenger Piers, Cargo Piers, Port Services Area and Maritime Department Administration. (2 sheets)
9	Calculatior of Break-Even Need for Passenger Piers, Cargo Piers, and Port Services Areas. (1 sheet)
10	Ship's Gross Register Tons, by Type of Ships, Authority Facilities at San Juan and Mayaguez, Fiscal Year 1989-1996. (1 sheet)

1. Future expenses for the Authority's Central Office, Service Department, and for Maritime Bureau Administration, are allocated to the marine terminals facilities and port services on the basis of actual experience during the fiscal year ending June 30, 1992, most recent complete available figure.

2. Charges for the use of capital invested in the marine terminal facilities and port services are based on a six percent annual interest cost used in previous rate making studies and an eight and one half percent interest cost which has been the most recent money cost to the Authority. The charges for the use of capital invested in depreciable facilities (building, etc.) are calculated from standard interest tables for level debt services at six per cent and eight and a half percent annual interest plus amortization of the capital invested over the average life of each group of facilities. Charges for the use of capital invested in land are for interest only, without amortization of the investment.

3. Charges for the use of invested capital do not include any charge for capital or facilities provided by the Federal Government, or for working capital.

4. No amount for, or in lieu of property taxes is included in the cost to be recovered.

These costs are discussed in the following pages:

Authority Central Office, Service Area, and Maritime Bureau Administration expenses

Some of the operating, maintenance and administrative expenses of the Authority's Central Office, Service Area and of the Maritime Bureau Administration unit are charged directly to the principal marine terminal facilities and port services. Others are prorated to the principal marine terminal facilities and port services based on past practice and the Authority's guides as to a fair share of the prorated expenses. The Authority Central Office, Service Area, and the Marine Bureau Administration's actual expenses for fiscal years 1990 through 1992, budget estimates for fiscal years 1993, 1994, 1995, 1996, and estimates of the amounts to be charged to the principal marine terminal facilities and port services are set forth in Exhibits 1 to 3. Charges for the use of invested capital for fiscal years 1993-1996, are set forth in Exhibit 8.

The estimated average annual for the years from July 1, 1993 through June 30, 1996, for the Authority's Central Office, Service Area and for Maritime Bureau Administration, and the expenses to be charged directly and prorated to the principal marine terminal facilities are summarized as follows, from Exhibits 1 to 3.

Annual Costs
Fiscal Years 1994-1996

	Cargo Piers	Passenger Pier	Port Services	Total
Adm., Oper. Expenses	$13,234,457	$16,099,093	$3,145,932	$32,479,482
Charges for the use of Capital	5,084,118	2,311,146	1,369,150	8,764,414
TOTAL	$18,318,575	18,410,239	$4,515,082	$41,243,896

Charges for Capital Invested
in Marine Terminal Facilities and Port Services

The average annual charges of $8,764,414 shown above for the use of Commonwealth and Authority capital invested in the principal marine terminal facilities, and port services, are calculated as set forth in Exhibit 9, for two types of facilities, as follows:

1. Depreciable Facilities 1/

Depreciable facilities in specific cost are items such as pier structures, cargo storage sheds and captain of the office buildings.

There are also general purpose depreciable facilities which serve more than one part of an area, such as roadways.

The average investment in depreciable facilities in specific areas of the principal marine terminal facilities, and port services, is summarized as follows, from Exhibit 8:

1/ Includes General Purpose Facilities in each cost area.

CHAPTER II

DEVELOPMENT OF RATES, FEES, AND OTHER CHARGES

The rates, fees, and other charges calculated in the following pages for the Authority's principal marine terminal facilities and port services, are develop so that the Authority will recover the average annual net break-even need during the three fiscal years period of 1994-1996. This is a term used for providing, operating, and maintaining marine facilities in a cost area and port services. This includes direct operating and maintenance expense (after deducting the cost of utilities furnished to ships in marine facilities), cost of general purpose facilities directly allocated, charges for the use of capital invested by the Commonwealth and the Authority, and charges from the Authority's Service Area, Central Office and Maritime Bureau Administration.

The costs for each cost area have been described in the previous chapter. The income from utilities furnished to ships, as in previous rate studies, is deducted from the marine facilities costs totals, to reflect the net break-even to be recovered through dockage and wharfage fees.

The annual net break-even for each cost area is thus calculated as follows:

	Passenger Piers	Cargo Piers	Port Services
Cost (From Exh. 9)	$18,410,239	$18,318,575	$4,515,082
Less Cost of Utilities1/	877,659	415,000	0
Net Break-Even Need	$17,532,580	$17,903,575	$4,515,082

1/ Estimates from Ports Authority Records.

The average gross register tonnage forecast for fiscal years 1994, 1995, and 1996, is as follows:

	Gross Register Tons
Passenger Ships	$ 23,167,000
Cargo Ships	25,301,000 1/
TOTAL	48,468,000

It was established in the course of prior maritime rates reevaluations, that the dockage fee for passenger (cruise ships) shall be calculated using a 50 percent factor.

In accordance with the foregoing, the calculation of the dockage fees, which enable the Authority to recover its net break-even need for fiscal years 1994 to 1996, is as follows:

Type of Ship	Total Tonnage	Weight	Berth Days	Tonnage Days
Passenger	23,167,000	.5	1.00	11,583,000
Cargo	25,301,000	1.0	2.00	50,602,000
TOTAL	48,468,000			62,185,000

Net Break-Even Need (From Page 10)

$\frac{\$7,477,611}{62,185,000}$ = $0.1202 dockage fee per gross register ton per day, for cargo ships

The dockage fee for passenger ships, 50 percent that of cargo ships, shall be $0.0601 per gross register ton per day. The latter is actually a fee to cover the annual operating costs and carrying charges of the passenger ships terminals, and is equivalent to the

1/ Includes Mayaguez

the Authority can recover 75%, or the balance of the net break-even need, not included in the determination of the dockage fee.

a. Passenger Fees

Passenger fees are used to recover the net break-even need for passenger piers, calculated as follows:

From Page 10:	
Net Break-even need for passenger piers	$17,532,580
Percentage to be recovered from passenger fees	x75%
	$13,149,435

Taking the annual average number of passengers expected to use the Authority's passenger piers during fiscal years 1994 to 1996 from Exhibit 11, the per passenger fee is:

$13,149,435 ÷ 1,500,000 = $8.76 per passenger

A rate increase is thus really necessary and mandatory inasmuch, as there are a good number of incentives in the present set up of charges that need to be altered or eliminated. The Ports Authority is in a real need to increase this rate as much as possible and thus comply with the Ports Authority Act and established tariff principles. Once more, the point is that new investment has been made at the passenger facilities, and each operating cost area shall cover its break-even point.

b. Wharfage Rates for Cargo

Wharfage rates for cargo are used to enable the Authority to recover the balance (75 percent) of the net Break-even need costs include in the dockage fee calculation.

The application of this required 4.04 percent increase to the present wharfage rates, to meet the break even costs for the fiscal year period 1994-1996 for outstanding rate classification is as follows: 1/

	Wharfage Rates	
	Per Cwt	Per Cubic Foot
a. Cargo using sheds at marine terminals and moving between Puerto Rico and the American Virgin Islands or other Puerto Rico ports	$0.036	$0.019
b. Cargo using sheds at marine terminals and moving between Puerto Rico and points other than the American Virgin Islands or other Puerto Rican ports.	0.051	0.024
c. Cargo not using sheds at marine terminals and moving between Puerto Rico ports or between Puerto Rico and the American Virgin Islands	0.026	0.014
d. Cargo not using sheds at marine terminals and moving between Puerto Rico and points other than the American Virgin Islands	$0.036	$0.021
e. Cargo moved in containers, using piers with no sheds except motor vehicles, (per weight ton, 2,200 lbs.)	1.25	

1/ Those not shown in these examples are set forth in the enclosed proposed tariff of this study.

		Unit	Wharfage Rate
e.	Containers - empty	Per Container	5.75
f.	Motorcycles, motor vehicles including chassis, all up to 2,200 lbs.	Per Vehicle	6.15
g.	Over 2,200 lbs., the above rate plus in excess at W/Ton (2000 lbs.)	Per Ton	5.14
h.	Stones, stored in exclusive use space of the Ports Authority to be used in the port area	Per CWT	0.0171
i.	Chassis, alone not shipped as part of the containers	Each	5.75
	Chassis in bundles of two chassis per bundle	Each	8.32
		Each	11.44

Port Services Charges

Rates for port services charges are being determined in accordance with the principles and procedures set forth in previous rate studies. That is, Port Services Charges are established for the system of all ports of Puerto Rico which, according to the Dock and Harbor Act of Puerto Rico, No. 151 of June 28, 1968 (23 L.P.R.A. 2101-2801), fall under the Puerto Rico Ports Authority jurisdiction. Under this law the Authority is empowered for its execution and application, and in such a sense to recover its overall costs for such functions.

The calculation in this respect is:

Type of Ships	Gross Tonnage F.Y.1994-1996	Average Call Days	Weight Factor	Weighted G.Ton/Days
350 tons or less	767,589	5.00	1.6	6,140,712
351-999 tons	255,863	2.00	1.2	614,071
1000 tons or more	39,812,261	2.00	1.0	79,624,522
Barges	10,336,859	2.00	1.0	20,673,718
TOTAL	51,172,572 1/			107,053,023

Break-even Need (Page 9) 4,515,082=$.04 for ships of 1000 tons
Estimated Gross Tonnage 107,053,023 or more (applying also to barges)

When the weight factor is applied to ships of 350 tons or less, the rate is (0.04 x 1.6) or $0.07 per gross ton per calendar year. For ships of 351 to 999 gross tons rate is (0.04 x 1.2) or $0.05 per gross ton per calendar year.

The average gross tonnage for fiscal years 1994-1996 was obtained from Exhibit 10 to 13. It has been adjusted by deducting an estimate of 27,000,000 gross tons for tourist and passenger ships, which are exempted by law from paying port services charges and with the gross tonnage of ships holding licenses which are also exempted.

1/ Excludes passenger ships gross tonnage of 27,000,000; tugboats 135,300, and barges 1,402,128, which do not pay Port Services Charges.

2. Vessels not equipped to take water by hose, a rate of $1.90 per drum of gallons, or less, the drum to be provided by the vessel.

3. The ship's agent, representative, captain, or owner of company must notify well ahead of time and make arrangements with the Ports Authority representative at the pier, of the ship's needs for water supply. In order to up date the costs of rendering water services, it is necessary to increase this rate by $0.38 per cubic meter or to $1.90, and in that sense increase the other related charges proportionately.

Use of Office and Telephone

It has been a practice for agents, owners, and ship representatives to use the facilities of office and telephone as assigned by the Pier Attendant. A charge of $10.00 for the office and $5.00 for telephone use for local calls, has been normally assessed per ship. This practice has been found convenient and shall be continued.

Free Time and Demurrage

Based on a check of different cargo warehousing charges, it was found convenient to apply new demurrage penalty charges at the different Ports Authority facilities by 2 cents per cwt or 1 cent per cubic foot during the first five days. Over five days increases to be 2.5 cents per cwt or 1 cent per cubic foot. For vehicles, 1 cent increas. per cubic foot and for empty outbound containers $2.00 per calendar day as shown in the tariff.

According to historial data and a review of the annual port service charges applicable to different types of ships in the exemption provided by the license, it seems pertinent to establish new license fees per year as follows:

Vessels up to 350 tons	$ 990
Vessels from 351 to 1,000 tons	$1,320
Vessels from 1001 to 1,500 tons	$1,650
Vessels from 1,501 to 3,000 tons	$1,980
Vessels from 3,001 tons and over	$2,310

Ground Rent

The practice of charging land rental has been previously specifically set in the Ports Authority tariff. It is however felt that such rents shall be dealt administrative by the Puerto Rico Ports Authority, Maritime Bureau, and/or its Legal Division in a just and non-discriminatory manner. Rental in this sense will depend on proper valuation, considerations of the areas to be leased, and adequate and uniform rates.

TARIFF

Item	Definitions
1.0	DEFINITIONS - For the purpose of this tariff and its Rules and Regulations, the following terms shall have the following meanings and the use of the term in singular shall include the plural and viceversa.
1.1	Adjacent Islands - All the islands surrounding Puerto Rico and depending upon its government.
1.2	Calendar Day - The 24 hours from midnight to midnight.
1.3	Cargo - The goods, merchandise, or whatever is loaded, transported or conveyed in a ship whether in liquid, solid or in any other form.
1.4	Consignee-Agent - The person representing the owner or captain vessel in a town or at the place where certain work is done or the person to whom the cargo is consigned.
1.5	Container - A permanent type cargo-carrying unit designed to be transported directly and mechanically between vessels and other forms of transportation which has minimum dimensions of eight (8) feet in width, eight (8) feet in height, and twenty (20) feet in lenght, which is used for the movement of cargo as a unit. All other containers will be considered as general cargo.
1.6	CWT - Abbreviation for hundred weight. When used with respect to computation of wharfage or demurrage, means (1) by weight, per cwt, of 100 pounds; (2) by volume, per cwt. of two cubic feet; or (3) by boardfoot measurement in case of lumber, per 24 board feet being equivalent to a cwt. or two cubic feet.
1.7	Dock - Any structure used for the mooring of vessels or for the loading or unloading of persons or things. Also to mean port facilities and viceversa.
1.8	Dockage - The charge assessed against a vessel for berthing at or making fast to a wharf, pier or bulkhead structure or for mooring to another vessel so berthed.
1.9	Free Time - The period of time prior to the commencement of loading of a vessel, and the period of time following the completion of discharge by a vessel, when outbound and inbound freight, respectively, may be held in the transit area without payment of any fee except wharfage.

Item	Definitions
	harbor navigation channels (not terminal or berthing areas) to the extent not performed by the Army Corps of Engineers; construction of dykes when and where needed; assistance and/or supervision of navigation when and as needed, including for example lookout stations, radio communications, and the regulation and control of pilots; clearance of debris from navigation channels; investigation of accidents; provision of Port Captains; and administration of the Docks and Harbor Act provided within port and harbor areas or through the Ports Authority's central offices.
1.18	Quay - Every structure, embankment or wall protecting from the sea and its waves that part of the waterfront which said structure, embankment or wall limits. Used interchangeably with "Dock".
1.19	Ship, Vessel or Boat - Any vehicle used for the transportation of persons or things on the water, to include the ship's owner, her Master and the agent or any of them.
1.20	Transit Area - The area covered or uncovered, bordering on the apron of a wharf, pier, or bulkhead structure within which a cargo is assembled for loading on a vessel, and on which it is discharged for delivery from a vessel.
1.21	Wharf - A structure built along or at an angle from the shore of navigable waters so that ships may lie alongside to receive and discharge cargo and passengers. Also piers, docks and bulkheads. Wharves, pier or bulkhead structures designed primary for the loading or off-loading of liquid cargo by pipeline shall refer to Yabucoa, Guayanilla, Tallaboa, Las Mareas and other piers used for the loading or off-loading of petroleum related products. The rest shall be considered dry cargo wharves, piers or bulkheads.
1.22	Wharfage - The charge assessed against cargo for the passage of that cargo on, over, under, or through any wharf premise, pier or bulkhead structure, inward or outward. It also includes the charge assessed against cargo passing or conveyed between vessels (to or from barge, lighter or water) or by pipeline when berthed at wharf or when moored in a slip adjacent to the wharf.

Item	Definitions
2.0	**CONVERSION FACTORS**

1 kilogram = 2.2046 pounds
1 pound = 0.45 kilograms
1000 kilograms = 2,204.6 pounds = 1 metric ton
1 metric ton x 0.91 = 1 short ton
1 metric ton x 1.02 = 1 long ton
1 cubic meter = 35.315 cubic feet (cubic meters x 35.315 = cubic feet) (1 cubic meter x 1.13 = 40 cubic feet)
(40 cubic feet x 0.88 = 1. cubic meter)
1 centimeter = 0.3937 inches (centimeters x 0.3937 = inches (inches x 2.54 = centimeters)
1 meter = 39.37 inches (meters x 3.281 = feet) (feet x 0.3048 = meters)
1 cubic meter = 423.78 feet board measure (1000 feet board measure (FMB) = 2.36 cubic meters)
1 liter = 0.264 gallons (0.0063 bbls.)
1 barrel (42 gallons) - 159.09 liters
1 short ton = 2000 pounds
1 cwt = 100 pounds or 2 cubic feet or 24 board feet measurement of lumber
1 gallon fuel oil (Navy) = 7.89 pounds; 6.76 barrels per ton of 2,240 pounds; 331.4 pounds per barrel of 42 gals
1 gallon fuel oil (Bunker "C") = 8.33 pounds; 6.40 barrels per ton of 2,240 pounds; 350 pounds per barrel of 42 gals.
1 gallon lubricating oil = 7.69 pounds; 6.94 barrels per ton of 2,240 pounds 322.8 pounds per barrel of 42 gals.
1 gallon diesel oil (Navy) = 6.96 pounds; 7.67 barrels per ton of 2,240 pounds; 292.2 pounds per barrel of 42 gals.
1 gallon diesel oil (Commercial) = 7.25 pounds; 7.36 barrels per ton of 2,240 pounds; 304.5 pounds per barrel of 42 gals.
1 gallon gasoline (Commercial) = 6.15 pounds; 8.66 barrels per ton of 2,240 pounds; 258.3 pounds per barrel of 42 gals.
1 gallon kerosene (Commercial) = 6.75 pounds; 7.91 barrels per ton of 2,240 pounds; 283 pounds per barrel of 42 gals.

Item	Rules and Regulations
	reasonable capacity of the facilities; nor is it obliged to provide extended storage for any property in the course of normal operations, beyond a period oftime determined by the Director of the Authority. The Ports Authority is not obliged to accept any cargo, either inbound or outbound, which is not compatible with the accepted objectives of its facilities and the established assurances to the community. The refusal of any such cargo is discretionary with the Director of the Authority.
3.0.4	Disclaimer for Loss or Damage The Ports Authority does not accomplish unloading, loading or manipulation of cargo, does not carry inventary of cargo, nor inspections any cargo to see that it matches the shipping documents, nor conducts accounting of cargo deposit in its piers or terminals. In this regard the Authority shall not be responsible for any damages to freight being loaded, unloaded, handled, stored, or otherwise present on its facilities, or for loss of any freight or for any delay to same, unless such cargo is receipted for or on its behalf except to the extent that such damages are accounted to result from its fault or negligence. The Ports Authority shall not be responsible for any loss or damage to freight on or in its facilities by reason of fire, leakage, evaporation, natural shrinkage, wastage, decay, animals, rats, mice, other rodents, moisture, the elements, discharge of water from sprinkler fire protection systems, or by or from any other cause, except to the extent that such loss or damage is accounted to result from its fault or negligence. The Ports Authority shall not be responsible for delays, losses, or damages arising from riots, strikes, or labor disturbances of any persons, or for any loss due to pilferage or thievery, or to any other cause, except that such delays losses or damages are accounted to result from its fault or negligence.

Item	Rules and Regulations
	All vessels and all persons using Ports Authority facilities shall take every precaution to avoid pollution of the air and land. Authority air pollution control procedures will be strictly enforced. In addition to these regulations, all appropriate federal, state and local laws, rules and regulations pertaining to air and water pollution shall be rigidly observed.
3.0.8.1	Responsibility for Cleaning Facilities All users of Authority facilities shall be held responsible for cleaning the facilities after using them, including adjacent aprons and gutters. If the facilities are not properly cleaned, the Authority or the Chief of the Maritime Department shall order them cleaned and bill the responsible party at a minimum charge of $250.00 dollars daily published in this tariff. Office areas under leases which provide for janitorial services by Puerto Rico Ports Authority and its Maintenance Department are exempt from this rule.
3.0.9	General The Ports Authority shall control the allocation of all space, covered or open on its properties. All persons using Authority's property in any manner shall strictly coordinate with the Authority and comply with such allocation of space. The Authority may move freight or other articles, at owner's or agent's risk and expense, in order to enforce this Item. In all cases, the objective of space allocation is to insure maximum flexibility and utilization of available space, both covered and open, and the Authority shall be the sole judge in the matter.
3.0.10	Damages to Facilities All vessels, their owners or agents, and all other users of the facilities, shall be held responsible for all damage to the facilities occasioned by them. The Ports Authority mignt detain any vessel or other watercraft responsible for damage to the facilities until sufficient security has been given for the amount of damage. It shall be the responsi-bility of the users of the facilities to report any damage occasioned by them to the Ports Authority immediately.

Item	Rules and Regulatios
3.0.11	Emergencies Anyone on the Authority's property at any time who becomes aware of an emergency situation of any nature shall notify a responsible Ports Authority representative by the fastest means, while taking such immediate direct action as may be appropriate. In case of fire on board a vessel docked in a Ports Authority facility such vessel should sound five (5) prolonged blasts of its whistle or siren, each blast to be from four to six seconds duration, to indicate a fire on board, or on the wharf at which the vessel is berthed. Such signal should be repeated at intervals to attract attention and be used as an additional method for reporting a fire.
3.0.12	Explosives, Inflammables, and Other Hazardous Materials Explosives, inflammable and other hazardous commodities or materials will not be handled over or received on the wharves or other facilities of the Ports Authority until and unless approval is obtained from the United States Coast Guard and the Ports Authority. Such approval must be obtained by filing with the Authority and the United States Coast Guard the form Application and Permit to Handle Hazardous Materials within at least 48 hours in advance to ship's arrival. Ships transporting such materials not to be discharged but berthed at Ports Authority facilities shall also with at least 48 hours in advance notify the U.S. Coast Guard and the Ports Authority such information regarding be reported and included in the Docking Application and Permit. The Ports Authority may refuse the use of its facilities or waterfront for the handling, stowing, loading, discharging or transportation of such explosives or dangerous articles which are considered by the Ports Authority Director as offering undue risk or exposure to risk. Wherever a ship transporting explosives, inflamables or other hazardous materials is berthed at a Puerto Rico Ports Authority facility a copy of the Hazardous Cargo Manifest shall immediately or before ships arrival be filed with the Puerto Rico Ports Authority Maritime Bureau Operations Section.

Item	Rules and Regulations
3.0.17	Solicitation It is unlawful for any person to solicit or carry on any business on the Authority property without previously obtaining a permit from the Puerto Rico Ports Authority as required by this tariff or any other regulation.
3.0.18	Vehicles It is unlawful to park automobiles in any prohibited area or to park any automobile, truck, trailer or any other vehicles in loading zones for any longer period than is necessary to load or discharge cargo or passengers. All vehicles entering the port facilities not engaged in the transportation of cargo shall park in the areas designated by the Puerto Rico Ports Authority Maritime Bureau. It is unlawful for any motor vehicle to be stored on any wharf unless such vehicle shall have been first drained of all gasoline or other liquid petroleum products, except at such places as the Authority may designate.
3.0.19	Security Puerto Rico Ports Authority officer as well as those of the steamship companies, agents or stevedoring companies may inspect any vehicle at the entrance or exit of any of the pier facilities when they deem it pertinent. It is the responsibility of all Port users to furnish their own security when they have cargo, vessels, other property and/or responsibility on pier facilities. Watchmen so used must hve identification from the Ports Authority Security Office. Such identification will be requested through the Security Chief who will maintain a list of all watchmen. All watchmen employed, whether armed or nut, are required to understand and speak clearly understandable English.

Item	Rules and Regulations
3.0.21	Empty Drums, Etc., Must Not Remain on Wharf Empty drums, tanks, barrels, and other containers, used for the storage or transportation of gasoline, distillate, kerosene, or other flammable products, shall not be allowed to remain on any wharf or landing area after sunset of the day received without securing special permission to so from the Chief Puerto Rico Ports Authority Maritime Bureau, subject to the approval of the U.S. Coast Guard and Chief Industrial Security of the Authority.
3.0.22	Fire Fighting Apparatus It is unlawful for any person to obstruct or interfere with the free and easy access to, or to use, remove or in any manner disturb, any fire extinguisher, fire hose, fire hydrant, or any part of any fire sprinkler system, or any other fire fighting appliance or apparatus installed in or upon any wharf, warehouse or other building, structure or premises under the jurisdiction of the Authority, except for the prevention of fire; provided, however, that nothing herein contained shall prevent making necessary repairs or tests by any person duly authorized to do so.
3.0.23	Spark Protector Necessary Every steam or spark producing engine when used upon any wharf or landing area, and every pile driver when working on or alongside any wharf, must have upon its smokestack a bonnet or spark catcher that will effectually prevent sparks from falling upon such wharf or upon the deck of any vessel. In operating any donkey or hoisting engine in or under any shed, there must be, provided by the owner or operator a bent or curved pipe, with spark arrestor, extending to the outside of the shed, and owners or operators of such engines must clean and remove all ashes, cinders and waste coming out of engines.

Item	Rules and Regulations
3.0.27	Inside Fencing All fencing inside transit sheds, warehouses and terminals must be authorized by the Ports Authority Director. All original fencing or subsequent modifications will be installed at the expense of the applicable port user. After installation, the fencing becomes a property of the Puerto Rico Ports Authority, and the Authority reserves its rights to require its removal by the party installing it, in the event of vacating the facility or for any other just cause.
3.0.28	Unlawful to Fish from or Use Any Berth, Wharf or Other Area Without Assignment or Other Permission It is unlawful for any person to fish from or otherwise use in any manner, or for any vessel or any owner, agent or operator thereof to use in any manner, any berth, wharf, wharf premise, or other area under the jurisdiction of the Authority without first securing an assignment or other permission to do so.
3.0.29	Making Fast or Remaining at Wharf Without Consent of the Authority It is unlawful for any person to make any vessel fast, or to cause or permit any vessel to be made fast, to any wharf, or to cause or permit any vessel to remain fastened to any wharf, or to be or remain moored immediately in front thereof, without the consent of Puerto Rico Ports Authority Maritime Bureau and it is unlawful for any vessel to remain fastened to any wharf, or to remain moored immediately in front thereof, after the consent to so remain fastened or moored has been revoked or withdrawn by the Authority. For the purpose of this Item, each period of 24 hours, or fraction thereof, during which any violation exists or continues, shall be considered a separate offense and shall be subject to the penalties provided in this Tariff for each such separate offense. Any vessel made fast to or moored in front of any wharf, or remaining fastened to or moored in from of any wharf, in violation of this Item, shall be subject to removal by or at the orders of the Chief Puerto Rico Ports Authority Maritime Bureau and at the risk and cost of such vessel, its agent or owner, to such other place as the Chief Maritime Bureau may direct.

Item	Rules and Regulations
	Errors if any will be rectified by adjunstment or amendment based on information received subsequent to the issuance of the original bill.
3.0.33	Time Limit for Filing Claims All claims against the Authority shall be filed with the Authority within a term of one year from the day the first bill or bills are presented. Claims against Puerto Rico Ports Authority will have a year prior to the filing of this Resolution to be ratified. No refunds or adjustments will be made on any claims filed after this established time limit.

Item	Rules and Regulations
3.1.5.4	Vessels participating in regattas or maritime activities duly recognized by the Puerto Rico ports. In these cases the previous written approval by the Ports Authority Executive Director is required.
3.1.6	Any type of berthing not covered above will be assessed a fee of the Dockage, NOS Rate (Item 5.1.7), per gross registered ton per day or fraction-thereof.
3.1.7	When a vessel shifts berth by request of the Ports Authority, dockage will be assessed starting at the time the ship is made fast to the first wharf, pier or bulkhead until the time it leaves the last pier. If a ship shifts berth for her benefit or that of her agent, dockage will be assessed separately at each wharf, pier or bulkhead.
3.1.8	Vessels regularly serving Puerto Rico while on repairs or schedule maintenance when berthed at a Ports Authority facility will be assessed half dockage after proper arrangements for use of berth are made with Ports Authority Officers. Vessels not regularly serving Puerto Rico will similarly be assessed 60% of the regular dockage charge.
3.1.8.1	When arrangements for a berth for maintenance or repairs are made, the vessels so authorized will be subject to shift berth as required by the Ports Authority if the berth is so needed.
3.2	WHARFAGE
3.2.0.1	Statements Required The owner, agent, master or other person in charge of a vessel or cargo must furnish to the Pier-Superintendent at any Ports Authority pier facility where such vessel is discharging or loading or Authority Billing Office, complete copies of the vessels manifest and/or bill of ladings or waybills, freight bills showing names of consignees or consignors and the weight and measurements of all freight or other such information data or documents as may be necessary to develop statistical records and insure the proper

Item	Rules and Regulations
3.2.5	Containers or flat-bed trailers held on the container company's holding area originally manifested for transhipment to other destinations without change in form or content, including both loaded and empty containers, shall be assessed wharfage only on the inbound movement providing these containers do not exceed ten (10) working days in the holding area. Those that exceed this period will be charged outbound wharfage at normal rates.
3.2.6	Cargo loaded on or discharged by vessel while berthed at a Ports Authority facility, to or from a barge, scow, or lighter, or another vessel alongside shall be assessed wharfage at one half of the rates presented above.
3.2.7	Cargo transferred from one vessel to another at a Ports Authority facility without change in form or content, including both loaded and empty containers, shall be assessed wharfage only on the inbound movement.
3.2.8	Wharfage Exemptions
3.2.8.1	Ship's supplies and repair materials and supplies provided they are intended for the vessel's own use, consumption or repairs not including fuel.*
3.2.8.2	Cargo handling and stevedores' tools, pallets, equipment, and appliances which are taken on a wharf, pier or bulkhead structures for the purpose of loading or discharging a vessel then berthed at the facility. If such tools, equipment and appliances are left or remain at the pier after conclusion of operations they will be subject to demurrage starting twelve (12) hours after the conclusion of operations.
3.2.8.3	Passenger's baggage, provided it be carried on the same vessel as the passenger, and no revenue for its transporation is collected by the water carrier.
	*This exemption is limited to not more than eight (8) long tons, (2240 lbs.) per ship. Over this amount regular wharfage will be assessed

Item	Rules and Regulations
3.3	**SERVICE OR WHARFAGE FEE FOR VESSELS CARRYING PASSENGER OR CRUISE SHIPS**
3.3.1	Vessels carrying more than 12 revenue passengers or cruise ships which berth at a Ports Authority wharf, pier, or bulkhead structure shall pay a per passenger fee based on the revenue passengers or tourists whose names appear in the passengers or tourist list upon arrival of the vessel, and on the number of revenue passengers or tourists who initiate or terminate a voyage on the vessel.
3.3.2	The passenger fee shall not apply to those passengers or tourist disembarking in Puerto Rico from the same voyage of the same vessels on which they began their trip, provided they began their trip at a Ports Authority facility and were included in the number of passengers used to determine the passengers fees paid by the vessel at that time.
3.3.3	The passenger fee shall be paid by the agent or representative of said ship in Puerto Rico within thirty days after date invoice. In case of ships whose owners have no agent in Puerto Rico, the charge shall be paid by the captain of the ship before said ship has departed. Any sum due for the passenger fees prescribed above which is not paid within the term fixed will accrue interest at the maximum legal rate of interest allowable under the laws of Puerto Rico.
3.3.4	The Executive Director of the Authority is empowered to establish such rules, standards, and procedures as he considers convenient and adequate to attain the highest efficiency and promptness in the collection of the fees prescribed above.
3.3.5	Passengers or tourist ships starting services or cruises using the pier facilities of the Puerto Rico ports at San Juan are exempted from passenger or wharfage fees in their maiden trip. This exemption is granted to true maiden trips and is not applicable to ships changing agent, owner or name and already rendering or having rendered services to the Port of San Juan.* *Effective as of November 1, 1985.

Item	Rules and Regulations
3.4.1.4	Every tourist ship known as cruise ship, passenger ships and ferryboats not carrying cargo. If carrying cargo exemption is limited to 50%.
3.4.1.5	Every ship entering ports exclusively for taking the necessary water, provisions or fuel in order to continue its voyage.
3.4.1.6	Every ship entering port exclusively for making indispensable repairs in order to continue her particular voyage. Indispensable repairs mean those necessary to allow the normal seagoing movement of the ship such as repairs of the propellers, rudder, fuel or water supplies systems, generators, navigational lights, hull repairs which if not made will endanger the ship navigation. To qualify for this exemption the agent, master or owner of the ship shall provide evidence of proof and certify beforehand the repairs to be made and estimated termination time of the repairs to the pier control officer, pier superintendent or the Authority Maritime Bureau.
3.4.1.7	Any ship the property or under the control of the governments of the United States, Puerto Rico or foreign countries, not engaged in marine trade.
3.4.1.8	Every ship entering port with the purpose of loading or unloading persons or things in aid of persons injured by disasters which have occured in Puerto Rico or in any other country which may be exempted by the Executive Director of the Ports Authority.
3.4.1.9	Every vessel offering regular services at Puerto Rico ports while docked at a Ports Authority facility and conducting scheduled maintenance or repairs specially at these piers. Similarly vessels on irregular services and conducting maintenance will be assessed only 25% of the port service charge.
3.4.1.10	Every ship used for research and/or studies belonging to non-profit organizations and in non revenue operations at the port.

Item	Rules and Regulations
3.5.1.1	Shipments of one commodity or one consignee, imported as well as exported, in excess of 3,000 tons and up to 4,999 short tons, a free-time period of six (6) working days, in excess of 5,000 short tons of the same commodity or for the same shipper, a free-time period of seven (7) working days.
3.5.1.2	Cargo not in containers, or loose, originally manifested for transhipment to other ports without change in form or contents paying only incoming wharfage, a free-time period of ten (10) working days. In case the transhipment is not made in ten (10) working days, and the cargo stays at a Ports Authority pier, the free-time will be extended in five (5) additional working days with the condition of paying outgoing wharfage. Cargo for transhipment remaining in the pier in excess of fifteen (15) working days will pay demurrage according to the rate established in this Regulation and will pay in addition outgoing wharfage, if reembarked. If the cargo is not reembarked, it will be subject to the provisions of Items 3.5.8, and 6.2. If the cargo is lifted from the pier to a warehouse which does not belong to the Ports Authority during the period from the eleventh to the fifteenth days, it will not be considered as transhipment cargo and will pay demurrage as if it were inbound cargo or over the regular free-time of five (5) working days. The steamship line will have the responsibility to present all documents evidencing that the shipment concerns transhipment cargo so that it will have the right which in this connection is established.
3.5.1.3	Cargo in containers held in the pier (transit area) and/or the company's holding area originally manifested for transhipment to other destinations without change in form or content, including both loaded and empty containers, a free-time period of ten (10) working days. Cargo that exceeds this period and up to fifteen (15) working days will be charged an additional wharfage fee. Cargo remaining in the pier (transit area) in excess of fifteen (15) working days wil pay demurrage according to the tariff in effect and wil pay in addition outgoing wharfage for transhipment if reembarked as indicated in Item 5.2.9.

Item	Rules and Regulations
3.5.3	Cargo remaining in the transit area of a Ports Authority wharf, wharf premises, pier, or bulkhead structure after the close of its free-time period shall, at the option of the Ports Authority, be placed in public storage at the risk and expense of the goods, or assessed demurrage rates.
3.5.4	Outbound empty containers delivered to the transit area of a Ports Authority wharf, wharf premises, pier, or bulkhead structure prior to the time the vessel on which they are to move commences loading, and inbound empty containers remaining in such area after the vessel on which they have moved completes discharges, shall at the option of the Ports Authority, be placed in storage at the risk and expense of the owner or assessed demurrage as prescribed in Item 6.2.5 of this Tariff.
3.5.5	Cargo originally manifested to be transferred from one vessel to another at a Ports Authority facility without change in form or content, including both loaded and empty containers, shall be considered as inbound cargo and containers from the standpoint of its right of the Ports Authority to place it in storage and/or to assess demurrage.
3.5.6	Any cargo or container which is received and deposited in a pier and is not shipped will be subject to demurrage. This wil be assessed demurrage commencing at the time the cargo or container is deposited until it is dispatched.
3.5.7	Any cargo for which the basis to ascertain demurrage is not shown in the manifest or shipping documents will pay demurrage either per hundredweight or cubic feet whichever yields the highest revenue to the Ports Authority, applying instead Article 3.2.4 to the demurrage, if necessary.

Item	Rules and Regulations
3.5.9.2	Through the official Bureau of Customs form, the shipping line or its agent, in accordance with the contract established by the Docking Permit will require payment of the demurrage charges accrued from the consignee and the bonded warehouse designated by the Bureau of Customs will make sure that said cargo is not dispatched from its warehouse until the shipping line has been duly paid.
3.5.9.3	The public warehouse will respond to the shipping line of charges for demurrage of cargo dispatched from their warehouses when the warehouse has allowed its dispatch without due reimbursement to the shipping line.
3.5.10	Extensions of Free-Time Period
3.5.10.1	The free-time period can be extended whenever there is a just cause as determined by the authorized official to grant the extension as provided in Item (b) of this Article to that effect. Examples of just cause are storms, torrential rains, floods, fires, earthquakes, accidents at the piers, works at the piers undertaken by the Authority and which may prevent or cause difficulties for the picking up or delivery of the cargo. If and extension of free-time period is granted, it will be extended for the same number of days in which cargo could not be hauled away in cases of import cargo and for the number of days in which the vessel was unable to work cargo in cases of exports only through an application in writing made by the consignee, the steamship line or the agent, or by any of them. The Application must be sent to the Authority as soon as there is knowledge that a just cause exists.
	b. In cases in which the period to be extended does not exceed five (5) working days and after the corresponding justification, authorization is given to the Chief of the Maritime Bureau of the Authority to approve such extensions. In excess of five (5) working days and up to a maximum of twenty (20) working days, free-time can only be extended with the approval of the Executive Director and in excess of twenty (20) working days, with the approval of the Puerto Rico Ports Authority Board of Directors.
3.5.10.2	When the free-time period expires a Friday, it will be extend until midnite of next sunday. If it expires the day before a holiday it will be extend until midnite of such holiday.

Item	Rules and Regulations
3.6.4.2	The assessment of the penalty will commence the midnite of the next day the vessel finished the unloading operations and when the Pier Attendant observes that the crane is not being used in the receipt, delivery or moving of cargo in the pier. The penalty will be assessed to all cranes and equipment placed in the pier prior to 48 hour of ship loading operations unless such equipment is used for the relocation or receipt of cargo.
3.6.5	Collection of Overtime In all cases where Ports Authority personnel is used in periods over the regular working hours the Ports Authority shall be paid for the corresponding overtime in addition to the percentage of fringe benefits incurred by the Authority for the services of the pertinent employee.
3.7	ACCESS OF OFFICERS AND EMPLOYEES Every officer or employee of the Authority properly identified shall have the right of access to any vessel, wharf, or section of the Puerto Rico waterfront to conduct inspections and/or investigations to enforce the complance of the provisions of this Regulations and no person shall obstruct or intervene in any form with such officers or employees in the performance of their duties of inspections, investigations or in their demand for the compliance of the provisions of the Law and this Regulation or in the discharge of any other duty or power vested by the Act and Regulations of the Authority.
4.0	LAND RENTALS AND LEASES
4.1	The Ports Authority may lease on a monthly basis with steamships lines serving the ports of Puerto Rico for the preferential and exclusive use of certain outside storage area. A sample of the lease is on file with the Federal Maritime Commission, and the same may be obtained at the Puerto Rico Ports Authority. All ship companies, agents or users will have equal access to these facilities, subject to availability and to the responsibility of the Puerto Rico Ports Authority to maxime the utilization and efficiency of its terminal facilities.

Item	RATES AND FEES	
5.0	RATES AND FEES	
5.1	DOCKAGE	Dockage Rate Per Gross Register Ton Per 24 Hrs. or Fraction Thereof
5.1.2	Tanker vessels and tank barges while berthed at wharves, piers or bulkhead structures designed primarily for the loading or off-loading or liquid cargo by pipeline.	$0.0668
5.1.3	All vessels while berthed at dry cargo wharves, piers or bulkhead structures in connection with the trade with off-shore points.	$0.1202
5.1.4	All vessels while berthed at dry cargo wharves, piers or bulkhead structures in connection with the trade with other Puerto Rico ports or the American or the American Virgin Islands.	$0.0902
5.1.5	Dockage rates for tourist vessels known as "Cruise Ships" and for combination cargo-passenger vessels carrying more than 100 revenue passengers will be:	$0.0601
5.1.6	Vessels including those of non-profit organizations engaged in revenue producing activities while berthed.	$0.14
5.1.7	Dockage NOS.	$0.14
5.1.8	Application of the dockage rates prescribed above shall be subject to a minimum dockage of:	$10.28
5.2	Cargo which passes on, over, under or through any Ports Authority wharf, wharf premise, pier or bulkhead structure for loading to or after discharge from a vessel shall pay wharfage at the following rates:	

Item	Rates and Fees	Unit	Rate
5.2.5.6.1	Motorcycles and passenger vehicles to be transported on Cruise Ships, when the same are accompanied by the cruise passenger:		
	Outbound charge	EACH	$5.97
	No more than one (1) motorcycle or one (1) passenger vehicle is authorized per passenger. Additional motorcycles or vehicles in charge of one passenger will be assessed the rates of Item 5.2.5.6.		
	The Master of the cruise ship or her representative shall provide the Puerto Rico Ports Authority a manifest with information concerning the number of passengers and vehicles accompanied by cruise passengers with a complete description of the vehicles including mark, model, type, license plate and motor number.		
	Motorcycles and passenger vehicles when accompanied by a cruise passenger, and not considered to be a vehicle in a return trip, will pay the inbound normal wharfage charges.		
	For verification purposes, vehicles discharged through the port facilities of the Puerto Rico Ports Authority, in their retrun trip will be exempted for the payment of the inbound wharfage charge, through the presentation of the shipping documents or manifest that will prove that such vehicles were originally shipped out through the port facilities of the Puerto Rico Ports Authority. In such cases the carier shall provide copy of the documents of the vehicles when they were shipped out and copy of the manifest that specify that such vehicle were originally shipped out through the port facilities of the Puerto Rico Ports Authority.		

Item	Rates and Fees	Unit	Rate
5.2.5.6.4	Passenger vessels in service between the United States, Virgin Islands and the Port of San Juan, Puerto Rico whose gross registered tonnage do not exceed four-hundred (400) tons and four-hundred (400) passengers may in the alternative to the provisions of Article 5.3.1 and 5.1.5 pay to the Authority a lump sum of three thousands-five hundred nighty three dollars ($3,593) monthly to cover the passenger and dockage fees with the understanding that such vessels will use the piers facilities of the Authority to embark and disembark passengers during no more than five days of the week. Any additional docking day above the fifth day of the week by the ship used in the regular service as well as any additional trip by any additional vessel will be collected separately at the rate of $180 per trip. In order to qualify and benefit from this provision, the agent, captain or owner of the vessel must submit to the Puerto Rico Ports Authority's Statistical Office at the end of each month a certified statement showing the number of trips and passengers moved in and out during the month.		
5.2.5.7	Chassis, alone, not shipped as part of the container.	EACH	$6.14
5.2.5.7.1	Chassis in bundles of two chassis, per bundle	EACH	$8.32
5.2.5.7.2	Chassis in bundles of three chassis, per bundle	EACH	$11.44
5.2.5.8	Livestock: Cattle, horse, mules, donkeys, ponies and all other animals NOS, per head		$2.60
5.2.5.9	Colts and calves, under one year, per head dogs, sheeps and goats, per head		$1.72

Item	Rates and Fees	Unit	Rate
5.2.9.6	**Wharfage Charges**	Per Gross Register Ton	
	Wharfage charges will be assesed to every cargo vessel under 400 short tons entering and using a port of Puerto Rico or adjacent islands, as follows:		
	99 gross tons, or less		$200.00
	100 to 199		300.00
	200 to 299		400.00
	300 to 399		500.00
5.2.9.7	Wharfage rate for cargo vessels under 400 short tons at Fajardo (Puerto Real) Dock facilities:		
	55 gross tons or less		$ 50.00
	56 to 99		100.00
	100 to 199		200.00
	200 to 299		300.00
	300 to 399		400.00
5.3	**Fees or Wharfage for Vessels Carrying Passenger on Cruise Ships**		
	Per passenger, embarking, disembarking or in transit		$8.76
	NOTE: Embarking passengers returning in the same trip and in the same ship, and disembarking at a Ports Authority facility, will be charged only once. As per Item 3.3.2 of this tariff.		
5.3.1	Cruise ships scheduled for two (2) port calls or more weekly (within a period of seven consecutive days) to the Port of San Juan shall be charged the following per passenger rates:		

Item	Rates and Fees	Unit	Rate
5.3.2.2	In the case of passengers ferry services between the Port of San Juan and ports in the Virgin Islands the payment of a lump sum for passengers service charges may be agreed with the Authority of $251,700.00 annually, determined from the date the service is started, which will be paid quarterly in advance, disregarding the volume of passengers transported. In these cases the ship agent or ship company shall communicate in writing with the Ports Authority Executive Director as to agree and make use of this tariff. At all times in order to qualify for this tariff the ship agent or ship company will provide monthly to the Ports Authority the movement of passengers per outbound and inbound trip for statistical purposes.		
5.3.3	Passengers embarking by the Port of Mayaguez Pier facilities in ferryboats or ferries in round trips or return trips of a round trip from the Dominican Republic when such vessels make more than three trips in a period of seven days.*	EACH	$1.90
5.3.3.1	No charge will be assessed to disembaking passengers in the return of a round trip which has started at the Port of Mayaguez, but the passengers embarking in the Dominican Republic in a round trip will be subject to the regular charge when departing from the Port of Mayaguez. The ship and/or agent will have to submit the official passenger list or manifest at all instances, at departures and/or arrivals. * Returned persons or passengers to the Dominican Republic by U.S. Inmigration and Naturalization Service for being undocumented and ilegally having entered to Puerto Rico will be exempted of this charge after proper certified written notification by said federal agency.		

Item	Rates and Fees	Unit	Rate
5.5.1.1	Vessels equipped to take water by hose at a rate of $1.52 per cubic meter with a minimum charge of $3.26 for each such vessel, plus a connection or outlet charge of $4.35. When the hose is supplied by the Ports Authority, an additional $2.20 charge per hose segment.		
5.5.1.2	Vessels not equipped to take water by hose, a rate of $2.56 per drum of 55 gallons or less, the drum to be provided by the vessel.		
5.6	Miscellaneous		
5.6.1	Electricity Electricity will be supplied for the lighting of transit shed and open areas at Ports Authority facilities when requested by the users thereof. The charge for electricity thus supplied will be determined by applying a rate of $0.19 per kilowatt hour to the consumption as estimated by the Authority, which estimates will be controlling.		
5.6.2	Use of Office and Telephone Any captain, consignee, agent, per on, shipping company, or owner of a ship not having an office at a Ports Authority pier may use one to be assigned by the Pier Attendant or Ports Authority representative. Upon a charge of $10.00 for the office and $5.00 for the use of telephone per ship. The telephone use is limited exclusively to local calls.		
5.6.3	Use of Cranes and Specialized Equipment Cranes and equipment left at the pier after the end of operations, at designated or non designated areas will be assessed a fee of $25.00 per calendar day or fraction thereof.		

Item	Rates and Fees
6.3	Penalty for not Shifting Berth or not Removing Sunken or Vessel Under Repairs
6.3.1	In accordance and in conjunction with Regulation No. 2 (Resolution No. 1060 of July 14 ,1971 as amended) any sunk or vessel under repairs or which by any reason stays at any Puerto Rico Ports Authority berth after proper written notice for her removal has been given by the Authority to her owner, agent and or Master will be subject to a penalty of three (3) times the regular dockage assessed to such vessel. The penalty will be effective twenty four (24) hours after notice and for every day or fraction thereof the vessel is not shifted or is not removed. This penalty will be assessed in addition the any other recourse or damages action the Authority may take action to arrange for the removal of the vessel at the cost, risk and expense of the vessel, her owner, agent or Master.
6.4	Penalty for Unauthorized Use of Facilities
	No vessel, owner, agent or master of vessel is authorized the use of any berth, pier facility without the corresponding approval of the Authority as expressed in the docking permit or any written authorization. Any vessel, owner, master or agent of vessel who uses a Ports Authority facility without the corresponding authorization will be subject to a penalty of two (2) times her dockage charges for every day or fraction the facility is used without the pertinent authorization.

GROSS REGISTER TONNAGE OF VESSELS
ARRIVING TO THE SEVERAL PORTS OF PUERTO RICO
FISCAL YEARS 1989 - 1996

FISCAL YEAR	SAN JUAN	PONCE	MAYAGUEZ	GUANICA	GUAYANILLA	LAS MAREAS	YABUCOA	OTHERS	TOTAL
1989	44,493,247	2,732,565	829,220	319,923	4,719,948	3,713,066	5,370,442	88,830	62,267,241
1990	54,760,286	3,208,886	581,161	320,047	7,807,640	4,110,839	5,082,818	66,371	75,938,048
1991	46,690,092	3,213,839	464,627	330,189	5,624,505	3,126,969	4,661,302	40,949	64,152,472
1992 Estimated	50,000,000	3,215,000	500,000	332,000	5,630,000	3,200,000	4,700,000	41,000	67,618,000
1993	56,000,000	3,400,000	520,000	335,000	5,700,000	3,300,000	4,750,000	43,000	74,048,000
1994	58,000,000	3,600,000	530,000	340,000	5,750,000	3,350,000	4,800,000	45,000	76,415,000
1995	62,000,000	3,800,000	535,000	345,000	5,800,000	3,400,000	4,850,000	47,000	80,777,000
1996	63,000,000	3,850,000	537,000	347,000	5,850,000	3,450,000	4,855,000	49,000	81,938,000
AVEGARE 94-96	61,000,000	3,750,000	534,000	344,000	5,800,000	3,400,000	4,835,000	47,000	79,710,000

ECONOMIC RESEARCH AND STATISTICS OFFICE

Exhibit 13

PASSSENGERS AT SAN JUAN HARBOR PIERS
HISTORICAL FISCAL YEARS -1989-91
ESTIMATED FISCAL YEARS -1992-96

FISCAL YEAR ENDING JUNE 30	NUMBER OF PASSENGERS	PERCENT INCREASE OR DECREASE	NUMBER OF PASSENGERS USING 1,3,4,6	NUMBER OF PASSENGERS OTHER PIERS
1989	777,405	7.42	759,382	18,023
1990	866,090	11.4	818,149	47,941
1991	891,348	2.9	798,756	92,592
1992	1,063,370	23.4	979,000	121,000
1993	1,014,490	-4.6	902,896	111,594
1994	1,200,000	18.3	1,068,000	132,000
1995	1,500,000	25.0	1,335,000	165,000
1996	1,650,000	10.0	1,468,500	181,500
AVERAGE 94-96	1,450,000	17.8	1,290,500	159,500

Exhibit 11
Sheet 1 of 1

PUERTO RICO PORTS AUTHORITY
SHIPS GROSS TONNAGE BY TYPE OF SHIPS
AUTHORITY FACILITIES AT SAN JUAN AND MAYAGUEZ
FISCAL YEARS 1989-1996

	SAN JUAN PORT				MAYAGUEZ PORT			
FISCAL YEAR ENDING JUNE 30	PASSENGER SHIP TONS	PERCENT OF CHANGE	CARGO SHIPS TONS	PERCENT OF CHANGE	CARGO SHIPS TONS	PERCENT OF CHANGE	TOTAL CARGO SHIPS	GRAND TOTAL
1989	20,102,673	7.75	21,285,333	2.68	166,942	-80.73	21,452,275	41,721,890
1990	20,816,097	3.5	24,186,969	13.6	142,233	-14.8	24,329,202	45,145,299
1991	20,885,154	0.3	22,536,632	-6.8	129,388	-9.0	22,666,020	43,551,174
1992	21,340,063	2.3	23,098,000	2.0	131,000	1.0	23,131,000	44,569,063
1993 Estimated	22,000,000	3.0	24,000,000	4.0	132,000	1.0	24,132,000	46,132,000
1994	22,500,000	2.3	24,500,000	2.1	133,000	1.0	24,633,000	47,133,000
1995	23,000,000	2.2	25,000,000	2.0	134,000	1.0	25,134,000	48,134,000
1996	24,000,000	4.3	26,000,000	4.0	135,000	1.0	26,135,000	50,135,000
94-96 Average	23,167,000	3.0	25,167,000	3.0	134,000	1.0	25,301,000	48,468,000

ECONOMIC RESEARCH AND STATISTICS OFFICE

Exhibit 10
Sheet 1 of 1

PUERTO RICO PORTS AUTHORITY

CAPITAL INVESTED IN DEPRECIABLE FACILITIES
USED AT CENTRAL OFFICE, SERVICE AREA, MARITIME
BUREAU ADMINISTRATION AND SPECIFIC AREAS
FOR PORTS, CARGO AND PASSENGER PIERS
FISCAL YEAR 1994 – 1995

LINE NO	AREA	Invested as of June 30, 1993 Acquired at 6% (A) (1)	Acquired at 8.5% (A) (2)	Fully Depreciated Before July 1, 1994 Acquired at 6% (A) (3)	Acquired at 8.5% (A) (4)	Investment During Fiscal Year 1993 – 94 (A) (5)	Net Investment as of July 1, 1994 Acquired at 6% (B) (6)	Acquired at 8.5% (C) (7)	Annual Charges for the Use of Invested Capital Acquired at 6% Rate (D) (8)	Amount (E) (9)	Acquired at 8.5% Rate (D) (10)	Amount (F) (11)	Total (G) (12)
1	Central Office		$2,348,638		$325,834	$1,370,000		$3,391,004			0.1949	$626,658	$626,658
2	Service Department		$2,944,130		$3,730	$80,000		$2,920,400			0.1439	$420,246	$420,246
3	Maritime Bureau Administration		$350,458			$3,500		$553,958			0.2251	$124,695	$124,695
4	Passenger Piers	$5,194,629	$15,132,036		$9,024	$3,300,250	$5,194,629	$18,423,262	0.0877	$351,676	0.1149	$2,116,833	$2,468,509
5	Cargo Piers	$10,347,836	$20,601,299		$696,985	$5,450,000	$10,347,836	$31,354,385	0.0848	$665,368	0.1098	$3,442,711	$4,108,077
6	Port Services	$128,118	$9,135,717			$13,500	$128,118	$9,149,217	0.0634	$8,123	0.1487	$1,360,489	$1,368,612

Notes:
(A) Puerto Rico Ports Authority Property Records
(B) Column "1" less Column "3"
(C) Column "2" less Column "4" plus Column "5"
(D) Calculated using standard interest tables to develop an annual rate whereby the Authority will recover investment cost
(E) The product of Columns "6" and "8"
(F) The product of Columns "7" and "10"
(G) The sum of Columns "9" and "11"

Exhibit 8
Sheet 2 of 3

PUERTO RICO PORTS AUTHORITY

PUERTO RICO NUEVA AREA
Determination of Land Costs

LINE	FACILITY	ACRES (1)	COST OF LAND (2)	COST OF IMPROVEMENT (3)	TOTAL (4)	(A)
1	Pier "A"	3.08	$23,488	$113,917		$423,207
2	Pier "B"	3.08	23,488	113,917		423,207
3	Pier "C"	3.39	23,488	113,917		465,803
4	Pier "D"	4.60	23,488	113,917		632,063
5	Pier "E"	4.14	23,488	113,917		568,857
6	Pier "F"	4.14	23,488	113,917		568,857
7	Pier "G"	3.44	23,488	113,917		472,673
8	Pier "H"	3.45	23,488	113,917		474,047
9	Pier "J"	3.44	23,488	113,917		472,673
10	Pier "K"	3.45	23,488	113,917		474,047
11	Pier "L"	5.16	23,488	113,917		709,010
12	Pier "M"	3.44	23,488	113,917		472,673
13	Total Land Costs					$6,157,117

Calculation of Land Cost (B)

A.	Bare Land Cost	$8,883,182	
	Total Acreage	376.08	(Acres)
	Bare Cost Per Acre	23,488	($8,883,182 /295.173)
B.	Cost of Improvement to Land		
	Total Investment	$33,625,100	
	Total Acreage	295,173	
	Investment Cost Per Area	113,917	($33,625,100 /295.173)

NOTES: (A) Sum of Columns (2) and (3), $137,405 times Column (1)
(B) Source: Property Records and Development Plans of Puerto Rico Ports Authority

Exhibit 7
Sheet 2 of 2

PUERTO RICO PORTS AUTHORITY

PORT SERVICES EXPENSES
HISTORICAL FOR FISCAL YEARS 1990 AND 1991
BUDGET FOR FISCAL YEARS 1992 TO 1996
CALCULATIONS OF COSTS FOR ALL MARITIME AREAS

	1989-90	HISTORICAL 1990-91	1991-92	1992-93	BUDGET 1993-94	1994-95	1995-96	AVERAGE 1994-96,
	A	A	B	B	B	B	B	C
	1	2	3	4	5	6	7	8
Direct Expenses								
Personal Services								
Operational Salaries	$669,934	$635,307	$676,602	$720,581	$767,419	$817,301	$870,426	$818,382
Maintenance Salaries	5,940	(5,089)	10,000	10,650	11,342	12,079	12,865	12,095
Fringe Benefits	313,766	425,884	453,566	483,048	514,446	547,885	583,498	548,610
Sub-Total	$989,640	$1,056,102	$1,140,168	$1,214,279	$1,293,208	$1,377,266	$1,466,788	$1,379,087
Contractual Services								
Maintenance & Repairs	$118,372	$178,555	$189,268	$200,624	$212,662	$225,422	$238,947	$225,677
Police Services	47,297	47,903	50,777	53,824	57,053	60,476	64,105	60,545
Professional Services	0	0	0	0	0	0	0	0
Cleaning	0	234	248	263	279	295	313	296
Rent	1,343	73	77	82	87	92	98	92
Communications	10,488	11,996	12,716	13,479	14,287	15,145	16,053	15,162
Heat, Light and Power	*9,922	44,242	46,837	49,710	52,693	55,855	59,206	55,919
Advertising and Subscriptions	525	0	0	0	0	0	0	0
Insurance	74,751	75,386	79,909	84,704	89,786	95,173	100,883	95,281
Materials and Supplies	3,026	4,593	4,869	5,161	5,470	5,799	6,146	5,805
Travel and Entertainments	22,404	13,937	14,773	15,660	16,599	17,595	18,651	17,615
Representation	0	256	271	288	305	323	343	324
Fuel	165	129	137	145	154	163	173	163
Water	1,987	6,793	7,201	7,633	8,031	8,576	9,091	8,586
Other Expenses	1,099	1,062	1,126	1,193	1,265	1,341	1,421	1,342
Sub-Total	$301,379	$385,159	$408,269	$432,765	$458,791	$486,254	$515,430	$486,805
Bad Debts	0	0	0	0	0	0	0	0
Depreciations	0	0	0	0	0	0	0	0
Direct Charges Services Area	887	859	911	965	1,023	1,084	1,150	1,086
Sub-Total	$887	$859	$911	$965	$1,023	$1,084	$1,150	$1,086
Prorated Charges								
Bureau Administration	277,149	308,928	268,829	285,914	304,086	323,415	$343,973	$323,825
Central Office	546,834	587,152	539,021	573,541	610,274	649,363	690,957	650,198
Service Area	185,941	210,818	252,307	268,636	286,021	304,532	324,241	304,931
Sub-Total	$1,009,924	$1,106,898	$1,060,157	$1,128,091	$1,200,382	$1,277,309	$1,359,171	$1,278,954
Total Expenses	$2,301,830	$2,549,018	$2,609,505	$2,776,100	$2,953,349	$3,141,914	$3,342,538	$3,145,932

NOTES: (A) Source: Puerto Rico Ports Authority Records
(B) Source: Puerto Rico Ports Authority Budget Records
(C) Does not include depreciation

Exhibi
Sheet

PUERTO RICO PORTS AUTHORITY

CARGO PIERS EXPENSES
HISTORICAL FOR FISCAL YEARS 1990 AND 1991
BUDGET FOR FISCAL YEARS 1992 TO 1996
CALCULATIONS OF COSTS FOR ALL MARITIME AREAS

	1989-90	HISTORICAL 1990-91	1991-92	1992-93	BUDGET 1993-94	1994-95	1995-96	AVERAGE 1994-96
	A	A	B	B	B	B	B	C
Direct Expenses	1	2	3	4	5	6	7	8
Personal Services								
Operational Salaries	$413,969	$358,798	$382,120	$406,358	$433,410	$461,582	$491,584	$462,192
Operational Wages	166,448	895,640	953,857	1,015,057	1,081,888	1,152,211	1,227,104	1,153,734
Maintenance Salaries	824,179	845,231						
Maintenance Wages	247,881	290,690	309,585	329,708	351,139	373,963	398,270	374,457
Fringe Benefits	1,756,790	1,926,065	2,051,259	2,184,591	2,326,589	2,477,818	2,638,876	2,481,094
Sub-Total	$3,409,267	$4,316,424	$3,696,821	$3,937,114	$4,193,026	$4,465,573	$4,755,835	$4,471,478
Contractual Services								
Maintenance and Repairs	$151,493	$123,040	$130,422	$138,248	$146,543	$155,335	$164,655	$155,511
Polices Services	678,987	691,670	733,170	777,160	823,790	873,217	925,610	874,206
Professional Services	0	0	0	0	0	0	0	0
Cleaning	0	0	0	0	0	0	0	0
Rent	840	1,993	2,113	2,239	2,374	2,516	2,667	2,519
Communications	29,916	31,035	32,897	34,871	36,963	39,181	41,532	39,225
Heat, Light and Power	134,914	150,494	168,094	178,084	188,769	200,095	212,101	200,322
Advertising and Subscriptions	1,584	0	0	0	0	0	0	0
Insurance	351,082	369,495	391,665	415,165	440,074	466,479	494,468	467,007
Materials and Supplies	20,151	35,434	37,560	39,814	42,202	44,735	47,419	44,785
Travel and Entertainments	58,224	16,526	17,518	18,569	19,683	20,864	22,116	20,887
Representation	0	0	0	0	0	0	0	0
Fuel	19	54	57	61	64	68	72	68
Water & Sewer	324,670	463,403	491,207	520,680	551,920	585,036	620,138	585,698
Other Expenses	10,462	3,261	3,457	3,664	3,884	4,117	4,364	4,122
Sub-Total	$1,762,342	$1,894,405	$2,008,069	$2,128,553	$2,256,267	$2,391,643	$2,535,141	$2,394,350
Bad Debts	0	0	0	0	0	0	0	0
Depreciations	0	0	0	0	0	0	0	0
Direct Charges Services Area	65,594	26,859	28,471	30,179	31,989	33,909	35,943	33,947
Sub-Total	$65,594	$26,859	$28,471	$30,179	$31,989	$33,909	$35,943	$33,947
Prorated Charges								
Bureau Administration	$1,190,920	$1,343,792	$1,424,420	$1,509,885	$1,600,478	$1,696,506	$1,798,297	$1,698,427
Central Office	2,307,513	2,688,674	2,849,994	3,020,994	3,202,254	3,394,389	3,598,052	3,398,232
Service Area	796,121	979,521	1,038,292	1,100,590	1,166,625	1,236,623	1,310,820	1,238,023
Sub-Total	$4,302,554	$5,011,987	$5,312,706	$5,631,469	$5,969,357	$6,327,518	$6,707,169	$6,334,681
Total Expenses	$9,539,757	$11,249,675	$11,046,067	$11,727,315	$12,450,639	$13,218,643	$14,034,089	$13,234,457

NOTE: (A) Source: Puerto Rico Ports Authority Records
(B) Source: Puerto Rico Ports Authority Budget Record
(C) Does not include depreciation

Exhibi
Sheet

PUERTO RICO PORTS AUTHORITY

MARITIME BUREAU ADMINISTRATION EXPENSES
HISTORICAL FOR FISCAL YEARS 1990 AND 1991
BUDGET FOR FISCAL YEARS 1992 TO 1996
CALCULATIONS OF COSTS FOR ALL MARITIME AREAS

	HISTORICAL		BUDGET					AVERAGE
	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1994-96
	A	A	B	B	B	B	B	C
Direct Expenses	1	2	3	4	5	6	7	8
Personal Services								
Administrative & Clerical Salaries	$542,509	$569,637	$750,000	$798,750	$850,669	$905,962	$964,850	$907,160
Operational Salaries	603,850	610,457	496,000	528,240	562,576	599,143	638,087	599,935
Maintenance Salaries	301199	412,820	0	0	0	0	0	0
Personnel Training	595	374	2,000	2,130	2,268	2,416	2,573	2,419
Fringe Benefits	541,954	777,642	623,000	663,495	706,622	752,553	801,469	753,548
Sub-Total	$1,990,107	$2,470,930	$1,871,000	$1,992,615	$2,122,135	$2,260,074	$2,406,979	$2,263,062
Contractual Services								
Maintenance and Repairs	$132,591	$112,100	$131,000	$138,860	$147,192	$156,023	$165,384	$156,200
Police Services	0	0	0	0	0	0	0	0
Professional Services	248,308	162,892	282,000	267,120	283,147	300,136	318,144	300,476
Cleaning	50	0	0	0	0	0	0	0
Rent	16,474	6,487	20,000	21,200	22,472	23,820	25,250	23,847
Communications	31,141	25,516	30,000	31,800	33,708	35,730	37,874	35,771
Heat, Light and Power	39,757	13,461	47,000	49,820	52,809	55,978	59,336	56,041
Advertising and Subscriptions	64,362	18,440	62,000	65,720	69,663	73,843	78,274	73,927
Insurance	18,965	41,557	25,000	26,500	28,090	29,775	31,562	29,809
Materials and Supplies	88,401	110,635	100,000	106,000	112,360	119,102	126,248	119,236
Travel and Entertainments	21,300	16,403	26,000	27,560	29,214	30,966	32,824	31,001
Representation	0	0	0	0	0	0	0	0
Fuel	0	17	1,000	1,060	1,124	1,191	1,262	1,192
Water & Sewer	1,501	2,693	2,000	2,120	2,247	2,382	2,525	2,385
Other Expenses	61,426	44,612	66,000	69,960	74,158	78,607	83,323	78,696
Sub-Total	$724,376	$554,813	$762,000	$807,720	$856,183	$907,554	$962,007	$908,582
Direct Charges Services Area	0	0	0	0	0	0	0	0
Total Cash Expenses	$2,714,483	$3,025,743	$2,633,000	$2,800,335	$2,978,318	$3,167,628	$3,368,986	$3,171,644
Depreciation	0	0	0	0	0	0	0	0
Total Direct Expenses	$2,714,483	$3,025,743	$2,633,000	$2,800,335	$2,978,318	$3,167,628	$3,368,986	$3,171,644
Distributions								
Piers	$1,532,054	$1,707,729	$1,486,069	$1,580,309	$1,680,963	$1,787,809	$1,901,458	$1,790,076
Isla Grande Maritime Area	124,323	138,579	120,591	128,255	136,407	145,077	154,300	145,261
Ports Services	277,149	308,928	268,829	285,914	304,086	323,415	343,973	323,825
Other	780,957	870,506	757,514	805,656	856,862	911,327	969,257	912,482
TOTAL	$2,714,483	$3,025,743	$2,633,000	$2,800,335	$2,978,318	$3,167,628	$3,368,986	$3,171,644

NOTE: (A) Source: Puerto Rico Ports Authority Records
(B) Source: Puerto Rico Ports Authority Budget Records
(C) Does not include depreciation

Exhibit
Sheet 1

PUERTO RICO PORTS AUTHORITY

SERVICES AREA EXPENSES
HISTORICAL FOR FISCAL YEARS 1990 AND 1991
BUDGET FOR FISCAL YEARS 1992 TO 1996
CALCULATIONS OF COSTS FOR ALL MARITIME AREAS

	1989-90	HISTORICAL 1990-91	1991-92	1992-93	BUDGET 1993-94	1994-95	1995-96	AVERAGE 1994-96
	A	A	B	B	B	B	A	C
Direct Expenses	1	2	3	4	5	6	7	8
Personal Services								
Administrative & Clerical Salaries	$1,291,494	$1,412,447	$1,876,000	$1,997,940	$2,127,806	$2,266,119	$2,413,411	$2,269,110
Maintenance Salaries	743,979	787,609	800,000	852,000	907,380	966,360	1,029,173	967,638
Unapplied Construction Employees	923,899	1,080,105	1,000,000	1,065,000	1,134,225	1,207,950	1,286,466	1,209,547
Maintenance Wages	1,037	39	0	0	0	0	0	0
Other Projects Employees	0	0	0	0	0	0	0	0
Personnel Training	8,593	13,177	7,800	7,455	7,940	8,456	9,005	8,467
Fringe Benefits	1,100,360	1,322,509	1,838,000	1,957,470	2,084,706	2,220,211	2,364,525	2,223,147
Sub-Total	$4,077,362	$4,615,886	$5,521,000	$5,879,865	$6,262,056	$6,669,090	$7,102,581	$6,677,909
Contractual Services								
Maintenance and Repairs	$80,445	$52,246	$132,000	$139,920	$148,315	$157,214	$166,647	$157,392
Police Services	0	0	0	0	0	0	0	0
Professional Services	6,997	26,000	30,000	31,800	33,708	35,730	37,874	35,771
Cleaning	0	0	0	0	0	0	0	0
Rent	1,599	6,637	3,000	3,180	3,371	3,573	3,787	3,577
Communications	32,804	39,615	40,000	42,400	44,944	47,641	50,499	47,695
Heat, Light and Power	19,558	22,860	25,000	26,500	28,090	29,775	31,562	29,809
Advertising and Subscriptions	315	486	1,000	1,060	1,124	1,191	1,262	1,192
Insurance	5,439	5,543	10,000	10,600	11,236	11,910	12,625	11,924
Materials and Supplies	34,244	57,990	32,000	33,920	35,955	38,113	40,399	38,156
Travel and Entertainments	21,754	45,038	30,000	31,800	33,708	35,730	37,874	35,771
Representation	0	0	0	0	0	0	0	0
Fuel	1,982	1,183	2,000	2,120	2,247	2,382	2,525	2,385
Water & Sewer	2454	6013	3000	3,180	3,371	3,573	3,787	3,577
Other Expenses	28,713	11,073	25,000	26,500	28,090	29,775	31,562	29,809
Sub-Total	$236,804	$275,484	$333,000	$352,980	$374,159	$396,608	$420,405	$397,057
Total Cash Expenses	$4,314,166	$4,891,370	$5,854,000	$6,232,845	$6,636,215	$7,065,698	$7,522,986	$7,074,966
Depreciation	0	0	0	0	0	0	0	0
Total Direct Expenses	$4,314,166	$4,891,370	$5,854,000	$6,232,845	$6,636,215	$7,065,698	$7,522,986	$7,074,966
Distributions								
Piers	$1,039,283	$1,178,331	$1,410,229	$1,501,492	$1,598,664	$1,702,127	$1,812,287	$1,704,359
Port Services	185,941	210,818	252,307	268,636	286,021	304,532	324,241	304,931
Isla Grande Maritime	87,146	98,806	118,251	125,903	134,052	142,727	151,964	142,914
Bureau Administration	0	0	0	0	0	0	0	0
Others	3,001,797	3,403,415	4,073,213	4,336,814	4,617,478	4,916,313	5,234,493	4,922,762
TOTAL	$4,314,166	$4,891,370	$5,854,000	$6,232,845	$6,636,215	$7,065,698	$7,522,986	$7,074,966

NOTE: (A) Source: Puerto Rico Ports Authority Records
(B) Source: Puerto Rico Ports Authority Budget Records
(C) Does not include depreciation

Exhibit 8
Sheet 1 of

PUERTO RICO PORTS AUTHORITY

CENTRAL OFFICE
HISTORICAL FOR FISCAL YEARS 1990 AND 1991
BUDGET FOR FISCAL YEARS 1992 TO 1996
CALCULATIONS OF COSTS FOR ALL MARITIME AREAS

CENTRAL OFFICE	1989-90	HISTORICAL 1990-91	1991-92	1992-93	BUDGET 1993-94	1994-95	1995-96	AVERAGE 1994-96
	A	A	B	B	B	B	B	C
	1	2	3	4	5	6	7	A
Direct Expenses								
Personnel Services								
Administrative & Clerical Salaries	$6,511,458	$6,531,263	$5,931,000	$6,316,515	$6,727,088	$7,164,349	$7,630,032	$7,173,823
Maintenance Salaries	153,163	145,910	0	0	0	0	0	0
Other Projects Employees	0	0	76,000	80,940	86,201	91,804	97,771	91,926
Personnel Training	4,211	12,744	32,000	34,080	36,295	38,654	41,167	38,705
Fringe Benefits	2,867,798	3,243,543	3,003,500	3,190,720	3,406,545	3,628,077	3,863,902	3,632,874
Sub-Total	$9,536,630	$9,933,460	$9,042,500	$9,630,263	$10,256,230	$10,922,884	$11,632,872	$10,937,329
Contractual Services								
Maintenance and Repairs	$47,877	$134,649	$61,000	$64,660	$68,540	$72,652	$77,011	$72,734
Polices Services	0	0	0	0	0	0	0	0
Professional Services	751,895	926,390	906,000	960,360	1,017,982	1,079,060	1,143,804	1,080,282
Water & Sewer	12,977	19,640	22,000	23,320	24,719	26,202	27,774	26,232
Rent	152,099	137,014	178,000	188,680	200,001	212,001	224,721	212,241
Communications	259,075	232,932	215,000	227,900	241,574	256,068	271,433	256,358
Heat, Light and Power	88,478	111,465	134,000	142,040	150,562	159,596	169,172	159,777
Advertising and Subscriptions	31,799	200,167	201,000	213,060	225,844	239,394	253,758	239,665
Insurance	7,256	14,531	13,000	13,780	14,607	15,483	16,412	15,501
Materials and Supplies	200,832	204,897	189,000	199,240	211,237	223,911	237,346	224,164
Travel and Entertainments	77,454	93,258	70,000	74,200	78,652	83,371	88,373	83,466
Representation	9,588	326	9,000	9,540	10,112	10,719	11,362	10,731
Fuel	48,166	79,585	40,500	42,930	45,506	48,236	51,130	48,291
Other Expenses	120,985	93,056	103,000	109,180	115,731	122,675	130,035	122,814
Sub-Total	$1,808,481	$2,248,110	$2,140,500	$2,268,930	$2,405,066	$2,549,370	$2,702,332	$2,552,256
Total Cash Expenses	$11,345,111	$12,181,570	$11,183,000	$11,899,193	$12,661,295	$13,472,254	$14,335,204	$13,489,585
Depreciation	0	0	0	0	0	0	0	0
Total Direct Expenses	$11,345,111	$12,181,570	$11,183,000	$11,899,193	$12,661,295	$13,472,254	$14,335,204	$13,489,585
Distributions								
Piers	$3,289,859	$3,440,073	$3,158,079	$3,360,332	$3,575,550	$3,804,585	$4,048,262	$3,809,459
Port Services	546,834	587,152	539,021	573,541	610,274	649,363	690,957	650,198
Isla Grande Maritime	252,996	271,649	249,381	265,352	282,347	300,431	319,675	300,818
Others	7,341,421	7,882,694	7,236,519	7,699,967	8,193,124	8,717,896	9,276,310	8,729,110
TOTAL	$11,345,111	$12,181,570	$11,183,000	$11,899,193	$12,661,295	$13,472,254	$14,335,204	$13,489,585

NOTE: (A) Source: Puerto Rico Ports Authority Records
(B) Source: Puerto Rico Ports Authority Budget Records
(C) Does not include depreciation

Exhibit 1
Sheet 1 of 2

EXHIBITS

Item	Rates and Fees
8.0	ANNUAL LICENSE FEES License fees in accordance with Items 3.4.1.1 and 3.4.1.2 will be assessed as follows: Vessels up to 350 tons $ 990 Vessels from 351 to 1,000 tons 1,320 Vessels from 1,001 to 1,500 tons 1,650 Vessels from 1,501 to 3,000 tons 1,980 Vessels from 3,001 tons and over 2,310
9.0	GENERAL PENALTIES Every ship, agent, master of ship, representative or person who violates any provision of this tariff shall be liable for any administrative fines imposed by the Authority and or punishable and incurr in misdemeanors imprisonment in jail for a term not to exceed six (6) months and/or maximum fine of $500 pursuant to the Docks and Harbors Law of Puerto Rico of 1968 (23 L.P.R.A. Secs. 2101-2801).