



**BUCKEYE BAHAMAS HUB**

West Sunrise Highway, P.O. Box F-42435  
Freeport, Grand Bahama, The Bahamas

March 10<sup>th</sup>, 2023

TO WHOM IT MAY CONCERN:

**RE: Buckeye Bahamas Hub Revised Tariff Schedule**

Effective June 1<sup>st</sup>, 2023, BBH will implement the scale of charges as outlined in the revised Tariff Schedule.

These charges apply to all vessels operating at BBH's sea island jetties (i.e., Berths 5, 6,7,8,9 and 10) and at the inland docks (berths 11 and 12).

Please be reminded that all berthing fees must be received by the terminal prior to any berthing operations.

Sincerely,

Tom Nash

Director, Operations



# **Tariff Schedule (Effective June 1<sup>st</sup>, 2023)**

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## **A. VESSELS WORKING CARGO AT SEA ISLAND JETTIES**

Minimum charge for vessels and barges:

<b>Metric Tons Summer Dead Weight</b>	<b>Rates</b>
0 up to 20,000	\$28,900
20,001 up to 50,000	\$32,400
50,001 up to 76,000	\$48,500
76,001 up to 100,000	\$60,000
100,001 up to 150,000	\$69,300
150,001 up to 250,000	\$86,600
250,001 up to 450,000	\$115,500

- i. A fee of \$800 will be added to the above to cover all launch services associated with vessels berthed at the Buckeye Bahamas Hub offshore jetties when services are provided during normal launch schedules. Launches will run every two hours, 24 hours a day, on the odd hour, departing Dock 1.
- ii. A fee of \$1,200 will be added to the above to cover all line handling services associated with vessels berthed at the Buckeye Bahamas Hub offshore jetties for both berthing and unberthing operations, with the exception of personnel required on board the vessel.
  - Note: This fee will not be applied to double berthing fees due to backloading activities or extended berthing hours.
- iii. The above Tariffs include: pilotage, towage, and documentation for berthing and unberthing. Above charges apply on a basis of 36 hours (laytime) alongside, per discharge or loading operation for vessels <150,000 summer deadweight expressed in metric tons (SDWT), and 72 hours (laytime) alongside, per discharge or loading operation for vessels >150,000 summer deadweight expressed in metric tons (SDWT).
  - If a vessel discharges full cargo and backloads any part thereof; then double berthing fees will apply. In cases where a vessel part discharge and backloads within the allowed laytime; single berthing fees will still apply.
  - In the case where a vessel part discharge with an R.O.B. and backloading exceeds the allowed laytime, a surcharge fee of \$1,500 per hour thereafter will be charged. If vessel exceeds the allowed laytime by more than 12 hours, double



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berthing fees will apply.

- iv. Tariffs are based on the vessel's summer deadweight expressed in metric tons (SDWT). The SDWT used for calculating tariffs will be as published in the current "Lloyds Register of Ships" or on the Q88, whichever is the greater. The fact that a vessel has been re-measured downward will not make the vessel eligible for a reduction in port charges.
- v. If a vessel is shifted from one berth to another at the request of the Master, Agent, or Customer, or due to operational problems caused by said Vessel, Agent or Customer, the same scale of charges will apply to the re-berthing.

Vessels that arrive having declared themselves ready in all aspects but are found by the Boarding Pilot to be deficient for safety reasons (e.g., vessel is not inerted as required, or a safety deficiency from a previous visit has not been rectified), will be charged a call out and standby fee for:

- Tugs \$2,500 (per tug)
- Pilots \$750
- Linesman \$1,200 (5 men, 2-line boat)

This fee will cover the first hour of detention time, thereafter, the tugboats, etc. will stand down to await the vessel's readiness. If the vessel's Master requests that the tugboats remain standing by, then the ship will be charged at the aforementioned rates, on an hourly basis.

### **A. VESSELS WORKING CARGO INSIDE FREEPORT HARBOR AT BERTHS 11 & 12**

For vessels operating inside Freeport Harbor at berth 11 and/or 12, an additional \$6,000 (Freeport Harbor Company Charges) will be added to the fees in A.

### **B. SUPPLEMENTAL TARIFFS**

- i. Dead Ship Towage:  
Available upon request and will be quoted per specifics of each request.



**C. LAUNCH SERVICE**

- \$1,000 per vessel for off schedule launch services will be charged per occurrence for services to the offshore jetties.
- \$1,000 per hour, or part thereof, will be charged for services to/from vessels receiving bunker fuel only at the Buckeye Bahamas Hub offshore jetties platforms.
- \$1,800 per hour, or part thereof, will be charged for services to/from vessels, for any requests for launch services at the Freeport's Anchorage, or within three (3) miles off port. This service will only be provided to vessels with business activities, other than launch services, at Buckeye Bahamas Hub.

**D. MOBILE CRANE (5 Tons S.W.L.)**

\$400 per hour, or part thereof.

**E. FORKLIFT (2 Tons S.W.L.)**

\$350 per hour, or part thereof.

**F. OIL SPILL RESPONSE & CONTAINMENT BOOM RENTAL**

- i. \$5 per foot, per day. Request for such usage will be handled on an individual basis and charges will reflect length of intended stay, degree of immobility and size of vessel, amongst other relevant factors. Damages to boom are user's account.
- ii. \$1,200 per hour for oil response vessel assistance for spill clean-up, and pollution counter measure duties.
- iii. Reimbursement at cost plus 15% for all consumable response supplies utilized (e.g. absorbents, dispersant chemicals, etc.) Buckeye will provide a post service invoice itemizing all consumed materials and associated expense for each.

The foregoing tariffs are offered under the terms and conditions of the company's standard forms of contract and may be reviewed and adjusted from time to time and are subject to additional royalties (if applicable) to Freeport Harbor Company.