



Republika ng Pilipinas  
KAGASIWANG NG DAUNGAN NG PILIPINAS  
(PHILIPPINE PORTS AUTHORITY)  
Marsman Bldg, South Harbor, Port Area  
Manila, Philippines

**PPA FILE**  
PHILIPPINE PORTS AUTHORITY  
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09 March 1994

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PPA MEMORANDUM CIRCULAR  
NO. 07 - 94

TO : All Port District Managers  
Port Managers  
Port Users  
Others Concerned

SUBJECT : 1994 Port Tariff Rates

Pursuant to Memorandum Circular 121 issued by Malacanang on 02 November 1992, and in accordance with the guidelines promulgated by the Department of Finance (DOF), the two-steps increases in port charges as approved by the Secretary of Transportation and Communication last 2 March 1994, shall take effect April 3, 1994, thence April 3, 1995.

This amends/supersedes PPA Memorandum Circular No. 06-85.

For compliance.

  
CARLOS W. AGUSTIN  
General Manager

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A. CHARGES ON VESSELS

1. Vessels engaged in foreign trade, including those engaged in barter trade, that enter any port, whether private or government, shall be charged PORT DUES on each call based on GRT, as follows:

Existing Rates	Effective April 3, 1994	Effective April 3, 1995
US\$ 0.062/GRT	US\$ 0.074	US\$ 0.081

2. Vessels engaged in foreign trade, including those engaged in barter trade, that berth at any port of call shall also be charged DOCKAGE at BERTH per GRT per calendar day or fraction thereof, as follows, provided that, for purposes of computation, a maximum of 50,000 GRT shall be used:

	Existing Rates	Effective April 3, 1994	Effective April 3, 1995
At a Government Port	US\$ 0.030/GRT	US\$ 0.036/GRT	US\$ 0.039/GRT
At a Private Port officially registered with PPA	US\$ 0.021/GRT	US\$ 0.018/GRT	US\$ 0.020/GRT

3. Vessels engaged in foreign trade that do not berth but drop anchor at either a government or privately-owned port, whether operated exclusively or commercially, shall also be charged DOCKAGE at ANCHORAGE of one-half (1/2) of the corresponding dockage at berth at a government port, subject to the same maximum 50,000 GRT, as follows:

Existing Rates	Effective April 3, 1994	Effective April 3, 1995
US\$ 0.015/GRT	US\$ 0.018/GRT	US\$ 0.020/GRT

4. Vessels engaged in domestic trade that berth or drop anchor at any government port shall be charged a port USAGE FEE, as follows

	Existing Rates	Effective April 3, 1994	Effective April 3, 1995
Below 6 GRT		NO CHARGE	
6 to 100 GRT-per calendar day or fraction	₱ 18.80	₱ 26.30	₱ 30.10
Over 100 GRT-per GRT per calendar day or fraction thereof	₱ 0.188	₱ 0.263	₱ 0.301

Provided, that vessels engaged in domestic trade that call at an officially registered private port whether operated exclusively or commercially shall be charged at one-half (1/2) of the usage fee at a government port.

Provided further, that registered bay and river trade vessels shall also be charged one-half (1/2) of the required USAGE FEE but in no case less than or more than the following charges for a calendar day or fraction:

	Existing Rates	Effective April 3, 1994	Effective April 3, 1995
Not less than	₱ 18.80	₱ 26.30	₱ 30.10
Not more than	₱ 94.00	₱ 131.60	₱ 150.40

5. Vessels engaged in domestic trade that are authorized to temporarily lay up and anchor at any port shall be charged a LAY UP FEE corresponding to one-half (1/2) of the applicable USAGE FEE.

	Existing Rates	Effective April 3, 1994	Effective April 3, 1995
6 - 100 GRT-per calendar day or fraction	₱ 9.40	₱ 13.15	₱ 15.05
Over 100 GRT-per GRT per calendar day or fraction	₱ 0.094	₱ 0.132	₱ 0.150

6. Idle vessels occupying dockside berth at any government port despite a shifting order from the Port Manager or his authorized representative to give way to an incoming operating vessel, shall be assessed a charge of 300% of applicable dockage fee for foreign vessels and 500% of the applicable usage fee for domestic vessels, provided that payment of such fees shall be made by the owners, agents or representatives prior to actual departure from berth. However, vessels occupying dockside berth at any government port, but are subject of a restraining order, injunction, writ of attachment, and other similar orders by a competent court or authority, shall be assessed a charge of 600% of the applicable dockage for foreign vessels, and 1,000% of the applicable usage fee for domestic vessels, provided, that the payment of such assessed fees shall be made by the party granted the favorable judgement or order, and, provided further, that the same is made immediately after the court or competent authority's decision.

#### B. CHARGES ON CARGOES

7. All non-containerized foreign cargoes coming in (imported), going out (exported) or transhipped through a government-owned wharf shall be charged WHARFAGE for the use of port facilities on the basis of the total metric or revenue tonnage whichever is applicable, rounded off to the nearest ton, as follows

<u>If Imported</u>	<u>Existing Rates</u>	<u>Effective April 3, 1994</u>	<u>Effective April 3, 1995</u>
a. Cargoes in Sacks/Bags/Bulk/ Uncrated Live Animals/ Steel Products, Logs and Lumber/Heavy Lift Per Metric Ton	₱ 28.20	₱ 33.85	₱ 36.65
b. Others Per Revenue Ton	₱ 23.50	₱ 28.20	₱ 30.55

If Exported

a. Cargoes in Sacks/Bags/Bulk/ Uncrated Live Animals/ Steel Products, Logs and Lumber/Heavy Lift Per Metric Ton	₱ 14.10	₱ 16.90	₱ 18.35
b. Others Per Revenue Ton	₱ 11.75	₱ 14.10	₱ 15.25

Foreign Transshipment

A single charge per metric or revenue ton payable by the shipping/line agent

a. Cargoes in Sacks/Bags/Bulk/ Steel Products, Logs and Lumber/Heavy Lift Per Metric ton	US\$ 0.641	US\$ 0.769	US\$ 0.833
b. Others Per Revenue ton	US\$ 0.534	US\$ 0.641	US\$ 0.694

PROVIDED that the minimum charge shall be P10.00.

8. All containerized foreign cargoes (FCL or LCL singles) shall be charged WHARFAGE per box, as follows.

<u>If Imported</u>	<u>Existing Rates</u>	<u>Effective April 3, 1994</u>	<u>Effective April 3, 1995</u>
20 - ft	₱ 399.50	₱ 479.40	₱ 519.35
35 - ft	505.25	606.30	656.85
40 - ft	599.25	719.10	779.05
45 - ft	705.00	846.00	916.50

If Exported

20 - ft	₱ 199.75	₱ 239.70	₱ 259.70
35 - ft	253.80	304.55	329.95
40 - ft	300.80	360.95	391.05
45 - ft	352.50	423.00	458.25

Foreign Transhipment

20 - ft	US \$ 9.18	US\$ 11.02	US\$ 11.93
35 - ft	11.53	13.84	14.99
40 - ft	13.67	16.40	17.77
45 - ft	16.02	19.22	20.83

PROVIDED, that if cargoes in a box are owned by more than one (1) shipper/consignee, that is, LCL containers, the WHARFAGE for non-containerized cargoes shall apply; and PROVIDED FURTHER that NO WHARFAGE shall be charged on empty containers, i.e. without contents of any sort.

9. All non-containerized domestic cargoes shall be charged WHARFAGE as they enter or leave a government-owned wharf on the basis of their total revenue or metric tonnage rounded off to the nearest ton, as follows:

	Existing Rates	Effective April 3, 1994	Effective April 3, 1995
a. Cargoes in Sacks/Bags/Bulk/ Uncrated Live Animals/ Steel Products, Logs and Lumber/Heavy Lift Per Metric ton	₱ 1.98	₱ 2.75	₱ 3.15
b. Others Per Revenue ton	₱ 1.65	₱ 2.30	₱ 2.65

PROVIDED, that the minimum charge shall be P 5.00.

10. Domestic containerized cargoes (FCL or LCL singles) shall be charged WHARFAGE on a box basis as the box enters or leaves a government-owned wharf at the following rates:

	Existing Rates	Effective April 3, 1994	Effective April 3, 1995
10 - ft box or shorter	₱ 13.16	₱ 18.40	₱ 21.05
20 - ft	26.32	36.85	42.10
35 - ft	32.90	46.05	52.65
40 - ft	39.48	55.25	63.15
45 - ft	46.06	64.50	73.70

PROVIDED that if cargoes in a box are owned by more than one shipper/consignee (LCL), the wharfage for non-containerized cargo shall apply. PROVIDED FURTHER, that no wharfage shall be charged on an empty box, i.e., without contents of any sort.

11. The WHARFAGE for all foreign and domestic cargoes whether containerized or not that are loaded or discharged from a vessel at anchor without using any wharf of a government or at a privately-owned port whether operated exclusively or commercially, shall be one-half (1/2) of the corresponding charge collected at a government-owned port.

#### C. CHARGES ON STORAGE

12. A STORAGE shall be charged on cargoes that remain in any government-owned port beyond the "free storage period".

The said period is defined for all types of cargoes as follows

- |   |   |
|---|---|
| a) For Imported Cargoes   | 6 calendar days after the day that the last item of cargo is discharged from the carrying vessel.                                   |
| b) For Export Cargoes   | 5 calendar days from the day that the cargo is received at the port.  |
| c) For Foreign Transhipment   | a total of 15 calendar days from the day of arrival to the day of departure.  |
| d) For Domestic Cargoes Entering any port   | 2 Calendar days prior to the day that the carrying vessel is scheduled to arrive as announced and approved by the PPA Port Manager. |
| e) For Domestic Cargoes Discharged at any port                                    | 2 Calendar days after the day that the last item of cargo is unloaded from the carrying vessel.                                     |
| f) For Domestic Cargoes that are "Shutout" (not loaded on their scheduled vessel) | 2 Calendar days after vessel's departure.   |

PROVIDED that if the cargo is not loaded as scheduled, the resulting fee shall be paid for by whoever is at fault.

13 The STORAGE for non-containerized cargoes shall be determined on the basis of the number of calendar days that the cargo stays in port after the "free storage period" and the total revenue tonnage of the cargo according to the following schedule per revenue ton per day or fraction, as follows

Imported Cargoes	₱ 7.50
Cargoes for Export	3.75
Foreign Transshipment	US \$ 0.171
Domestic Cargoes	₱ 5.65

14 The STORAGE of a container whether or not it contains cargo shall be determined on the basis of the number of calendar days the cargo stays in port after the prescribed "Free Storage Period". as follows

Existing Rates  
(No Increase)

**Foreign Imported Box**

20 - ft	₱ 240.65
35 - ft	421.10
40 - ft	481.30
45 - ft	541.45

**Foreign Exported Box**

20 - ft	₱ 60.15
35 - ft	105.30
40 - ft	120.30
45 - ft	134.40

**Foreign Transhipped Box**

20 - ft	US \$ 5.47
35 - ft	9.57
40 - ft	10.94
45 - ft	12.22

**Domestic Box**

10 - ft	₱ 63.45
20 - ft	180.50
35 - ft	314.90
40 - ft	360.95

15 The PPA Board of Directors shall have the power to adjust or suspend the "free storage period" and/or increase the storage charges for ports declared by it as congested PROVIDED, that foreign transshipment containers shall not be subject to the said escalation

## EXEMPTIONS FROM PORT CHARGES

16. Notwithstanding the above provisions, cargoes of duly BOI-registered firms as well as those granted special exemptions by law enacted or decreed after 1 January 1976 shall be exempted from payment of port charges until otherwise revoked or amended
17. Vessels for drydocking or repair at any duly authorized drydocking shipyard facilities shall be exempted from dockage/usage fees from the time it calls at a shipyard facility up to the time the drydocking or repair is completed
18. Vessels (foreign or domestic) certified for shipbreaking at a duly accredited shipbreaking yard shall be exempted from all vessel charges. Scraps resulting from shipbreaking of foreign vessels which are re-exported or sold locally shall be exempted from wharfage. Scraps resulting from shipbreaking of domestic vessels shall likewise be exempted from wharfage
19. Vessels in distress or those calling at any port for humanitarian reasons shall also be exempted from all vessel charges.
20. Donations from international or local organizations duly authorized or registered by the DSWD or the Office of the President shall be exempted from wharfage and storage charges provided, there is evidence that the same is requested for release/delivery within seven (7) days from notice of arrival