



Republika ng Pilipinas
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(PHILIPPINE PORTS AUTHORITY)
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26 May 1989

PPA Memo Circular No. 18-89

T O : The Manager, PDO Manila/PMO North Harbor
North Harbor Cargo Handlers
Port Users and
All Concerned

SUBJECT : IMPLEMENTATION OF THE 25% ACROSS-THE-BOARD INCREASE
IN THE CARGO HANDLING RATES IN NORTH HARBOR

Pursuant to the PPA Executive Committee Resolution No. 88-030 and Board Resolution No. 1058, the implementation of the 25% across the board increase in the arrastre and stevedoring rates for North Harbor, Port of Manila is hereby approved.

The Port District Office of Manila, in coordination with the Commercial Services Department shall closely monitor the performance of these operators more particularly in their compliance with their commitments on labor, equipment and productivity levels, and in the actual rates implementation.

Attached are copies of the newly approved cargo handling rates schedule for North Harbor.

This shall take effect May 31, 1989.


ROGELIO A. DAYAN
General Manager

2.0 HEAVY LIFT CARGO

For any single cargo item requiring a lift of 5 tons or more.

Metric Ton 96.70 7.15

3.0 PALLETIZED/UNITIZED CARGO

Rev. Ton 85% of applicable rates

4.0 DANGEROUS/HAZARDOUS CARGO

Rev. Ton 150% of applicable rates

5.0 CONTAINERIZED CARGO

5.1 Rates for FCL Domestic Containers where cargo handler furnishes equipment.

		Arrastre		Stevedoring
		Loaded	Empty	
10 footer and below	per box	134.90	40.50	53.95
Over 10 to 20 footer	per box	269.80	107.80	89.95
Over 20 to 35 footer	per box	472.20	188.90	89.95
Over 35 to 40 footer	per box	539.65	215.90	89.95

5.2 Where cargo handlers' equipment is not utilized, or where the FCL containers are directly loaded onto or unloaded from chassis thereby requiring no other handling

10 footer & below	per box	87.70	26.30	53.95
Over 10 to 20 footer	per box	175.40	70.15	89.95
Over 20 to 35 footer	per box	306.90	122.75	89.95
Over 35 to 40 footer	per box	350.75	140.30	89.95

6.0 BULK CARGO

50% of the general cargo rate

7.0 OTHER SERVICES

7.1 Stripping and Stuffing of container

10 footer	per container	67.30
20 footer	per container	134.65
40 footer	per container	269.25

7.2 Shifting/Restowing of cargo within the same hatch

150% of applicable stevedoring rate

7.3 Shifting from one hatch to another or from hold to dock/pier or barge and vice versa.

200% of applicable stevedoring rates

- B.6 Heavy lift charges shall be exclusive of equipment hire if vessel's gear is inadequate for stevedoring services and shall include iron and steel products of more than 5000 kilos per bundle or per lift.
- B.7 Minimum charge per bill of lading shall be P2.38
- B.8 "Arrastre Service" means those activities which include the following:
- B.8.1 Receive and load cargoes from and to ship's tackle with the use of dock (arrastre) gang and cargo handling equipment;
 - B.8.2 Check cargo by marks and quantity, acknowledge and sign tally sheets.
 - B.8.3 Sort and pile cargo in shed open/storage, if not taken on direct to truck;
 - B.8.4 Deliver/transfer cargo to and receive from tailend of consignee's transportation or ship's tackle.
 - B.8.5 Secure cargo from pilferage or losses while under its custody.
 - B.8.6 Provide mechanical equipment for receiving/stowing/delivery/transfer/shifting of cargo.
 - B.8.7 Weigh bulk cargoes and load to bulk containers; and
 - B.8.8 Provide checking services only when cargo is unloaded or loaded to and from shipside, to and from barges alongside vessel.
- B.9 Stevedoring services are understood as work performed on board vessel, that is the process or act of loading and unloading cargo, stowing inside hatches, compartments and on deck or open cargo spaces on board vessel. Related services to stevedoring are the activities of rigging ship's gear, opening and closing hatches, securing cargo stored on board by lashing, shoring and trimming.

8.10 Minimum labor complement and equipment requirements

8.10.1 ARRASTRE

		<u>LABOR</u>	<u>EQUIP/GEAR</u>
8.10.1.1	Palletized Cargo	4 arrastre men 1 gang boss 2 forklift operators	2 FORKLIFTS (3-5 tons)
8.10.1.2	Breakbulk Heavylift Dangerous cargoes	Receiving gang (loading/unloading) 10 arrastre men 1 gang boss 1 B.O. Checker 2 forklift operators	2 fork- lifts (3-5 tons) Pallets Weighing scale Cable wire Net Rope String
		Inside transit shed 8 arrastre men 1 gang boss	
8.10.1.3	Bulk cargoes	4 arrastre men 1 gang boss	clam shell shovel
8.10.1.4	Containerized	6 arrastre men 2 forklift operators 1 gang boss	1 forklift (5-10 tons) 1 forklift (over 10 tons)

8.10.2 STEVEDORING

8.10.2.1	Palletized Cargo	4 stevedores 2 forklift operators	2 unit forklifts (3-5 tons)
8.10.2.2	Breakbulk Heavy Lift Dangerous Cargoes	10 stevedores 1 gang boss 1 winchman 1 signal man 1 checker	all gears below hook
8.10.2.3	Bulk Cargo	12 stevedores	All gears below hook
8.10.2.4	Containerized	8 stevedores 1 winch man 1 signalman 1 checker	Spreader

8.11 Responsibility and Liability For Losses and Damages

- 8.11.1 The Contractor shall at its own expense handle all cargoes and all work undertaken by it diligently and in a skillfull, workmanlike and efficient manner and shall be solely responsible as an independent contractor, and hereby agrees to accept liability and to promptly pay to the shipping company, consignees, consignors or other interested party or parties all damages that may be suffered on account of loss, damage or destruction of any cargo while in the custody or under the control of the Contractor in any pier, shed, warehouse, facility or other designated place authorized by PPA to the extent of the actual bill of lading value of each package unless the value of the cargo is otherwise specified or manifested or communicated in writing together with the declared bill of lading and supported by certified packing list to the Contractor by the interested party or parties before the discharge or receipt and loading unto vessels of the goods.
- 8.11.2 The Contractor shall not be responsible for the condition of the content of any package received nor for any loss, injury or damage to the said cargo before or while the goods are being received or remain in the pier, shed, warehouse or facility if the loss, injury or damage is caused by force majeure or other causes beyond the contractor's control or capacity to prevent or remedy.
- 8.11.3 Any claim must first be initiated by a request for certification of loss or non-delivery of the lost package to the consignee.
- 8.11.4 The Contractor shall within 15 days from the date of receipt of the receipt of the Request for Certification of loss or non-delivery, issue the said Certificate of Loss/Non-delivery accordingly. If the contractor fails to issue the said certification within 15 days, the Certification of Loss or Non-delivery shall be deemed to have been issued on the 15th day and thereafter, the 15 day period within which to file the formal claim shall commence.
- 8.11.5 The formal Claim and the Certificate of Loss/Non-delivery together with the necessary copies of bill of lading, invoice, Certified Packing list and computation arrived at covering the loss, injury or damage on non-delivery of such goods must be filed with the Contractor within 15 days from the date of issuance by the Contractor of a Certificate of Non-delivery or Loss. Thereafter no claim shall be entertained by the contractor.
- 8.11.6 All claims shall be resolved by the Contractor within 15 days from the date of filing and any decision or resolution whether in whole or in part must be settled within 7 days from the date thereof.