

PPA MEMORANDUM ORDER

NO. 20 - 83 A

T O : ALL PORT MANAGERS
PORT OPERATIONS OFFICERS
FINANCE OFFICERS
OTHERS CONCERNED

SUBJECT : SUPPLEMENTAL GUIDELINES ON THE PROPER
ASSESSMENT AND COLLECTION OF THE NEW
PORT CHARGES

The following clarifications are hereby made to supplement the Implementing Guidelines on the Proper Assessment and Collection of the New Port Charges under Memorandum Order No. 20-83 dated 26 July 1983.

1. HARBOR FEE FOR MULTI-CALLS. Harbor Fee for vessels engaged in international trade that call on several ports within the same harbor shall be charged only for one call and paid at the first port of call.
2. WHARFAGE ON IMPORTED THRU CARGOES. Imported cargoes that are to be delivered to ports other than the port of entry shall pay the applicable import wharfage fee at the port of entry and the corresponding domestic wharfage fee at each of the other way ports up to the final port of destination. However, should the owner/consignee so elect, the total wharfage fee may be paid at the port of entry or the final port of destination, in which case,

the amount collected shall be correspondingly credited to the other ports of call by the port making the collection.

3. WHARFAGE ON EXPORT THRU CARGO. Likewise, cargoes for export that pass through other port/s before the port of exit shall pay the applicable export wharfage fee at the port of exit and the corresponding domestic wharfage fee at each of the other way ports. However, should the owner/consignee so elect, the total wharfage fee may be paid at the first port or the final port of exit, in which case, the amount collected shall be correspondingly credited to the various way ports by the port making the collection.
4. PRE-PAYMENT OF WHARFAGE. Should the owner of domestic cargoes elect to pre-pay the entire wharfage fee up to its final destination, the payment shall be collected at the port of origin or departure and the corresponding wharfage fees of the other way ports credited accordingly.
5. CONTAINERS WITH CARGOES OF SEVERAL OWNERS. Such container(s) stripped or stuffed outside of the port premises shall be treated as FCLs and the specified wharfage and storage fees for FCL containers shall be paid by the shipping lines handling the container(s).

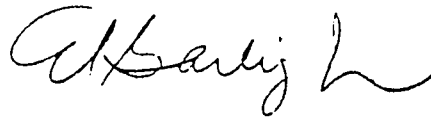
6. SHUT-OUT CARGOES. Where export cargoes are shut-out, the provisions of paragraph 12 (f) of the 1983 Port Tariff Rates for domestic shut-out cargoes shall also apply. The storage charge for those shut-out export cargoes staying beyond the 2-calendar days free storage period shall be that for export cargoes.

7. PRE-STACKED CARGOES. The start of the free storage period for all of the cargoes stacked or accumulated during a particular day shall be the following day.

8. PRIVATE PORT CHARGES FOR THIRD PARTY CARGOES.
Unless diverted from a government port by the Port Manager concerned because of congestion or other causes, vessels loading or unloading third party cargoes at private ports shall be charged the berthing fee and the cargoes charged the wharfage fee for government ports.

9. DETERMINATION OF THE TIME A VESSEL IS BERTHED OR ANCHORED.
Time of a vessel at berth shall commence when she is fully moored and shall end when unmoored while for those vessels at the designated anchorage areas, from the time the anchor is dropped to the time the anchor is lifted.

10. EOI EXEMPTIONS. Port Managers shall always verify that products to be exported are specifically authorized for exemptions by the EOI Certificate of Registration of the owner. For this purpose, the Port Manager shall maintain an up-to-date file of EOI Certificates of Registration of the exporters using his port so that owners will not have to submit same every time an export is made.



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General Manager