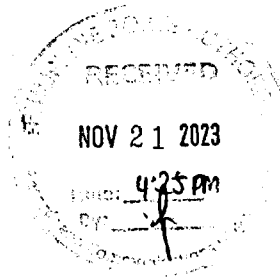


NOV 17 2023



PHILIPPINE
PORTS
AUTHORITY



PPA ADMINISTRATIVE ORDER
NO. 10 -2023

TO : All Port Managers
Port Terminal Management Operators
Consignees/Cargo Owners/Shippers
Brokers/Forwarders
Others Concerned

SUBJECT : Port Tariffs for Tier 1 Ports Under the Port Terminal
Management Regulatory Framework

1. AUTHORITY

- 1.1 Section 6-b (ix), Article IV, Presidential Decree No. 857 otherwise known as the Revised Charter of the Philippine Ports Authority (PPA)
- 1.2 PPA Administrative Order (AO) No. 03-2016 titled "Port Terminal Management Regulatory Framework (PTMRF)", as amended.
- 1.3 PPA Board Resolution No. 3254

2. PURPOSE

To prescribe the tariffs for ports belonging to Tier 1 classification of investments arrangement between PPA and the Port Terminal Management Operator (PTMO) under PPA AO No. 03-2016, as amended.

3. COVERAGE

This AO covers the rates to be imposed for Tier 1 ports under the PTMRF, such as, but not limited to the following:

- 3.1 Cargo Handling and Other Cargo Handling Related Charges
- 3.2 RO-RO Terminal Fee
- 3.3 Passenger Terminal Fee
- 3.4 Portage Rate
- 3.5 Waste Reception Fee

- 4.7 Empty Container Handling Fee – a charge for handling empty containers within the terminal.
- 4.8 Equipment Hire – the business of leasing or providing cargo handling gears, equipment and appliance for cargo movement or delivery.
- 4.9 Extra Labor - refers to the extra manpower, outside of the standard manpower compliment, which may be required during the exigency of service. The standard manpower compliment shall be defined in the Port Terminal Management Contract (PTMC).
- 4.10 Foreign Transshipment – refers to containerized cargoes discharged at the port from a foreign port and destined for reshipment to another foreign port, as declared in the manifest.
- 4.11 Full Container Load (FCL) – refers to a container loaded with cargoes belonging to a single consignee and/or covered by only one Bill of Lading and meant for door-to-door delivery.
- 4.12 Gang – refers to a group of cargo workers employed to work on board a ship or ashore for loading and unloading of cargoes to or from the ship or vice-versa.
- 4.13 General Cargo - refers to cargoes that are listed in several bills of lading, each consisting of different commodities. These shall include, but not limited to bagged cargoes, crates, cylinders, cases, baskets, bales, rolls, drums and such other like or similar types of packing, including heavy lift, iron and steel, vehicles, live animals, crated or uncrated fowls such as chickens, ducks and the like and other loose cargoes.
- 4.14 Heavy Lift Cargo – refers to a very large and heavy single unit cargo, the minimum weight of which is 5,000 kilograms or five (5) tons, such as locomotives, bulldozers, graders, payloaders, transit mixers and other heavy and large equipment or parts and which is normally discharged or loaded by a heavy lifting derrick, crane, or boom.
- 4.15 Less Container Load (LCL) – refers to a container loaded with cargoes belonging to two or more shippers or consignees.
- 4.16 Line Handling – refers to the service of securing or releasing vessel's mooring lines.
- 4.17 Metric Ton – shall mean 1,000 kilograms.
- 4.18 Palletized/Unitized cargoes – are general or breakbulk cargoes stacked on a portable platform or deck called a pallet, about five (5) or six (6) square

4. DEFINITION OF TERMS

For purposes of this Order, the following terms shall be construed to mean as indicated:

- 4.1 Arrastre – refers to the shore-based cargo handling activities which shall include the following services: (a) receiving and loading cargoes from and to ship's tackle with the use of dock (arrastre) gang and cargo handling gears and equipment; (b) checking of cargo by marks and quantity, acknowledging and signing tally sheet; (c) sorting and initially piling cargo in the sheds or open storage or warehouse located inside the port prior to delivery or loading to vessel, if not taken from or delivered directly to truck; (d) checking and recouping bad order and damaged cargoes if damage is caused by the Contractor; (e) delivering or transferring cargo onto or receiving from truck's tail of consignee or shipper's transportation or ship's tackle; (f) securing cargo from pilferage or losses while under the Contractor's custody; (g) providing manpower, equipment and such other necessary cargo handling gears for receiving, stowing, delivery, transfer, shifting and palletizing of cargo; and (h) providing checking services only when cargo is unloaded or loaded at shipside, to and from barges alongside vessels.
- 4.2 Bulk Cargo – are goods shipped, liquid or dry, in bulk, not packed or bundled in separate units, including such commodities as are loose or in mass and such commodities which must be pumped, shoveled, scooped, grabbed, or forked in loading or unloading.
- 4.3 Cargo Charges (Arrastre) – the rates to be levied by the PTMO for all shore-based cargo handling activities.
- 4.4 Checking Services – refer to services of tallying marks, countermarks and numbers, quantity, conditions of cargoes, whether in good or bad order and measurement of breakbulk or bulk cargoes, containers, performed by duly authorized "Cargo Checkers."
- 4.5 Containerized Cargo – are those stuffed inside a container van with the external dimensions and ratings as enumerated in series 1 of ISO 668-2013 which are specially designed to facilitate ready handling particularly their transfer from one mode of transport to another without intermediate reloading.
- 4.6 Dangerous Cargoes – refer to substances, materials and articles covered by the International Maritime Dangerous Goods (IMDG) Code and/or those which on account of their nature cannot be stored in general cargo space nor handled at the same time as innocuous cargoes as they may expose people and property to harm or destruction by fire, explosion, poison, or other dangers of the like.

feet, which shall not be less than one (1) metric ton (MT) in weight or 1.1326 cu.m. in measurement, and which can be transported, usually by a mechanical appliance such as forklift truck.

- 4.19 **Passenger Terminal Fee** – refers to a fee assessed against a passenger of a vessel, other than a crewmember, for the use of port terminal port facilities, inclusive of the Port Security Fee. The fee does not include charges for any other service.
- 4.20 **Pier Lighting** – refers to providing lights in areas of the ship used for loading or unloading and other work processes.
- 4.21 **Porterage Rate** – refers to the fee imposed for carriage by manual handling and/or with the use of wheeled equipment like pushcarts, of passengers' pieces of baggage, luggage, and or personal belongings to/from the passengers' point of embarkation or disembarkation to/from the entrance or exit gates of the port premises.
- 4.22 **Port Terminal Management** – refers to services involving the management and operations of a terminal and all the facilities and structures existing thereon, including the handling of cargo.
- 4.23 **Port Terminal Management Operator or Contractor** – refers to any individual, partnership, or corporation authorized by the PPA to operate ports.
- 4.24 **Reefer Charges** – refers to the prescribed plug-in rates for electricity usage in making reefer services active.
- 4.25 **Revenue Ton** – refers to 1,000 kilograms or 1.1326 cubic meters (40 cu.ft.) whichever yields the greater amount of revenue.
- 4.26 **RO-RO Terminal Fee** – refers to the fee charged for self-driven vehicles in ports where RO-RO facilities and services are available including RO-RO ports under the Strong Republic Nautical Highway.
- 4.27 **Shifting** – refers to movement of cargoes from one hatch to another or within the same hatch.
- 4.28 **Shifting Charges** – refers to rates for shifting activities per TEU regardless of the number of moves from one hatch to another or within the same hatch.
- 4.29 **Shoring** – means securing a cargo in vessel hold.
- 4.30 **Shut-Out Charges** – refer to charges to cargoes (containerized or non-containerized) which fail to get loaded to a nominated vessel under any of the following instances:

- a) Change of vessel where the container/s is/are intended to be loaded;
- b) Change of port destination of the containers; and
- c) Change in weight of container as previously declared.

4.31 Standby Time Charges – are charges per gang per hour or fraction thereof to be applied on delays beyond the control of the PTMO, only under the following circumstances.

- a) waiting for vessel to dock;
- b) breakdown of vessel's gear;
- c) waiting for cargo/truck/barges;
- d) non-readiness of the vessel; and,
- e) gang cancelled by client due to instances other than the above.

Standby time charges due to inclement weather shall not apply except when the cargo owner/consignee insists on the deployment of a gang or objects to the knocking off a gang during or impending inclement weather.

4.32 Steel Products – refer to iron and steel sheets, billets, bars, bundle of pipes and pie fitting, other metal products, single or in bundles, without marks, mixed-up or with illegible marks, to be received in the open and sorted out by invoice assortment and specifications for proper delivery or loading.

4.33 Stevedoring – refers to work performed on board vessel, i.e., the process or act of loading and unloading of cargo, stowing inside hatches, compartments and on deck or open cargo spaces on board vessel, and shall include the following related services: (a) rigging and unrigging of ship's gear; (b) opening and closing of hatches; (c) snatching, centering to the hatch opening, passing of cargo and trimming; (d) securing and lashing of cargoes; and (e) provision of standard stevedoring gear and equipment as required by cargo type.

4.34 Stevedoring Fee – refers to the rate to be levied by the PTMO for all work performed on board a vessel (ship side) and on the dock (dock side).

4.35 Storage Charge – is the amount assessed on a articles, baggage, and containers for storage in the port premises, cargo shed and warehouses of the government.

4.36 Vessel Charges (Stevedoring) – refers to the rates to be levied by the PTMO for all work performed on board a vessel.

4.37 Waste Reception Fee – refers to the amount imposed for the collection and/or receiving discharges of oily wastes, noxious liquid substance, and garbage from vessels.

5. PORT TARIFFS

The PTMO shall be allowed to collect fees and charges for the services it will render based on the schedule of port tariffs presented in Annex "A" and Annex "B" of this Administrative Order.

6. APPLICABILITY

The port tariffs shall be applicable to Tier 1 ports under the PTMRF where the Port Terminal Management Contract has been entered by and between PPA and the winning Bidder/Concessionaire. Those Terminal Operators/Cargo Handling Operators with existing Development, Management and Operation Contract and Cargo Handling Service Contract shall use the existing cargo handling tariffs as indicated in their respective contracts.

7. RATE ADJUSTMENT ON PORT TARIFFS

The prescribed rates and charges collectible by the PTMO for services rendered are subject to upward adjustment in accordance with the prevailing rate adjustment mechanism and formula prescribed by the PPA; provided, the terms and conditions of the Port Terminal Management Contract are complied as confirmed and certified by the PPA Port Management Office concerned.

8. REPEALING CLAUSE

All PPA orders, rules and regulations or issuances inconsistent herewith are hereby deemed modified, amended, or otherwise revised accordingly.

9. EFFECTIVITY

This Administrative Order shall take effect 15 days after publication in a newspaper of general circulation and a copy file with the UP-Law Center.


JAY DANIEL R. SANTIAGO
General Manager

Published in the Daily Tribune - November 23, 2023
Date of Effectivity December 8, 2023

CARGO HANDLING TARIFFS FOR FOREIGN CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework

| CONTAINERIZED CARGO | | Unit of Measurement | Vessel Charge (Stevedoring) | | | Cargo Charge (Arrastre) | | Stevedoring Fee | | |
|---------------------------------------------------------------------|---------|---------------------|-----------------------------|---------|-------|----------------------------------------------------------------------------------------------------------------------------------|--------|-----------------|---------|---------|
| | | | | Loaded | Empty | | Loaded | Empty | | Loaded |
| A. Vessel Charge (Stevedoring) | | | | | | | | | | |
| Non-Self Sustaining Vessel | | | | | | | | | | |
| 1. CY/FCL | | | | | | | | | | |
| 20 Footer | /box | US\$ | 116.003 | 97.511 | | | | US\$ | 116.003 | 97.511 |
| 40 Footer | /box | US\$ | 162.269 | 125.623 | | | | US\$ | 162.269 | 125.623 |
| 2. CFS/LCL -Inbound/Outbound | | | | | | | | | | |
| 20 Footer | /box | US\$ | 287.368 | | | import and export shall be charged based on actual weight or measurement of LCL cargoes applying the present general cargo rate. | | US\$ | | 287.368 |
| 40 Footer | /box | US\$ | 418.790 | | | | | US\$ | | 418.790 |
| 3. Shifting on Board | /box | US\$ | 87.891 | | | | | US\$ | | 87.891 |
| 4. Shifting Via Dock (SVD)/Barge/ Vice Versa | | | | | | | | | | |
| SVD Loaded | | | | | | | | | | |
| 1-4 TEU/bay(or equivalent units) | /box | US\$ | 197.791 | | | | | US\$ | | 197.791 |
| Above 4 TEU/bay (or equivalent units) but no more than 15 units/bay | /box | US\$ | 257.121 | | | | | US\$ | | 257.121 |
| Above 15 units/bay | /box | US\$ | 334.232 | | | | | US\$ | | 334.232 |
| SVD Empty | | | | | | | | | | |
| 1-4 TEU/bay(or equivalent units) | /box | US\$ | 197.791 | | | | | US\$ | | 197.791 |
| Above 4 TEU/bay (or equivalent units) | /box | US\$ | 257.121 | | | | | US\$ | | 257.121 |
| Gear/IBC Box | /box | US\$ | 197.791 | | | | | US\$ | | 197.791 |
| 5 Foreign Transshipment (without rework)* | | | | | | | | | | |
| 20 Footer | /box | US\$ | 153.403 | | | | | US\$ | | 153.403 |
| 40 Footer | /box | US\$ | 191.823 | | | | | US\$ | | 191.823 |
| 6. Empty Flat Racks | | | | | | | | | | |
| Two to four 20-foot empty flat racks bundled as one unit | /bundle | US\$ | 116.003 | | | | | US\$ | | 116.003 |
| Two to four 40-foot empty flat racks bundled as one unit | /bundle | US\$ | 162.269 | | | | | US\$ | | 162.269 |
| Self Sustaining Vessel | | | | | | | | | | |
| 1. CY/FCL | | | | | | | | | | |
| 20 Footer | /box | US\$ | 64.008 | 45.780 | | | | US\$ | 64.008 | 45.780 |
| 40 Footer | /box | US\$ | 110.127 | 73.665 | | | | US\$ | 110.127 | 73.665 |
| 2. CFS/LCL -Inbound/Outbound | | | | | | | | | | |
| 20 Footer | /box | US\$ | 234.062 | | | | | US\$ | | 234.062 |
| 40 Footer | /box | US\$ | 364.551 | | | | | US\$ | | 364.551 |
| 3. Shifting on Board | /box | US\$ | 36.197 | | | | | US\$ | | 36.197 |
| 4. Shifting Via Dock (SVD)/Barge/ Vice Versa | /box | US\$ | 94.217 | | | | | US\$ | | 94.217 |

CARGO HANDLING TARIFFS FOR FOREIGN CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework

| | Unit of Measurement | Vessel Charge (Stevedoring) | | Cargo Charge (Arrastre) | | Stevedoring Fee | |
|----------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------------|------------|-------------------------|------|-----------------|----------------|
| | | | Loaded | Empty | | Loaded | Empty |
| 5 Foreign Transshipment (without rework)* | /box | | | | | | |
| 20 Footer | /box | US\$ | 68.331 | | | US\$ | 68.331 |
| 40 Footer | /box | US\$ | 106.851 | | | US\$ | 106.851 |
| B. Cargo Charges (Arrastre) | | | | | | | |
| 1 FCL-Import | | | | | | | |
| Loaded | | | | | | | |
| 20 Footer | /box | | | | PhP | 4,738.00 | |
| 40 Footer | /box | | | | PhP | 10,869.00 | |
| 2 FCL-Export | | | | | | | |
| Loaded | | | | | | | |
| 20 Footer | /box | | | | PhP | 3,868.00 | |
| 40 Footer | /box | | | | PhP | 8,884.00 | |
| 2.1 Shut-out Export (an added charge on top of an added charge on top of the arrastre (export) charge) | | | | | | | |
| Full/Loaded | /box | | | | PhP | 3,863.00 | |
| Empty | /box | | | | | 1,932.00 | 1,932.000 |
| 3. CFS/LCL - Import and Export shall be charged based on actual weight or measurement of LCL cargoes applying the present general cargo rate | | | | | | | |
| 4 Empty Container Handling Fee (per PPA AO No. 12-2020 dtd. Dec.15, 2020) | | | | | | | |
| Import | | | | | | | |
| 20 footer | /box | | | | US\$ | 31.46 | US\$ 31.461 |
| 40 footer | /box | | | | US\$ | 62.92 | US\$ 62.921 |
| 45 footer | /box | | | | US\$ | 70.79 | US\$ 70.787 |
| Export | | | | | | | |
| 20 footer | /box | | | | US\$ | 31.46 | US\$ 31.461 |
| 40 footer | /box | | | | US\$ | 62.92 | US\$ 62.921 |
| 45 footer | /box | | | | US\$ | 70.79 | US\$ 70.787 |
| C Dangerous Cargo | | | | | | | |
| To be charged in accordance with PPA AO No. 02-89 dtd. 8/14/89 and PPA AO No. 01-90 dtd. 03/01/90. | | | | | | | |
| II NON-CONTAINERIZED CARGO | Unit of Measurement | Vessel Charge (Stevedoring) | | Cargo Charge (Arrastre) | | Stevedoring Fee | |
| | | | Palletized | Non-Palletized | | Palletized | Non-Palletized |
| 1 General Cargo | | | | | | | |
| a. Bagged Cargoes (Cargoes in bags, sacks) | /RT | US\$ | 4.59 | 6.12 | PhP | 346.92 | 462.56 |
| b. Frozen Cargoes | | | | | | | |
| b.1 Unpacked Fish | /RT | US\$ | 12.18 | 16.25 | PhP | 1,118.64 | 1,491.51 |
| b.2 Fish in Cartons | /RT | US\$ | 8.15 | 10.86 | PhP | 746.94 | 995.92 |
| c. Others (Cargoes in crates, boxes, cases, drums, etc.) | /RT | US\$ | 4.31 | 5.75 | PhP | 187.27 | 223.02 |
| 2 Heavy Lift | | | | | | | |
| a. 5-15 tons | /MT | US\$ | | 11.07 | PhP | | 539.26 |
| b. 16-20 tons | /MT | US\$ | | 14.29 | PhP | | 843.17 |
| c. 21 to 30 tons | /MT | US\$ | | 17.44 | PhP | | 1,329.86 |
| d. Over 30 tons | /MT | US\$ | | 21.27 | PhP | | 1,875.11 |

CARGO HANDLING TARIFFS FOR FOREIGN CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework

| | Unit of Measurement | Vessel Charge (Stevedoring) | | | Cargo Charge (Arrastre) | | | Stevedoring Fee | | |
|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|-----------------------------|------------|----------------|-------------------------|------------|----------------|-----------------|--------------------------|----------------|
| | | | Palletized | Non-Palletized | | Palletized | Non-Palletized | | Palletized | Non-Palletized |
| 3. Steel Products | | | | | | | | | | |
| a. Billets/Wire Rod Coils | /MT | US\$ | 1.55 | 2.07 | PhP | 196.47 | 261.96 | | | |
| b. Hot Rolled Coils / Colled Rolled Coils / Galvanized Coils | | US\$ | 1.55 | 2.07 | | | | | | |
| c. Hi-beam / Sheet Piles / Plates / Sheets / Angles | | US\$ | 2.07 | 2.76 | | | | | | |
| d. Pipes | | US\$ | 2.07 | 2.76 | | | | | | |
| 4. Logs | /1000 Bd.Ft. | US\$ | | 9.20 | PhP | | 590.00 | | | |
| 5. Lumber | /1000 Bd.Ft. | US\$ | 11.51 | | PhP | 590.00 | | | | |
| 6. Bulk Cargoes | Per Metric Ton | US\$ | | 2.46 | PhP | | 223.02 | | | |
| 7. Shifting within hatch | | | | | | | | | 150% of applicable rates | |
| 8. Shifting from hatch to another or from one hold to dock/pier or barge or vice versa | | | | | | | | | 200% of applicable rates | |
| 9. Checking Charge (Shipside Delivery) | /RT | | | | PhP | | 21.00 | PhP | | 21.000 |
| Roll-On and Roll-Off Charges | /RT | US\$ | | 2.02 | PhP | | 236.40 | PhP | | 238.420 |
| Dangerous Cargo | To be charged in accordance with PPA AO No. 02-89 dtd. 8/14/89 and PPA AO No. 01-90 dtd. 03/01/90. | | | | | | | | | |
| NB: The above charges shall be exclusive of equipment except for item 6 i.e. Bulk cargoes where clamshell shall be provided. | | | | | | | | | | |
| III MISCELLANEOUS CHARGES (payable by whoever requested for services) | | | | | | | | | | |
| A. CONTAINERIZED CARGO | | | | | | | | | | |
| 1 Lifting and closing of hatch covers,lids and supporting beams (non-self sustaining vessels only) | /hatch | | | | | | | US\$ | | 123.338 |
| 2. Making fast and letting go lines Size of Vessel : | | | | | | | | | | |
| Less than 10,000 GT | /vessel | | | | | | | US\$ | | 20.176 |
| 10,000 - 20,000 GT | /vessel | | | | | | | US\$ | | 23.058 |
| 20,000 - 30,000 GT | /vessel | | | | | | | US\$ | | 28.786 |
| Above 30,000 GT | /vessel | | | | | | | US\$ | | 34.550 |
| 3. Pier Lighting (night operations - 1800H to 0600H) | /hr | | | | | | | US\$ | | 2.470 |
| 4. Reefer Charges (Plug in/out) | /box/hr/fraction | | | | | | | | | |
| 20 footer | | | | | | | | US\$ | | 2.022 |
| 40 footer | | | | | | | | US\$ | | 4.718 |
| Reefer vans for export shall be subject to one (1) hour minimum | | | | | | | | | | |
| A minimum of six (6) hours shall be imposed on import reefer vans | | | | | | | | | | |
| 20 footer | /box | | | | | | | Php | | 545.000 |
| 40 footer | /box | | | | | | | Php | | 1,271.000 |
| 5. a. B.O. Turnover Survey | gang/hr | | | | | | | US\$ | | 32.005 |
| b. Shoring/Recouping (Labor Cost Only) Materials, subject to the determination of both parties based on actual usage | gang/hr | | | | | | | US\$ | | 13.774 |
| c. Stripping - FCL | /box | | | | | | | PhP | | 10,040.000 |

CARGO HANDLING TARIFFS FOR FOREIGN CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework

| | Unit of Measurement | Vessel Charge (Stevedoring) | Cargo Charge (Arrastre) | Stevedoring Fee | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------|----------------------------|-----------------|--|------------|
| | | | | PhP | | |
| - 100% examination | /box | | | PhP | | 10,040.000 |
| - Over 10% but below 100% exam | /box | | | | | 5,023.000 |
| - BOC Spot Checking exam | /box | | | | | 1,535.000 |
| 6. Equipment Rental (includes operator) | | | | | | |
| a. Shore Crane | /hr/fraction thereof | | | US\$ | | 168.385 |
| b. Crane - 100 ton mobile crane minimum of twelve (12) container moves | /minimum | | | US\$ | | 629.196 |
| EQUIPMENT HIRE: | | | | | | |
| Crane (Mobile) 100 Tons Capacity | /hr | | | US\$ | | 368.481 |
| Crane 50 Tons Capacity | /hr | | | US\$ | | 150.626 |
| Crane 25 Tons Capacity | /hr | | | US\$ | | 86.020 |
| Crane Container Barge Tango | /hr | | | US\$ | | 52.853 |
| Forklift 20 Tons Capacity | /hr | | | US\$ | | 43.010 |
| Forklift 10 Tons Capacity | /hr | | | US\$ | | 23.731 |
| Forklift 3 Tons Capacity | /hr | | | US\$ | | 16.394 |
| Toploader 25 Tons Capacity | /hr | | | US\$ | | 64.495 |
| Toploader 35 Tons Capacity | /hr | | | US\$ | | 86.020 |
| Shifter/Straddle Carrier 25 Tons Capacity | /hr | | | US\$ | | 86.356 |
| Tractor Head | /hr | | | US\$ | | 23.658 |
| Truck, Stake | /hr | | | US\$ | | 16.394 |
| Chassis with Truck/Tractor | | | | US\$ | | 10.406 |
| 20 footer | /hr | | | US\$ | | 20.737 |
| 40 footer | /hr | | | PhP | | 90.000 |
| c. Pallets (outside rental) | /box | | | | | |
| 7. Transferring/storing of dangerous cargoes at the Dangerous Cargo Area (DCA) | | | | | | |
| Containerized Dangerous Cargo | / TEU | | | PhP | | 5,517.000 |
| LCL (non-palletized) | / RT | | | PhP | | 377.000 |
| LCL (palletized) | / RT | | | PhP | | 289.000 |
| NB: The charges shall be distinct and in addition to the "premium charges" prescribed under PPA Admin. Order No. 02-89 (Cargo Handling Rate for Dangerous/Obnoxious Cargoes). | | | | | | |
| A.1 Penalty Charges for Containerized Cargoes | | | | | | |
| Standby Charges | | | | US\$ | | 41.325 |
| a) Manpower | gang/hour | | | | | |
| Applies to vessel operation when labor is engaged to work but cannot work, when causes are attributable to vessel's fault, under the following conditions: | | | | | | |
| a) waiting for vessel to dock; | | | | | | |
| b) breakdown of vessel's gear; | | | | | | |
| c) waiting for cargo/truck; and | | | | | | |
| d) men engaged but not put to work. | | | | | | |
| Standby time charges due to inclement weather shall not apply except when the cargo owner/consignee insists on the deployment of a gang or objects to the knocking off of the gang during or impending inclement weather. | | | | | | |

CARGO HANDLING TARIFFS FOR FOREIGN CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework

| | Unit of Measurement | Vessel Charge (Stevedoring) | Cargo Charge (Arrastre) | Stevedoring Fee | |
|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------------|-------------------------|-----------------|---------|
| | | | | US\$ | |
| b) Shore Crane Equivalent to four (4) Container Lifts per hour or fraction thereof | /minute /hr | | | US\$ | 8.983 |
| | | | | US\$ | 179.788 |
| B. NON-CONTAINERIZED CARGO | | | | | |
| 1. Line Handling Fee | | | | | |
| Size of Vessel : | | | | US\$ | 19.420 |
| Less than 10,000 GT | /vessel | | | US\$ | 22.210 |
| 10,000 - 20,000 GT | /vessel | | | US\$ | 27.800 |
| 20,000 - 30,000 GT | /vessel | | | US\$ | 33.300 |
| Above 30,000 GT | /vessel | | | | |
| 2. Pier Lighting (night operations --1800H to 0600H) | /hr | | | US\$ | 2.230 |
| | | | | US\$ | 31.020 |
| 3. a) B.O. Turnover Survey | gang/hr | | | US\$ | 13.300 |
| b) Shoring/Recouping (Labor Cost Only) Materials, subject to the determination of both parties based on actual usage | gang/hr | | | | |
| 4. Equipment Rental (includes operator) | | | | | |
| a) On-Dock | | | | US\$ | 375.000 |
| Crane (Mobile) 100 Tons Capacity | /hr | | | US\$ | 180.000 |
| Crane 50 Tons Capacity | /hr | | | US\$ | 90.000 |
| Crane 25 Tons Capacity | /hr | | | US\$ | 45.000 |
| Backhoe 1 CBM | /hr | | | US\$ | 35.000 |
| Backhoe below 1 CBM | /hr | | | US\$ | 150.000 |
| Forklift 30 Tons Capacity | /hr | | | US\$ | 70.000 |
| Forklift 15 Tons Capacity | /hr | | | US\$ | 65.000 |
| Forklift 10 Tons Capacity | /hr | | | US\$ | 50.000 |
| Forklift up to 5 Tons Capacity | /hr | | | US\$ | 70.000 |
| Toploader 25 Tons Capacity | /hr | | | US\$ | 90.000 |
| Toploader 35 Tons Capacity | /hr | | | US\$ | 90.000 |
| Shifter/Straddle Carrier 35 Tons Capacity | /hr | | | US\$ | 25.000 |
| Tractor Head | /hr | | | US\$ | 20.000 |
| Truck, Stake | /hr | | | US\$ | 150.000 |
| Boat | /hr | | | US\$ | 125.000 |
| Hustling Truck | /hr | | | | |
| | | | | US\$ | 18.394 |
| Forklift 3 Tons Capacity | /hr | | | US\$ | 125.000 |
| c) Outside rental of pallets | /hr | | | | |
| B.1 Penalty Charges for Non-Containerized Cargoes | | | | | |
| Standby time charges shall be applied on delays beyond the control of the cargo handling operator, only under the following circumstances: | | | | | |
| a) waiting for vessel to dock; | | | | | |
| b) breakdown of vessel's gear; | | | | | |
| c) waiting for cargo/truck/barges; | | | | | |
| d) non-readiness of the vessel; and | | | | | |
| e) gang cancelled by client due to instances other than the above. | | | | | |

CARGO HANDLING TARIFFS FOR FOREIGN CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework

| | Unit of Measurement | Vessel Charge (Stevedoring) | Cargo Charge (Arrastre) | Stevedoring Fee | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------------|-------------------------|-----------------|--|------------|
| | | | | | | |
| f) no operations due to weather for non-sensitive cargoes | | | | US\$ | | 80,840 |
| a) On-Board | gang/hr | | | PhP | | 3,958,900 |
| b) On-Dock | gang/hr | | | | | |
| Standby time charges due to inclement weather shall not apply except when the cargo owner/consignee insists on the deployment of a gang or objects to the knocking off of a gang during or impending inclement weather. | | | | | | |
| c) Other Penalty Charges | | | | US\$ | | 20,000.000 |
| c.1 mis declared crane capacity | per vessel | | | US\$ | | 20,000.000 |
| c.2 bad cargo stowage | per vessel | | | US\$ | | 20,000.000 |
| c.3 no night time operations (12H operations) | per day | | | US\$ | | 40,000.000 |
| d) Opportunity Loss | per day | | | US\$ | | 40,000.000 |
| d.1 extended berth stay-attributed to the vessel | | | | | | |
| d.2 non-operating vessel | | | | | | |
| d.3 failure to comply from the scheduled shifting order | | | | PhP | | 650.000 |
| 6. Bagging | /MT | | | PhP | | 100.000 |
| 7. Integrated Bulk Handling Service Fee | /MT | | | | | |
| IV. CHARGES ON EXTRA LABOR SERVICES | | | | | | |
| 1. Gang Services | | | | | | |
| a) On-Dock | | | | | | |
| General Cargo Delivery Gang | gang/hr | | | PhP | | 1,319.240 |
| B.O. Turn-over Gang | gang/hr | | | PhP | | 1,675.600 |
| Utility | gang/hr | | | PhP | | 1,728.700 |
| Barge Delivery Operation | gang/hr | | | PhP | | 2,319.880 |
| Lashing/Unlashing (RO-RO) | gang/hr | | | PhP | | 1,175.280 |
| Lashing/Unlashing Gang | gang/hr | | | PhP | | 2,126.360 |
| Self-Sustained Vessel (Loading/Unloading) | gang/hr | | | PhP | | 3,884.560 |
| Integrated General Cargoes & Units | gang/hr | | | PhP | | 4,710.560 |
| Cleaning Gang | gang/hr | | | PhP | | 1,900.000 |
| b) On-Board | | | | | | |
| Regular Gang | gang/hr | | | US\$ | | 31.580 |
| Big Gang | gang/hr | | | US\$ | | 37.150 |
| Manlighter Gang | gang/hr | | | US\$ | | 22.040 |
| Lashing/Unlashing/Shoring | gang/hr | | | US\$ | | 36.620 |
| Discharging Vessel/Barge Operation/Stripping | gang/hr | | | US\$ | | 68.990 |
| Tandem Lift | gang/hr | | | US\$ | | 137.990 |
| Cleaning Gang | gang/hr | | | US\$ | | 31.580 |
| Seguido Gang | gang/hr | | | US\$ | | 70.000 |
| 2. Personnel Services | | | | | | |
| Antigo | /hr | | | US\$ | | 3.800 |
| Batterymen | /hr | | | US\$ | | 3.930 |
| Cabo | /hr | | | US\$ | | 3.930 |
| Cabo B.O. | /hr | | | US\$ | | 3.930 |
| Carpenter | /hr | | | US\$ | | 3.800 |
| Checker Posting B.O. | /hr | | | US\$ | | 3.800 |
| Checker Delivery | /hr | | | US\$ | | 4.070 |
| Checker Posting | /hr | | | US\$ | | 4.070 |

CARGO HANDLING TARIFFS FOR FOREIGN CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework

| | | | | | |
|-----------------------|-----|--|--|------|-------|
| Checker Receiving | /hr | | | US\$ | 4.070 |
| Checker Transfer | /hr | | | US\$ | 4.070 |
| Clerk | /hr | | | US\$ | 3.800 |
| Cooperer B.O. | /hr | | | US\$ | 3.800 |
| Deliveryman | /hr | | | US\$ | 3.800 |
| Electrician | /hr | | | US\$ | 3.800 |
| Foreman Delivery | /hr | | | US\$ | 4.070 |
| Foreman Receiving | /hr | | | US\$ | 4.070 |
| Gatekeeper | /hr | | | US\$ | 4.240 |
| Gearlockerman | /hr | | | US\$ | 3.800 |
| Inspector B.O. | /hr | | | US\$ | 4.070 |
| Inspector Gate | /hr | | | US\$ | 4.240 |
| Lineman | /hr | | | US\$ | 3.800 |
| Locator | /hr | | | US\$ | 3.800 |
| Locator Van | /hr | | | US\$ | 3.800 |
| Mechanic | /hr | | | US\$ | 4.070 |
| Mechanic Helper | /hr | | | US\$ | 3.930 |
| Modemo | /hr | | | US\$ | 3.750 |
| Operator Crane (2) | /hr | | | US\$ | 4.990 |
| Operator Forklift | /hr | | | US\$ | 3.800 |
| Operator Gantry Crane | /hr | | | US\$ | 3.750 |
| Operator Mobile | /hr | | | US\$ | 4.070 |
| Operator Tractor | /hr | | | US\$ | 4.240 |
| Reefer Technician | /hr | | | US\$ | 4.150 |
| Signalman | /hr | | | US\$ | 3.800 |
| Special Cargoman | /hr | | | US\$ | 3.800 |
| Supervisor | /hr | | | US\$ | 4.330 |
| Supervisor B.O. | /hr | | | US\$ | 4.330 |
| Superintendent | /hr | | | US\$ | 4.680 |
| Truck Driver | /hr | | | US\$ | 3.800 |
| Utilityman | /hr | | | US\$ | 3.800 |
| Welder | /hr | | | US\$ | 3.800 |
| Winchman | /hr | | | US\$ | 3.800 |
| Baggage Master | /hr | | | US\$ | 3.930 |

IV STORAGE FEES FOR OOG CONTAINERS (per PPA AO No. 13-2020 dtd. Dec. 15, 2020)

1. Storage Fees for Imported OOG Containers after the FSP of Five (5) Days

| Imported OOG | 6th - 10th day | 11th-15th day | 16th-20th day | 21st -25th day | 26th-30th day | 31st day & Beyond |
|--------------|----------------|---------------|---------------|----------------|---------------|-------------------|
| 20 footer | 1,443.90 | 1,558.29 | 1,732.68 | 1,877.07 | 2,021.46 | 2,165.85 |
| 40 footer | 2,887.80 | 3,176.58 | 3,465.36 | 3,754.14 | 4,042.92 | 4,331.70 |

2. Storage Fees for Exported OOG Containers after the FSP of Four (4) Days

| Exported OOG | 5th - 6th day | 7th - 10th day | 11th-15th day | 16th-20th day | 21st -25th day | 26th-30th day | 31st day & Beyond |
|--------------|---------------|----------------|---------------|---------------|----------------|---------------|-------------------|
| 20 footer | 180.45 | 360.90 | 396.99 | 433.08 | 469.17 | 505.26 | 541.35 |
| 40 footer | 360.90 | 721.80 | 793.98 | 866.16 | 938.34 | 1,010.52 | 1,082.70 |

Note: The above charges are exclusive of VAT.

/As of Nov. 14, 2023

**Attachment to Annex "A" on Cargo Handling Tariffs for Foreign Cargoes
Tier 1 Ports Port Tariffs under the PTMRF**

APPLICABLE TERMS AND CONDITIONS

**CARGO HANDLING TARIFFS FOR FOREIGN CARGOES
Tier 1 Ports under the PTMRF**

Attachment to Annex "A" on Cargo Handling Tariffs for Foreign Cargoes
Tier 1 Ports Port Tariffs under the PTMRF

I. APPLICATION OF CHARGES

1. CONTAINER OPERATIONS

A. VESSEL CHARGES

1. CY/FCL

Shall cover the following services:

1.1 For work performed on board the vessel:

- i. Discharging and loading of containers, loaded or empty from vessel to dock and vice-versa.
- ii. Lashing and unlashings
- iii. Opening and closing of hatch covers lids and supporting beams.

1.2 For work performed at the container yard (CY):

1.2.1 Quay Transfer Operations:

- i. Receiving container, loaded or empty, from the vessel and moving from alongside the carrying vessel to the yard and vice versa.

1.2.2 Container Stacking and Unstacking Operations:

- ii. Stacking and unstacking of import and export container, loaded or empty at the CY including all shifting moves inherent to stacking and unstacking operation.
- iii. Securing containers from damage inside the terminal.

2. CFS/LCL

Shall cover the following services:

- i. For all services performed for CY/FCL as discussed above.

**Attachment to Annex "A" on Cargo Handling Tariffs for Foreign Cargoes
Tier 1 Ports Port Tariffs under the PTMRF**

ii. In addition, the following activities are covered:

- a. Shifting of empty vans from CY to CFS for stuffing or vice versa for stripping.
- b. Moving of stuffed containers back to CY from CFS for loading or vice versa.
- c. Stuffing or stripping and all related services. Container loadability at a minimum of 21 cbm for 20 foot and 50 cbm for 40 foot.
- d. Loading of empty containers from place of storage unto chassis or trailers for delivery.

iii. Complete stripping of inbound LCL containers within three (3) working days from date of permit to strip issuance, shifting or stripped containers to CY and delivery of transfer to outside port zone.

- 3. Transshipment— only vessel charges apply, except when there is a need for rework where stripping or stuffing charge shall apply in addition to vessel charges.**

B. CARGO CHARGES

1. CY/FCL

Shall cover the following services at the Container Yard (CY), as follows:

- 1.1 Receiving of export FCL from place/s outside port zone (OPZ).
- 1.2 Moving import FCL containers from storage area to examination area to pre-delivery area up to delivery area.
- 1.3 Mounting of FCL import unto trailer/chassis for delivery to consignee or for transfer to place/s OPZ.
- 1.4 Securing containerized cargoes from damage inside the terminal

2. CFS/LCL

Shall cover the following services at the Container Freight Station (CFS), as follows:

**Attachment to Annex "A" on Cargo Handling Tariffs for Foreign Cargoes
Tier 1 Ports Port Tariffs under the PTMRF**

- 2.1 Receive loose export cargoes from tail of consignee's transportation coming from places outside port zone.
- 2.2 Deliver or transfer loose import cargoes onto tail of consignee's transportation.
- 2.3 Check cargoes by marks/countermarks and quantity.
- 2.4 Sort, pile, stow and classify cargoes in their designated areas.
- 2.5 Recoup if damaged by terminal operator.
- 2.6 Secure import and export cargoes from damage and pilferage inside the warehouse.

2. CONVENTIONAL OPERATION

A. VESSEL CHARGES

Conventional Cargoes – General of Breakbulk

For stevedoring services defined as follows:

Work performed on board vessels, which is the process or act of loading and unloading cargo, stowing inside hatches compartments. Related services to stevedoring are the activities of rigging ship's gear, opening and closing hatches.

Other stevedoring services, which may be performed by the regular gang, are considered extra services, and shall be charged in accordance with the extra labor tariff. These services shall include but are not limited to the following:

- a. Cleaning holds
- b. Laying and shifting of dunnage
- c. Building bulkheads
- d. Breaking of hardened cargo
- e. Shoveling of bulk cargo where there is cargo separators
- f. Building bulkheads
- g. Shoring/unshoring
- h. Lashing/unlashing
- i. Rebagging
- j. Stripping of containers on board vessel

Attachment to Annex "A" on Cargo Handling Tariffs for Foreign Cargoes
Tier 1 Ports Port Tariffs under the PTMRF

B. CARGO CHARGES

Conventional Cargoes – General or Breakbulk

Shall cover the following services:

1. Receive and load cargoes from/to ship's tackle with the use of dock (arrastre) gang and cargo handling equipment;
2. Check cargoes by mark and quantity, acknowledge and sign receipt of cargo for loading/discharging;
3. Sort, pile, stow and classify cargoes in their designated areas in sheds/open storage/warehouse;
4. Check and recoup bad order and damaged cargoes if damage is caused by the contractor;
5. Deliver/transfer cargo onto and receive from tail of consignee's transportation or ship's tackle; and
6. Secure cargoes from pilferage and losses while under custody

II TERMS AND CONDITIONS

1. For US Dollar-denominated charges, Conditions Nos. 2 to 4 as provided under PPA Administrative Order No. 02-2006 in the conversion of rates shall be adopted.
2. All conventional export cargoes are entitled to 18.30% discount on cargo charges (arrastre).
3. Storage Charges shall be based on the current applicable rates prescribed by the Authority.
4. LCL containers stuffed outside the port and brought inside the port shall be charged the applicable rate for FCL.
5. Receiving export cargoes/delivery of import cargoes shall be charged extra labor services fee only when done outside of vessel operations and beyond regular working house.

**Attachment to Annex "A" on Cargo Handling Tariffs for Foreign Cargoes
Tier 1 Ports Port Tariffs under the PTMRF**

-
6. Dangerous cargoes shall be charged in accordance with PPA Administrative Order No. 02-89 and subsequent amendments.
 7. PPA Reserves the right:
 - a. To impose at any time the use of a shore crane for self-sustaining vessel when vessel's gears are slow or incapable of efficient operations.
 - b. To direct the stripping of FCL containers and non-commercial value balikbayan boxes on a case-to-case basis when found necessary in the interest of port efficiency.
 8. This tariff includes overtime pay, standard labor complement and equipment (except equipment on board) twenty-four (24) hours vessel operation, Monday to Sunday including holidays except when the port is declared closed by the Authority.
 9. A copy of the inward and outward manifest and stowage plan of the vessel shall be furnished the terminal operator for the discharging and loading of containerized and non-containerized cargoes (if any).
 10. Responsibility and liability for losses and damages. The Port Terminal Management Operator's (PTMO) liability for cargo and vessel equipment losses and damage/s shall be governed by the provisions of the management contract.
 11. No customer shall be refused services by the PTMO on account of dispute in the interpretation of this tariff unless explicitly authorized by the Authority.
 12. No charges shall be imposed by the PTMO unless otherwise authorized in this tariff or by the Authority.
 13. Queries, problems, and interpretations arising out of the provisions of this tariff, including its schedule of rates, charging bases as well as the applicable terms and conditions shall be referred to the Assistant General Manager for Operations (AGMO), Attention: Commercial Services Department (CSD) for final resolution. Provided however, that such queries and problems, when referred to the AGMO, shall have with them all the necessary/pertinent documents, receipts, bills/invoices, and all other particulars of the issue/s including the results of the preliminary evaluation of the Port Manager concerned, to facilitate resolution of the same.

CARGO HANDLING AND OTHER CHARGES FOR DOMESTIC CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework

A. CARGO HANDLING TARIFFS

| | Unit of Measurement | Stevedoring Fee (PhP) | |
|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|------------------------------|------------------------|
| 1. Breakbulk Cargoes | | Palletized | Non-Palletized |
| a) General Cargo | Per Cubic Meter or Metric Ton whichever is higher | 489.00 | 543.00 |
| b) Consumer Goods such as Rice, Corn, Flour, Sugar, Milk, Fresh Eggs, Dressed Chicken, Canned Fish, Edible Oil, Frozen Goods) | Per Cubic Meter or Metric Ton whichever is higher | 117.00 | 130.00 |
| 2. Bulk Cargoes | | | |
| a) Dry Bulk | Per Cubic Meter or Metric Ton whichever is higher | | 256.00 |
| b) Liquid Bulk | Per Cubic Meter or Metric Ton whichever is higher | | 14.00 |
| | | Stevedoring Fee (PhP) | |
| 3. Containerized Cargoes | | Loaded | Empty |
| a) LO-LO | Per TEU | 2,008.00 | 1,593.00 |
| | | Handling Fee (PhP) | |
| | | Loaded | Empty |
| b) CHA-RO / STO-RO | Per TEU | 549.00 | 221.00 |
| 4. Charges for Value Added Services | | | |
| | | <u>Regular Time</u> | <u>Overtime</u> |
| 4.1 Stand-by Charges | Per gang/hour or fraction thereof | 442.00 | 662.00 |
| 4.2 Extra Labor Charges | Per gang/hour | 442.00 | 662.00 |

CARGO HANDLING AND OTHER CHARGES FOR DOMESTIC CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework

| | | | |
|------------------------------------------|-------------------------|---------------|--------------|
| 4.3 Shoring/Lashing/Unlashing/Trimming | Per gang/hour | 442.00 | 622.00 |
| 4.4 Pre/post Handling | ¼ of General Cargo rate | | |
| | | Loaded | Empty |
| 4.5 Shifting Charges | Per TEU | 1,020.00 | 723.00 |
| 4.6 Cranage Rates | Per TEU | 1,288.00 | 1,083.00 |
| 4.7 Lift-on/Lift-off | Per TEU | 408.00 | 204.00 |
| 4.8 Hustling | Per TEU | 305.00 | 246.00 |
| 4.9 Stockpiling Charges | Per Cubic Meter | | 54.00 |
| 4.10 Battery Charging | Per Hour | | 246.00 |
| 4.11 Handling Activities at Cold Storage | Per Pallet | | 70.00 |
| 4.12 Sweeping | Per bag | | 10.00 |
| 4.13 Checking Charges | Per Metric Ton | | 125.00 |
| 4.14 Bagging | Per Metric Ton | | 150.00 |
| 4.15 Unbagging | Per Metric Ton | | 100.00 |

B. RO-RO TERMINAL FEE (RRTF)

| Vehicle Type | Description | RRTF base rates (PhP) | VAT (12%) (PhP) | RRTF (PhP) |
|--------------|---------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------|------------|
| 1 | Motorcycle, Tricycle Scooter | 58.04 | 6.96 | 65.00 |
| 2 | Car, Minivan SUV AUV, Owner, Jeep PUJ not more than 16 pax | 115.18 | 13.82 | 129.00 |
| 3 | Light Delivery Truck, Van Pick-up Truck, PUJ more than 16 pax | 230.36 | 27.64 | 258.00 |
| 4 | Stake truck, heavy delivery truck, passenger/tourist bus, prime mover, tractor head with or without trailer/chassis, 10-wheeler | 460.71 | 55.29 | 516.00 |

C. PASSENGER TERMINAL FEE

Per pax PhP 30.00

D. PORTERAGE RATES

Per piece PhP 50.00

**CARGO HANDLING AND OTHER CHARGES FOR DOMESTIC CARGOES
Tier 1 Ports under the Port Terminal Management Regulatory Framework**

E. WASTE RECEPTION FEE

| TYPE AND CLASSIFICATION OF VESSEL | FIXED FEE (In PhP) | ADDITIONAL SERVICE FEE (In PhP) | |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------|------------------------------------------|
| | (Covers the Collection of 1.0 cu.m. or less of garbage) | Excess Garbage | Oily Wastes and Noxious Liquid Substance |
| DOMESTIC | | | |
| ➤ Motor bancas with capacity of less than 15 passengers | Exempted | | |
| ➤ Motor bancas and Passenger/Cargo vessels with capacity of more than 15 passengers and up to 35 GT | 500.00 per one (1) round trip | 500.00 per cu.m. | 6,500.00 per cu.m. |
| ➤ Passenger/Cargo vessels above 35 GT up to 400 GT | | | |
| - Short Travel Time | 750.00 per one (1) round trip | 750.00 per cum. | 6,500.00 per cu.m. |
| - Long Travel Time | 750.00 per call | | |
| ➤ Passenger/Cargo vessel above 400 GT up to 1000 GT | | | |
| - Short Travel Time | 1,000.00 per one (1) round trip | 1,000.00 per cu.m. | 6,500.00 per cu.m. |
| - Long Travel Time | 1,000.00 per call | | |
| ➤ Passenger/cargo vessel exceeding 1,000 GT | 2,000.00 per call | 1,800.00 per cu.m. | 6,500.00 per cu.m. |
| FOREIGN | | | |
| ➤ Below 1,000 GT | 10,000.00 per call | 10,000.00 per cu.m. | 20,000.00 per cu.m. |
| ➤ Above 1,000 GT | 15,000.00 per call | 15,000.00 per cum. | 20,000.00 per cu.m. |

F. LINE HANDLING FEE (Per Vessel Per Call)

| Size of Vessel | Rate (PhP) |
|------------------------|------------|
| Less than 25 GT | 115.00 |
| 25 up to 100 GT | 195.00 |
| 101 up to 500 GT | 395.00 |
| 501 up to 1,000 GT | 490.00 |
| 1001 up to 3,000 GT | 685.00 |
| 3001 up to 5,000 GT | 885.00 |
| 5001 up to 10,000 GT | 1,175.00 |
| 10,001 up to 20,000 GT | 1,370.00 |
| above 20,000 GT | 1,600.00 |

/As of Nov. 14, 2023

APPLICABLE TERMS AND CONDITIONS

CARGO HANDLING TARIFFS FOR DOMESTIC CARGOES Tier 1 Ports under the PTMRF

Attachment to Annex "B" on Cargo Handling Tariff for Tier 1 Ports under the PTMRF

A. DEFINITION OF TERMS

1. **Metric Ton** - shall mean 1,000 kilograms.
2. **Revenue Ton** – shall mean 1,000 kgs. or 1.1326 cubicmeters (40 cu.ft.) whichever yields the greater amount of revenue.
3. **General cargoes** – refer to cargoes that are listed in a number of bills of lading, each consisting of different commodities. These shall include, but not be limited to bagged cargoes, crates, cylinders, cases, baskets, bales, rolls, drums and such other like or similar types of packing, including vehicles, live animals crated or uncrated fowls such as chickens, ducks, and the like and other loose cargoes.
4. **Heavy Lift Cargo** - refers to a very large and heavy single unit cargo, the minimum weight of which is 5,000 kilograms (five (5) tons) such as locomotives, bulldozers, large machineries, and other heavy and large equipment or parts and which are normally discharged or loaded by a heavy lifting derrick, crane, or boom.
5. **Palletized/Unitized cargoes** - are general or breakbulk cargoes stacked on a portable platform or deck called a pallet, generally about five or six square feet, which shall not be less than one (1) metric ton (MT) in weight or 1.1326 cu.m. in measurement, and which can be transported, usually by a mechanical appliance such as forklift truck.
6. **Bulk Cargoes** - are goods shipped, liquid or dry, in bulk, not packed or bundled in separate units, including such commodities as are loose or in mass and such commodities which must be pumped, shoveled, scooped, grabbed, or forked in loading or unloading.
 - 6.1 **Liquid bulk cargoes** - shall include, but not be limited to diesel oil, bunker oil, natural coconut oil, gasoline, alcohol, molasses, and such other similar liquid products that are loaded in bulk to/from tankers, barges and like carriers via a pipeline system, hose or other similar implements.
 - 6.1.1 No cargo handling charges shall be collected on liquid bulk cargo unless the cargo handler provides, upon request, special services such as hosing and/or dehosing or such similar other services for which charges may be made in accordance with the tariff schedule.
7. **Containerized/container cargoes** - are those stuffed inside a container van with the external dimensions and ratings as enumerated in series 1 of ISO 668-1976

Attachment to Annex "B" on Cargo Handling Tariff for Tier 1 Ports under the PTMRF

which are specially designed to facilitate ready handling particularly their transfer from one mode of transport to another without intermediate reloading.

8. **Dangerous Cargoes** - are those which, on account of their nature, cannot be stowed in general cargo space nor handled at the same time as innocuous cargo as they may expose people and property to harm or destruction by fire, explosion, poison or other dangers of the like. These are specifically enumerated in PPA Administrative Order Nos. 02-89 and 01-90 which shall be charged in accordance with the specific provisions of the same orders. The following, however, were reclassified from dangerous to non-dangerous cargoes.

Basis

| | | |
|------|----------------------------------------------------------------------------------------------------------------|--------------------------|
| 8.1 | Paper – Containerized | PPA Adm. Order No. 01-92 |
| 8.2 | Textile – Containerized | - do - |
| 8.3 | Fertilizer – Containerized | - do - |
| 8.4 | Tabacco/Cigarette Cargoes - Containerized | - do - |
| 8.5 | Hydraulic Brake Fluid - Containerized | PPA Adm. Order No. 02-92 |
| 8.6 | Charcoal (Activated or Non-activated) - Containerized | - do - |
| 8.7 | Copper – Containerized | - do - |
| 8.8 | Cosmetics – Containerized | - do - |
| 8.9 | Cotton Waste – Containerized | - do - |
| 8.10 | Safety Fuse – Containerized | - do - |
| 8.11 | Hemp – Containerized | - do - |
| 8.12 | Medicine – Containerized | - do - |
| 8.13 | Alcoholic Beverages, such as Tanduay Rhum, Añejo Rhum, Club Valentino Rhum and others - Containerized | - do - |
| 8.14 | Coal in Bulk-Loading/Unloading done on board LCT's. | PPA Adm. Order No. 01-93 |

9. **Stand-by-time** - shall mean to be the time when workers are engaged to work but cannot work after the first one (1) hour or fraction thereof of the entire vessel operations, and shall be limited to the following reasons:

- 9.1 Inclement weather which causes the stoppage of operations;

Attachment to Annex "B" on Cargo Handling Tariff for Tier 1 Ports under the PTMRF

- 9.2 Breakdown of vessel's cargo-handling gear or equipment;
- 9.3 Waiting for cargo/ (barge for shipside operations)
- 9.4 Men engaged but not put to work.

Any stand-by or temporary stoppage of cargo handling work not within the above enumeration may be subject to stand-by charges provided the cause or causes of such temporary stoppage is/are beyond the control and not thru the fault or negligence of the contractor/operator, and provided further that proper clearance and approval is granted by the PPA. The shipping company/agent shall be liable for stand-by time charges.

B. CONDITIONS OF THIS TARIFF

1. This tariff is flat, but exclusive of the value added tax (VAT). It includes overtime pay, standard labor complement and equipment (i.e., bobcats, clamshells, and forklifts) applicable to 24 hours operation, Monday to Sunday, including holidays, except when the port is declared closed by the Authority.
2. No other charge shall be made unless specifically authorized under this tariff or by the Authority (PPA).
3. The charges are "ceiling rates." The same may be reduced through negotiation between the Port Terminal Management Operator (PTMO) and the shipper/consignee provided that such reduction shall not prejudice the productivity of the operation and the concession fee to be remitted to the Authority.
4. This tariff adheres to the principle of "users pay" and "no work no pay."
5. Storage Charges shall be based on the current applicable rates prescribed by the Authority.

C. CONTAINER OPERATION SERVICES

Container handling operation shall cover the following sets of services:

1. For work performed on board the vessel:
 - 1.1 Discharging and loading of containers, loaded or empty from vessel to dock/apron and vice versa;
 - 1.2 Opening and closing of hatch covers, lids and supporting beams.

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2. For work performed at the quay/apron:

- 2.1 Receiving of containers loaded or empty from vessels unto chassis or trailers provided by shipping companies;
- 2.2 Moving such container on chassis or trailers from alongside carrying vessel to the storage area in port zone designated for storing container or container yard;
- 2.3 Handling, stowing, and shifting of containers within the port zone;
- 2.4 Loading of containers from place of storage in the port zone unto chassis or trailers either for delivery or transfer;
- 2.5 Receiving, handling, and stowing containers either loaded or empty, coming from place outside port zone.
- 2.6 Moving container either loaded or empty from storage areas within the port zone and loading them unto vessels alongside the pier; and
- 2.7 Providing checking services to determine whether containers are loaded or unloaded and check unmanifested containers.

D. RESPONSIBILITY AND LIABILITY OF THE PTMO

1. Responsibility and liability for losses and damages

- 1.1 The PTMO shall work 24 hours a day (exclusive of breaktime and mealtime) except on days when ports are closed as declared by PPA, and shall at its own expense handle all cargoes and all work undertaken by it diligently and in skillful, 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 the damages that may be suffered (in accordance with the provisions of the Management Contract) 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 or 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 vessel of the goods.
- 1.2 The PTMO shall not be responsible for the condition of the content of any package received or for any loss, injury, or damage to the said cargo before

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or while the goods are being received or remain in 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.

- 1.3 Any claim must first be initiated by a request for certification of loss or non-delivery of the lost package to the consignee.
- 1.4 The PTMO shall within 15 days from the date of receipt of the request for certification of loss or non-delivery, issue and said certificate of loss/non-delivery accordingly. If the PTMO 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 thereafter, the 15 days period within which to file the formal claim shall commence.
- 1.5 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 or non-delivery of such goods must be filed with the contractor within 15 days from the date of issuance by the PTMO of a certificate of non-delivery or loss, thereafter, no claim shall be entertained by the PTMO.
- 1.6 All claims shall be resolved by the PTMO 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.
- 1.7 The PTMO's liability for cargo and vessel equipment losses and damage/s shall be governed by the provisions of the Management Contract.

E. QUERIES/INTERPRETATIONS/RESOLUTIONS ON ISSUES RELATIVE TO THIS TARIFF

All queries, problems and interpretation arising out of the provisions of this tariff, including its schedule of rates, charging bases as well as the applicable terms and conditions shall be referred to the Assistant General Manager for Operations (AGMO) through the Commercial Services Department (CSD) for final resolution. Provided however, that such queries and problems, when referred to the AGMO, Attention: CSD, shall have with them all the necessary/pertinent documents, receipts. Bills/invoices and all other particulars of the issue/s including the results of the preliminary evaluation of the Port Manager concerned to facilitate resolution of the same.

F. PROHIBITION AND PENAL PROVISION

1. No customer shall be refused services by the PTMO on account of dispute in the implementation or interpretation of this tariff unless explicitly authorized by the Authority.

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2. Any violation, willful omission, alterations in bad faith of any of the terms and conditions, rates and stipulations contained in this tariff shall constitute a ground for suspension or cancellation of the operator's management contract with the PPA, depending on the gravity of the violations committed.
3. The Port Management Office concerned shall check from time to time the PTMO's adherence to this tariff including its terms and conditions and report to the AGMO, Attention: CSD of any deviations thereof with recommendations.

/As of Nov. 14, 2023