

PORT OF PORT OF SPAIN

A Strategic Business Unit of Port Authority of Trinidad & Tobago



Port Tariff

updated September 18th 2013

Services to the
Shipping Lines & Agents

Head Office, Dock Road. Tel: 868-623-2901/5



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CONTAINER OPERATIONS

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CONVENTIONAL WHARVES

Conventional Cargo Handling Charges.

Additional Handling Charges—Barrels.

Labour and Overtime Recoverable.

Labour Standing-by.

Store Rent (Conventional Cargo).

Rent of Berth and Wharf Space.

Throughput Charges—Outports.

Hire of Gears.

Hire of Mechanical Units.

Services not specifically provided for.

Tariff available for download at <http://www.patnt.com>

Amendments made are in **Blue** and coloured **Blue**.

1. Payments

- 1.1 All charges are quoted in USD.
- 1.2 Payments for Marine and Basic Container Handling charges can be made in USD or TTD at the rate of exchange based on the average of the buying and selling rate published by the Central Bank of Trinidad and Tobago. USD payments must be drawn on a Trinidad and Tobago Bank.
- 1.3 The rate used is based on the second to last day of each calendar quarter and is applied for the following quarter. The arrival (at berth) date of the vessel will determine the rate.
- 1.4 All other payments can be made in USD or TTD at the rate of exchange shown on the invoices as calculated above.

2. Vessel Sea-Side Operations

- 2.1 Vessels can berth 24/7 at any time subject to pilot, tug and berth availability as well as draft.
- 2.2 Terminal operations are also 24/7 except as outlined under Public Holidays and may start on arrival of the vessel subject to actual ETA, availability of gangs and any future Union Working Agreements.
- 2.3 Operations can be continuous including meal hours subject to Union Working Agreements.
- 2.4 Vessels will be required to leave the berth on completion of cargo operations, unless an alternative arrangement is agreed upon with terminal management.

3. Basic Container Handling Charges

- 3.1 One unit rate per type of operation.
- 3.2 This unit rate is the same irrespective of weekday, work shift, Saturday or Sunday.
- 3.3 Container vessels handled on Saturday, Sunday and Public Holidays must have an exchange of sufficient volumes whose Basic Handling Charges' revenue exceeds PPOS' shift labour costs. Otherwise, the vessel will be invoiced for actual labour costs. The Terminal Operations Manager will advise the vessel agent if such a case may occur and offer the option to delay berthing to a normal work shift or to be invoiced the actual labour costs.
- 3.4 On Public Holidays (*See Page 25*) PPOS will work vessels provided that sufficient manpower can be allocated.
- 3.5 For Public Holidays if worked, there will be a surcharge of **30%** of the Basic Handling Charges related to vessel Ship to Shore (STS) discharge and load activity only. Public Holidays will start at 00:01 hours and end at 23:59 hours of the day deemed a Public Holiday.
- 3.6 For Mooring/Unmooring a **100%** surcharge is applied for Public Holidays.
- 3.7 Gang(s) ordered for a "NO SHOW" Vessel will be invoiced to the Line, unless these gang(s) can be transferred to other Vessel(s).

4. Berthing Windows

- 4.1 Lines may request a Berthing Window Agreement subject to those already in place and the expected exchange per vessel and estimated productivity on any service that it may operate.
- 4.2 A vessel arriving in a 'window' will be allowed to berth ahead of any other waiting vessels and will be allocated at least one STS.
- 4.3 Windows are expressly given on the basis that PPOS may withdraw them at any time that designated vessels do not arrive regularly within their window.
- 4.4 Windows may be withdrawn either permanently or temporarily by PPOS if it has been deemed in the best interests of all users of the terminal.

5. Tariff Changes

-PPOS reserves the right to amend or adjust Basic Handling Charges in light of inflation or energy input increases.

- In addition, if the costs of any energy inputs that are charged by State Enterprises are varied after the date of publication of the prevailing Tariff, PPOS reserves the right to levy a surcharge.

ELECTRICITY USAGE CHARGES		
Energy Rate	0.1700	per KWH
Maximum Demand Charge per month	42.23	per KVA



6. Land-Gate Side-Gate Operations

- 6.1 Receiving and delivery takes place from 06:00 hours to 22:30 hours on weekdays.
- 6.2 In order to optimize yard management, **a Gate Appointment System is in operation from 6:00 hours to 22:30 hours for all Gate activities. Appointments for receipt and delivery of receipt and delivery of Full units must be made by 23:59 hrs the day before. Appointments for the receipt and delivery of Empty units can be made at any time.**
- 6.3 The gate may be opened on request on Saturdays, Sundays and public holidays subject to the following rates, paid in advance at Cargo Accounts for full or empty containers:

1-5 Containers	USD 1,200
6-10 Containers	USD 2,400
11 or more Containers	USD 3,600

7. Empty Storage For Container Operators

- Each container operator will be granted an Empty Free Stock Level separated into domestic and transshipment.
- Domestic empties include empties discharged from a vessel and those returned from import deliveries.
- Trans-shipment empties are those designated at the time of discharge on the BAPLIE and/or discharge list.
- Empty Storage will be charged by TEU per day over the agreed Empty Stock Level. The Empty Free Stock Level is determined as follows:
- Empty Stock Levels to be reviewed semi-annually.



8. Domestic Empty Units

- Last half- calendar year's throughput of discharged TEUs of domestic cargo.
- Multiply these TEUs by 7 days free storage, yields Empty Container Day TEUs over 6 months.
- Divide the Empty Container Day TEUs by the six month period (days).
- An increase of 50% of the Line's total market share is applied to this level, as an incentive for additional volume.



9. Trans-shipment Empty Containers

- The same approach and calculation as per Domestic Empty Units but is using **only discharged Transshipment empty units and applying** fourteen (14) free calendar days.
- **An increase of 25% of the Line's total market share is applied to this level, as an incentive for additional volume.**
- The two levels are now combined of Empty Free Stock- Domestic and Trans-shipment.
- This is the level of Empty Free Stock the container operator is allowed to have on any calendar day.
- -Any TEUs above the Empty Free Stock level on any day will be charged on a once per week basis.
- -Any TEUs below the Empty Free Stock do not yield any credit.
- -The empty stock levels will be reviewed and adjusted upwards or downwards as necessary July 1st and January 1st.
- -If a container/box operator predicts a strong increase or decrease in activity this will be taken into account.
- -However, in the event the prediction does not materialise the port reserves the right to revert to the old stock level from the date of change.

10. Store Rent Charges When There Is A Change In Container Status

-The container will be treated in its new status from the date of the payment. Free storage days prior to the change will no longer apply.

-Free storage days in its new status will apply.

11. Invoicing Of Vessels

11.1 Vessel/Box Operator

- Vessel Planning receives the moves to be discharged and loaded from agent/line as per the PPOS Terminal Operations Requirements Policy, which states that load and discharge plans must be received 24 hours prior to vessel arrival for Deep Sea Calls and 10 hours for Short Sea Calls.
- The expected exchange sub-divided into each Box Operator is the calculation for the Vessel Advance, which is payable 24 hours prior to berthing.
- Unless agreed separately with PPOS – Chief Financial Officer, each vessel operator is responsible for their advance payment and the coordination of payment by each Box Operator.
- After the Vessel has left, PPOS produces a **Vessel Performance Report** (VPR), which shows:
 - Units Discharged and Loaded by size/type status
 - Domestic/Trans-shipment Box Operator
 - Hatch Cover Moves

- Out of Gauge Units
- Restows via Quay
- Restows Cell/Cell
- Hazardous Cargo Units
- Amount of Units handled by Vessel Gear
- Standby Charges
- Administration Charges for Change in Data
- Format of Vessel Bay Plans
- The Lines' representative or agent is required to sign-off on the Vessel Operations Report within four hours after the vessel operations are complete

Vessel/Box Operator

- An Operational Pro-Forma Invoice is prepared. Any discrepancies will be mutually agreed upon, corrected and signed for within 2 working days after the vessel departure.
- The Operational Pro-forma Invoice is relayed to PPOS Finance Department for formal issue.
- The PPOS Final Invoice showing the advance payment deductions goes to the respective Vessel and Box Operators.
- Payment is due on receipt. PPOS reserves the right to charge interest at **3%** per month for delayed payments.
- Standby charges prior to start of operations caused by awaiting documentation from the agent or vessel are effective immediately and have no grace period. The time for waiting on documents will be recorded on the VPR and charged at the standby charge rate per hour ship to shore (*See Page 20*).
- Standby charges prior to start of operations caused by vessel delays will have grace periods of 2 hours.

- Standby charges during operations caused by vessel delays will have a grace period of 1 hour per ship to shore.
- Administration charges for changing data are applicable once discharge and load information has been received and is subsequently changed within 24 hours prior to vessel arrival for Deep Sea Calls and 10 hours for Short Sea Calls. Administration Charges also apply once a container is discharged or received through the gate if vessel, voyage, port of discharge or status etc. is changed.
- A late fee for non-receipt of complete manifests, discharge and load information from the vessel operator within the 24 hour cut-off for Deep Sea Vessels and 10 hour cut-off for Short Sea Vessels to vessel arrival will be charged at a rate of **USD450** per day.

11. Invoicing Of Vessels - Continued...

11.2 Land-Side Billing

At the end of every week the following costs are to be settled: -Empty Container Storage if any empty TEUs exceeded the Empty Free Stock Daily Allowance for domestic containers.

- Storage related to empty trans-shipment units.
- Ancillary costs of:
 - Seals
 - Removing placards from empty domestic and empty trans-shipment boxes
 - Reefer running costs for exports
 - Reefers plugged in and out for Imports/Exports/ Trans-shipments
- Extra terminal move requested by Line is charged to the Agent.

- Move of containers to the repair yard is to be charged to the Agent.

11.3 Trans-shipment Containers:

- A trans-shipment container offloaded at another Port but received by PPOS for export will incur a Gate Receive Charge of **USD 40** and will be loaded at the Transshipment Rate.
- A trans-shipment Container offloaded at PPOS but delivered to another Port for export will incur a Gate Delivery Charge of **USD 40**.

11.4 Empty Containers:

- An empty container discharged at PPOS and delivered to another port will incur a Gate Delivery Charge of **USD 40**.
- An empty container discharged at another port and received by PPOS will incur a Gate Receive Charge of **USD 40**.

11.5 Export Containers:

- Export containers received at PPOS and re-delivered to the shipper without loading will incur a Gate Receive Charge of **USD 40**, plus a Gate Delivery charge of **USD 40**. This must be paid in cash by the shipper at Cargo Accounts; total charge of **USD 80**.

12. Tariff for Container Traffic in USD

Basic Handling Charges	Full Units		Empty Units		NOTES
	20ft	40ft	20ft	40ft	
Discharge Import					5 USD covers the cost of Seals Ditto
Container Crane & Gottwald Crane	183	183	53	53	
Vessel Gear	155	155	53	53	
Ro-Ro Vessel	117	117	53	53	
Ro Ro Vessel Empty Chassis	–	–	48	48	
Loading Export					
Container Crane & Gottwald Crane	119	119	113	113	
Vessel Gear	102	102	96	96	
Vessel Ro-Ro	85	85	80	80	
Ro Ro Vessel Empty Chassis	–	–	42	42	
Trans-shipment TEU Band/Year					Rates apply to the Box Operator
0-35000	60	60	60	60	
35,001-65,000	56	56	56	56	
Above 65,000	54	54	54	54	
Out of Gauge Containers/Flats Additional USD over the above Unit Rate (Wire)	125	125	125	125	Applies when Spreader or Frame cannot be used alone (Wires).

Additional USD over the above Unit Rate (Frame)	75	75	75	75	Applies when cargo exceeds ISO standard 20/40ft with Spreader.
Hatch Covers	95	95	-	-	Per Single Move/Spreader
	191	191	-	-	Per Single Move/Wires
Exceptional Pieces Cargo that requires special lifting equipment due to size and weight decision as per port					

12. Tariff For Container Traffic in USD

Basic Handling Charges	Full Units		Empty Units		NOTES
	20ft	40ft	20ft	40ft	
Conventional Cargo via STS Crane					Handling conventional cargo via any crane from a container vessel. Vessel charges are as follows: 0-10T - 300USD/piece 11-20T - 500USD/piece 21-40T - 700USD/piece 40T and more - *TBN
Gate Receive/Delivery Gate Receive/Deliver Charge for units not discharged or loaded at PPOS	40	40	40	40	In additional to any Basic Handling Charge
Extra Terminal Move requested by Line	10	10	10	10	Per Container

Shifting Containers per Cycle From Cell to Cell Via Quay (also Lashing Bins)	95 135	95 135	95 135	95 135	
Inter-Island Unit PPOS/Tobago Rate Box Rate Roundtrip PPOS- Tobago-PPOS	LCL 1060 FCL 1005	LCL 1205 FCL 1130			Unit from PPOS on Chassis to Ro-Ro Vessel discharge at Tobago and returned for PPOS ex Ro-Ro Vessel and vice versa. Chassis supplied by Trucker or TTTT.

** To Be Negotiated*

12. Tariff For Container Traffic in USD

OTHER CHARGES	Full Units		Empty Units		NOTES
	20ft	40ft	20ft	40 ft	
Storage for Containers					
Import Containers 7 Free Calendar Days after free time in USD/ Day			See Empties as per agreement		10 to 20 Import Containers on one B/L - 10 Free Calendar Days Over 20 Import Containers on one B/L - 15 Free Calendar Days.
0- 7 Days	0	0			
8-15 days	14	28			
> 16 Days	30	60			
Full Export Containers 14 Free Calendar Days Charge in					

USD/Day After Free time in USD	14	28			
MT Containers for Loading Empty Stock Level per Container Operator			As per agreement		
Charge per TEU/Day in excess of Free Stock			2.5	4.5	
Trans-shipment Containers Full or Empty 14 Free Calendar Days			As per agreement		
After Free Time in USD	14	28	2.5	4.5	Charge per TEU/Day in excess of Free Stock

12. Tariff For Container Traffic in USD

OTHER CHARGES	Full Units		NOTES
	20 ft	40ft	
Import Containers			
Fitting Tarpaulins to Open Tops	35	60	Only when service is performed by PPOS
Weighing of Containers	10	10	
Cleaning of Containers (excluding Garbage Removal)			Cost Plus
Drayage per Import move to the Customs Inspection Area	35	50	Same rate for lifting empty boxes out of stack for inspection charged to Consignee/Shipper
Move to or from repair yard	39		Per move

Stand by charge per STS Crane after 2hrs grace, prior to start of operations. Weekdays /Saturdays/Sundays/Public Holidays.	475 per hr 950 per hr	475 per hr 950 per hr	2hrs no charge, after that \$ 475 per hr or part thereof applies on weekdays, and \$950 on Saturdays / Sundays and Public Holidays.
Stand by charges (Vessel Delays) during Operations after One Hour Grace Weekdays Saturdays/Sundays/Public Holidays.	475 per hr 950 per hr	475 per hr 950 per hr	1hr no charge, after that \$ 118.75 per 15 min. block or part thereof applies on weekdays, and \$ 950 per hr on Saturdays / Sundays and Public Holidays.
Delays due to awaiting documents prior to and during operations. Weekdays Saturday/Sundays/Public Holidays.	475 per hr 950 per hr	475 per hr 950 per hr	Delays due to waiting on documents are recorded on vessel arrival and a grace period given.
Late Document Fee	450 per hr	450 per hr	Any documents not received within the 24hr cut off for long hauls and 10 hr cut off for short hauls will be considered late.

Access to CSP Package is USD 2,000 to be paid Annually

12. Tariff For Container Traffic in USD

OTHER CHARGES	Full Units		Empty Units		NOTES
	20 ft	40 ft	20 ft	40 ft	
Parking of Chassis Charge/Day					Trailers left on the Port property will be reported to Agent and a penalty charge of 100 USD/Day Imposed prior to its release.
Vessel Operator	9	9	9	9	
Transport Haulier	13	13	13	13	
Ro-Ro Trailers/Mafis	9	9	9	9	
Empty Trailers					

Reefer Containers					
Plug-In Charge per Unit	6	6			PPOS is responsible for checking temperature regularly. Deviations in temperature will be reported to the Agent or designated Consignee as requested.
Temperature Monitoring per Day	6	6			
Plug-Out Charge per Unit	6	6			
Electricity cost per Day	11	11			
Hazardous Cargo Containers additional over Base Rate	40%	40%			
Removing or Applying Placards (Hazardous) per Unit	11	11			
Knocking Down/ Build Up Flats into/ from one Unit	17	17			30 USD per individual Flat unit for putting the bundle together. The Basic Handling Charge will also apply.
Apply Seals for Full Containers/MT Containers	5	5	5	5	Incorporated in the Full Discharge.

12. Tariff For Container Traffic in USD

OTHER CHARGES	20 ft	40 ft	NOTES
<p>Administration Charges Change of Data within 24 hours for Deep Sea Calls and 10 hours for Short Sea Calls per Unit once plans have been received.</p> <p>Status Change after Full and Empty Container Discharge</p>	<p>17</p> <p>39</p>	<p>17</p> <p>39</p>	<p>When Vessel, Port destination or status is changed for a Full or Empty Unit.</p> <p>This charge includes administrative charges and a maximum of 2 extra moves.</p>
<p>Vessel Advance Basic Handling Charges prior to Vessel start.</p>	100%	100%	<p>Payment must be made 24 hours before the vessel's arrival. If payment is not received within the specified time, a penalty of \$2,000 USD is due and payable within 8 hours of the vessel's arrival. Failure to make payment by the time specified, PPOS reserves the right to cease Cargo Operations until Deposit and Penalty are received. Where the vessel's operations are for a period of less than 8 hours, then payment must be made before the vessel departs. If payment is not received, PPOS will take such action that is available to it in order to receive the necessary funds.</p>
<p>Interest charges on unpaid Invoices (after 1 month)</p> <ul style="list-style-type: none"> - Stowage information via BAPLIE per Vessel - Stowage information via Excel per Vessel - Stowage information via FAX per Vessel - Stowage information via Chief Officer per vessel. 	<p>3%</p> <p>0</p> <p>110</p> <p>220</p> <p>330</p>	<p>3%</p>	<p>Amount to be charged on the unpaid balance at the end of each month.</p>

Stuffing/Unstuffing -Weekdays Dry Container including vehicles through Sheds	275	550	
Stuffing/Unstuffing Weekends Dry Containers including vehicles on Saturdays/Sundays/Public Holidays			Cost of unstuffing direct from Vessel on weekends will be the cost of the unstuffing gang and specialized equipment plus 30%,<u>or</u> stuffing/unstuffing charge per container weekdays/whichever is greater.

12. Tariff For Container Traffic in USD

MARINE USER CHARGES	Rate USD	NOTES
Vessel Mooring/ Unmooring & Shifting alongside (per move)		
vessel below 2,000GT	250	Fixed rate per move Public Holidays only 100%
Vessel above 2,000GT to 10,000GT	440	
Vessel in excess of 10,000 GT	500	
Passenger Vessels	500	
Additional %	85%	
Cancellation of Vessel	85%	
Movements	85%	

13. Public Holidays of Trinidad & Tobago

January	1st	New Year's Day
March	30th	Spiritual Baptist Liberation Day
	<i>TBA</i>	<i>(To be Announced)</i> Good Friday
	<i>TBA</i>	Easter Monday
May	30th	Indian Arrival Day
June	19th	Labour Day
June	23rd	Corpus Christi
August	1st	Emancipation Day
August	31st	Independence Day
September	24th	Republic Day
	<i>TBA</i>	<i>(To Be Announced)</i> Eid-ul-Fitr
	<i>TBA</i>	<i>(To be Announced)</i> Divali
December	25th	Christmas Day
December	26th	Boxing Day



AMENDMENT TO TARIFF - WRITTEN SECTION

CURRENT	AMENDMENT	PAGE NO.
<p>3.5 For Public Holidays if worked, there will be a surcharge of 25% of the Basic Handling Charges related to vessel Ship to Shore (STS) activity only. Public Holidays will start at 00:01 hours and end at 23:59 hours of the day deemed a Public Holiday.</p>	<p>3.5 For Public Holidays if worked, there will be a surcharge of 30% of the Basic Handling Charges related to vessel Ship to Shore (STS) activity only. Public Holidays will start at 00:01 hours and end at 23:59 hours of the day deemed a Public Holiday.</p>	<p align="center">PAGE 3</p>
<p>3.6 For Mooring/Unmooring a 75% surcharge is applied for Public Holidays.</p>	<p>For Mooring/Unmooring a 100% surcharge is applied for Public Holidays.</p>	<p align="center">PAGE 3</p>
<p>6.1 Receiving and delivery takes place from 07:00 hours to 23:00 hours on weekdays except for meal breaks 11:00 hours to 11:30 hours and 19:00 hours to 19:30 hours.</p>	<p>Receiving and delivery takes place from 06:00 hours to 22:30 hours on weekdays</p>	<p align="center">PAGE 6</p>
<p>6.2 In order to optimise yard management, a Planned Delivery System is in operation from 07:00 hours to 15:00 hours for import containers, which must be booked the day before.</p>	<p>In order to optimize yard management, a Gate Appointment System is in operation from 6:00 hours to 22:30 hours for all Gate activities. Appointments for receipt and delivery of receipt and delivery of Full units must be made by 23:59 hrs the day before. Appointments for the receipt and delivery of Empty units can be made at anytime.</p>	<p align="center">PAGE 6</p>
<p>8. Last calendar year's throughput of discharged full TEUs of domestic cargo. Multiply these TEUs by 7 days free storage, yields Empty Container Day TEUs over 12 months. Divide the Empty Container Day TEUs by 365. This is the level of Empty Free Stock the container operator is allowed to have on any calendar day. Any TEUs above the Empty free Stock level on any day will be charged on a once a week basis. Any TEUs below the Empty Free Stock do not yield any credit.</p>	<p>Last half- calendar year's throughput of discharged TEUs of domestic cargo. Multiply these TEUs by 7 days free storage, yields Empty Container Day TEUs over 6 months. Divide the Empty Container Day TEUs by the six month period (days). An increase of 50% of the Line's total market share is applied to this level, as an incentive for additional volume.</p>	<p align="center">PAGE 8</p>

CURRENT	AMENDMENT	PAGE NO.
<p>9. The same approach and calculation as per Domestic Empty Units but is using fourteen (14) free calendar days. The two levels are now combined of Empty Free Stock, Domestic and Trans-shipment. The empty stock levels will be reviewed and adjusted upwards or downwards as necessary July 1st of January 1st. If a container / box operator predicts a strong increase or decrease in activity this will be taken into account. However, in the event the prediction does not materialise the port reserves the right to revert to the old stock level from the date of change.</p>	<p>The same approach and calculation as per Domestic Empty Units but is using only discharged Trans-shipment empty units and applying fourteen (14) free calendar days. An increase of 25% of the Line's total market share is applied to this level, as an incentive for additional volume. The two levels are now combined of Empty Free Stock- Domestic and Trans-shipment. This is the level of Empty Free Stock the container operator is allowed to have on any calendar day. Any TEUs above the Empty free Stock level on any day will be charged on a once per week basis. Any TEUs below the Empty Free Stock do not yield any credit. The empty stock levels will be reviewed and adjusted upwards or downwards as necessary July 1st and January 1st. If a container / box operator predicts a strong increase or decrease in activity this will be taken into account. However, in the event the prediction does not materialise the port reserves the right to revert to the old stock level from the date of change.</p>	<p>PAGE 9</p>
<p>11.1 Payment is due on receipt. PPOS reserves the right to charge interest at 2% per month for delayed payments.</p>	<p>Payment is due on receipt. PPOS reserves the right to charge interest at 3% per month for delayed payments.</p>	<p>PAGE 12</p>
<p>11.1 A late fee for non-receipt of complete manifests, discharge and load information from the vessel operator within the 24 hour cut-off for Deep Sea Vessels and 10 hour cut-off for Short Sea Vessels to vessel arrival will be charged at a rate of USD300. per day</p>	<p>A late fee for non-receipt of complete manifests, discharge and load information from the vessel operator within the 24 hour cut-off for Deep Sea Vessels and 10 hour cut-off for Short Sea Vessels to vessel arrival will be charged at a rate of USD450. per day</p>	<p>PAGE 13</p>
<p>11.3 A trans-shipment container offloaded at another Port but received by PPOS for export will incur a Gate Receive Charge of USD35. and will be loaded at the Transshipment Rate.</p>	<p>A trans-shipment container offloaded at another Port but received by PPOS for export will incur a Gate Receive Charge of USD40 and will be loaded at the Transshipment Rate.</p>	<p>PAGE 15</p>
<p>A trans-shipment Container offloaded at PPOS but delivered to another Port for export will incur a Gate Delivery Charge of USD35.</p>	<p>A trans-shipment Container offloaded at PPOS but delivered to another Port for export will incur a Gate Delivery Charge of USD40.</p>	<p>PAGE 15</p>
<p>11.4 Empty Containers: An empty container discharged at PPOS and delivered to another port will incur a Gate Delivery Charge of USD35.</p>	<p>Empty Containers: An empty container discharged at PPOS and delivered to another port will incur a Gate Delivery Charge of USD40.</p>	
<p>An empty container discharged at another port and received by PPOS will incur a Gate Receive Charge of USD35.</p>	<p>An empty container discharged at another port and received by PPOS will incur a Gate Receive Charge of USD40.</p>	<p>PAGE 15</p>

CURRENT	AMENDMENT	PAGE NO.
<p>11.5 Export Containers: Export containers received at PPOS and re-delivered to the shipper without loading will incur a Gate Receive Charge of USD35, plus a Gate Delivery charge of USD35. This must be paid in cash by the shipper at Cargo Accounts; total charge of USD70.</p>	<p>Export Containers: Export containers received at PPOS and re-delivered to the shipper without loading will incur a Gate Receive Charge of USD40, plus a Gate Delivery charge of USD40. This must be paid in cash by the shipper at Cargo Accounts; total charge of USD80.</p>	<p>PAGE 15</p>