GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM
1026 Cabras Highway
Suite 201
Piti, Guam 96925

TERMINAL TARIFF

Naming

Rates, Charges, Rules and Regulations

Applying at

Apra Harbor, Port of Guam

SUBSCRIPTION PRICE

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Issued: January 6, 1993 Effective: February 5, 1993

By: Board of Directors
Port Authority of Guam

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

A.M.	Ante Meridiem
ASO	American Organization for Standardization
Cu/Ft	Cubic Feet
Diff	Differential
ETC.	Et Cetera - and so forth
EX	Removal Out of or Front
ISO	International Organization for Standardization
Lbs.	Pounds
MBM	1000 Board Feet
N.O.S.	Not Otherwise Specified in this Tariff
PAG	Port Authority of Guam
S/T	Straight Time
U.S.	United States of America
&	And
%	Percentage
$	United States Dollars
¢	Cents
■	Addition
▲	Change in wording resulting in neither an increase nor reduction in charges
◆	Increase
●	Reduction

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

TABLE OF CONTENTS

	SUBJECT	PAGE NO.	ITEM NO.
	DEFINITIONS OF TERMS	1-5	
SECTION I	GENERAL RULES AND REGULATIONS		
	Application of Rates, Laws, Rules and Regulations	6-7	1
	Penalty for Violation of Regulation	8	2
	Payment of Charges	8-10	3
	Claims, Liability for Loss or Damage	10-11	4
	Requests and Availability of Port Services and Facilities	12	5
	Requirements and Conditions for the Export of Cargo	13	6
	Dangerous Cargo and Explosions	13	7
	Amendment of Tariff	13	8
	Port Authority General Manager's Duties and Responsibilities	14	9
	Responsibility of Cleaning of Property by User	15	10
SECTION II	WHARFAGE		
	Wharfage Rates	16	11
	Bunkering/Fuel Throughput/Waste Oil	16-17	12
	Articles on which no Wharfage will be Charged	17-18	13

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

TABLE OF CONTENTS

	SUBJECT	PAGE NO.	ITEM NO.
	Conditions for Nonassessment of Wharfage Charges on Transshipped Cargo	18	14
	Responsibility for Collection of Wharfage Charges	18	15
	Manifest	18	16
SECTION III	STEVEDORING AND HANDLING CHARGES		
	Description	19	17
	Fees and Charges not Assessed on Vessel or Cargo, when Container Rate is Applied	19	18
	Minimum Tonnage Requirements	19	19
	Waiver of Charges on Transshipment Cargo	19	20
	Rate for Containers	20	21
	Containerized Cargo Stevedoring and Handling Services	20-23	22
	Rate for Breakbulk	23	23
	Rate for Unitized Cargo	23	24
	Breakbulk and Unitized Cargo Services	24-25	25
	Rate for Tuna Stuffing	25	26
	Tuna Stuffing Services	25	27
	Rate for Preslung Cargo	26	28

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

TABLE OF CONTENTS

	SUBJECT	PAGE NO.	ITEM NO.
	Preslung Cargo Services	26-27	29
	Auto Devanning and Stuffing Rate	27	30
	Auto Devanning and Stuffing Services	27	31
	Rate for Vehicles (Roll On/Roll Off)	27	32
	Vehicles (Roll On/Roll Off) Services	27	33
	Transshipment Rate	28	34
	Transshipment Services	28-29	35
	Bulk Scrap Metal	29	36
	Bulk Scrap Metal Services	29	37
	Heavy Lift Charges	30	38
	Long Length Charges	30	39
SECTION IV	STEVEDORING AND HANDLING SERVICES		
	Applicability of Labor Charge Out Rates	31	40
	Labor Charge Out Rates (Schedule)	32	41
	Description of Miscellaneous Charges and Penalty	33-35	42
SECTION V	EQUIPMENT RENTAL RATES AND SERVICES		
	Applicability	36	43

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

TABLE OF CONTENTS

	SUBJECT	PAGE NO.	ITEM NO.
	Equipment Listing - Hourly Rates/Minimum Charges	36-37	44
	Additional Equipment Rental Charges	37	45
	Use of Handling Equipment	37-38	46
	Rules and Charges Governing the Use of Cargo Boards	38	47
SECTION VI	WHARF DEMURRAGE AND FREE TIME		
	Free Time Periods	39	48
	Free Time Exceptions	39	49
	Extension of Free-Time	40	50
	Wharf Demurrage Rates	40-41	51
SECTION VII	PORT ENTRY FEE		
	Applicability	42	52
	Rates	42	53
SECTION VIII	DOCKAGE		
	Basis for Computing Dockage Charges	43	54
	Dockage Period	43	55
	Free Dockage	43-44	56
	Rates	44	57

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

TABLE OF CONTENTS

	SUBJECT	PAGE NO.	ITEM NO.
	Regulations Governing the Application of Dockage Rates	44-45	58
	Modified Rate for Non-Operative and Miscellaneous Vessels	45	59
SECTION IX	MISCELLANEOUS SERVICES AND CHARGES	46-47	60
SECTION X	PASSENGER SERVICE FEE		
	Arrival and Departing Facility Service Charge	48	61

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

TERMS	DEFINITIONS
1. Arrival and Departing Facility Service	Shall mean a charge assessed against a passenger departing or arriving through the Port facilities for the purpose of tourism. Terminating passengers are subject to compliance with all applicable Federal and Territorial Laws, Rules and Regulations.
2. Authority	Means the Port Authority of Guam.
3. Board	Means the Board of Directors of the Port Authority of Guam.
4. Breakbulk Cargo	Means cargo which is not classified as unitized or containerized.
5. Bulk Scrap Metal	Shall mean the loading of any salvaged "Bulk" scrap metal to clean up the island of Guam.
6. Bunker	The loading of fuel into a vessel's bunker for its own use. The meaning of the term is usually to the conveyance of the fuel over the ship's sides.
7. Cargo	Goods, wares, materials, merchandise or any other object that is or is to be transported.
8. Containers	Shall mean rigid, re-usable, dry cargo, insulated, refrigerated, flat rack, liquid tank or open top cargo container capable of being being readily mounted onto or dismounted from wheels, chassis or flat bed trailer. The container shall be 8 feet wide, 20 feet, 24 feet, 27 feet, 35 feet - 40 feet, or longer and 4 feet to 13 feet high, subject to restrictions of shoreside gantries. Except for dimensions,which are given above, it shall be constructed in conformity with the specifications for freight containers

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

TERMS	DEFINITIONS
	adopted by the International Organization for Standardization (ISO) and the American Standardization Organization (ASO). The container will have top and bottom corner castings conforming to ISO/ASO specifications.
9. Containerized Cargo	Shall mean cargo in a container conforming to the above definition and is within the container. (See item 8)
10. Container Chassis Operation	That which requires the continued utilization of shipping agents/carriers chassis for the receiving/delivering of revenue loaded containers to/from vessel and/or to/from customer.
11. Container Grounding Operation	That which requires the utilization of Ports equipment (Rubber tired gantry crane and other related container handling equipment) for the receiving/delivering of revenue loaded containers to or from a grounding area.
12. Container Overstow	The single movement or single crane lift of a container from a vessel slot or cell to another position in stowage or from vessel stowage to deck or dock or from deck or dock to vessel stowage.
13. Dock	Any bulkhead structure, piling structure, pier, quay landing, or wharf to which a vessel may make fast to discharge or load cargo and/or passengers for any purposes.
14. Dockage	The charge assessed against a vessel for berthing or made fast to a wharf, dolphin or other structure; or lying alongside of or tied up to a vessel which is made fast to or is lying alongside of a wharf, dolphin or other structure; or, not tied up to or lying alongside of but using a wharf by means of boats, rafts, lighters, barges, or otherwise.

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

TERMS	DEFINITIONS
15. Free Time	The specified period of time during which cargo may occupy space assigned to it in the terminal area free of demurrage charges prior to loading or subsequent to the discharge of such cargo from or off the vessel.
16. Handling Services	Services rendered for the benefit of the cargo, during the period it is in the care and custody of the Port, when received at the place of rest assigned to the cargo by the Port, and from which cargo may be delivered to/from consignee/shipper trucks within the Port premises.
17. Manager	Means the General Manager of the Authority.
18. Overstowage	Means faulty loading, as when cargo for another port of discharge is stowed above, next to, or around cargo for Guam and therefore the latter cannot be discharged at Guam.
19. Port	Means Port Authority of Guam, located in the Territory of Guam located on Cabras Island, Apra Harbor.
20. Port Facilities	Means channels, basins, sea walls, docks, piers, land areas, utilities, warehouses, cargo handling machinery and equipment, and any other works, properties, structures or other facilities necessary for the development or operation of the Port of Guam.
21. Preslung Cargo	Shall mean cargo received and/or delivered as one unit at the Port premises in unbroken loads bearing one mark and consigned to one consignee such cargo(s) shall be in 2 ton preslung bags and/or in 2 ton preslung bundles. The slings must remain with the cargo for issue, otherwise the breakbulk rate will be charged.

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

TERMS	DEFINITIONS
22. Revenue Ton	Shall mean the revenue ton used by the carrier according to the vessel's manifest to assess the carrier's freight charges. Based on the following as appropriate: a) MBM (thousand board measurement) - 1,000 board feet. b) LONG TON - two thousand two hundred forty (2,240) pounds. c) MEASUREMENT TON - a ton of forty (40) cubic feet. d) METERED TON - two hundred forty (240) U.S. gallons e) METRIC TON - two thousand two hundred four and six tenth (2,204.6) lbs. weight, or 35.314 cubic feet. f) SHORT TON - two thousand (2,000) lbs. weight. When the basis of the freight charges is not shown on the manifest, port charges shall be assessed on the basis of weight or measurement, whichever will yield the greater revenue.
23. Roll On Roll Off Vessels	Shall mean vessels with adjustable ramps. Ro/Ro shall be defined as the discharge or loading of cargo without Port equipment.
24. Stevedoring Services	Services rendered by the Port in removing or handling cargo from the end of the vessel's tackle or place of rest on pier to the vessel's hold, dock, between decks and deep tanks or to any spaces in the vessel; from any space in the vessel, remove and handle cargo, including on deck, between decks, holds, and deep tanks, and place said cargo at rest on the pier.
25. Throughput	A charge assessed for the movement of cargo from vessel storage to point of issue from the Port facilities or such other container storage facilities as authorized by the port General Manager, and return of the empty container from point of receipt to vessel storage or, in the case of export cargo, from the point of receipt at the Port to vessel storage.

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

TERMS	DEFINITIONS
26. Transshipment Rate	Shall mean a charge assessed against cargo(s) received from a vessel for the purpose of passing or conveyed through Guam.
27. Unitized Cargo	Shall mean cargo received and/or delivered as one unit at the Port premises in unbroken unitized loads bearing one mark consigned to one Consignee. Such cargo must be securely strapped or fastened together on pallets or skids or shipped in a manufactured re-usable cargo van, vanpac, or cargo van, vanpac, or other synonymous term for van, with the exception of containers. Any single unit load which is otherwise unsuitable for forklift handling will not be considered as unitized cargo.
28. Vehicle	Shall mean any device for carrying passengers, goods or equipment, usually one moving on wheels, i.e.,passenger cars, sedans, station wagons, pick-up trucks to 3/4 ton capacity, ambulances, hearses or panel trucks to 3/4 ton capacity.
29. Vessels	Shall mean steamboats, motorboats, sailing vessels, motor vessels, barges, lighters, liners , pleasure craft or any structure(s) made to float on the water for navigation.
30. Wharf	See Dock.
31. Wharfage	A charge assessed against all cargo passing or conveyed over, onto or under any wharves or between vessels (to or from barge, lighter, or water) when berthed at a wharf or moored in any slip, channel, basin, or canal or made fast to another vessel which is made fast to a wharf or moored in any slip, channel, basin or canal. Wharfage is solely the charge for the use of the wharf, slip, channel, basin, and canal, and does not include charges for any other activity or service.

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

PORT AUTHORITY OF GUAM

TARIFF RATE TABLE

CHARGE DESCRIPTION	CHARGE RATE	% INCREASE	PROPOSED RATE
CHASSIS RATE (20',40',&45')			
CHASSIS IMPORT/EXPORT/REHANDLE CONT STUFF - HANDLING	80.00	3.4%	82.72
CHASSIS IMPORT/EXPORT/REHANDLE CONT STUFF - STEVEDORE	105.00	3.4%	108.57
TOTAL	185.00		191.29
GROUNDED RATE (20',40'&45')			
GROUNDED IMPORT/EXPORT/REHANDLE/EMPTY CONTAINER STUFF - HANDLING	150.00	3.4%	155.10
GROUNDED IMPORT/EXPORT/REHANDLE/EMPTY CONTAINER STUFF - STEVEDORE	105.00	3.4%	108.57
TOTAL	255.00		263.67
BREAKBULK			
BREAKBULK IMPORT/EXPORT - HANDLING	6.80	3.4%	7.03
BREAKBULK IMPORT/EXPORT - STEVEDORING	13.90	3.4%	14.37
TOTAL	20.70		21.40
UNITIZED			
UNITIZED CARGO IMPORT/EXPORT - STEVEDORE	5.65	3.4%	5.84
UNITIZED CARGO IMPORT/EXPORT - HANDLING	7.00	3.4%	7.24
TOTAL	12.65		13.08
LIFT OFF/ON			
LIFT OFF/ON AUTO IMPORT/EXPORT - HANDLING	6.80	3.4%	7.03
RO/RO LIFT OFF/ON AUTO IMPORT/EXPORT - STEVEDORE	13.90	3.4%	14.37
TOTAL	20.70		21.40
RO/RO			
RO/RO IMPORT/EXPORT/TRANSHIPMENT - HANDLING	25.00	3.4%	25.85
RO/RO IMPORT/EXPORT/TRANSHIPMENT - STEVEDORING	10.00	3.4%	10.34
TOTAL	35.00		36.19
RO/RO VEHICLE (VEHICLE OVER 6,000 LBS)			
RO/RO VEHICLE IMPORT/EXPORT/TRANSHIPMENT - HANDLING	7.00	3.4%	7.24
RO/RO VEHICLE IMPORT/EXPORT/TRANSHIPMENT - STEVEDORE	5.65	3.4%	5.84
TOTAL	12.65		13.08
DEVANNING/STUFFING AUTO SPECIAL RATE			
DEVANNING	150.00	3.4%	155.10
STUFFING	150.00	3.4%	155.10
HEAVYLIFT			
HEAVYLIFT REGULAR IMPORT/EXPORT/TRANSHIPMENT - HANDLING	2.10	3.4%	2.17
HEAVYLIFT REGULAR IMPORT/EXPORT/TRANSHIPMENT - STEVEDORE	2.10	3.4%	2.17
TOTAL	4.20		4.34
LONGLENGTH			
LONGLENGTH IMP/EXP > 45'& =< 50'	16.30	3.4%	16.85
LONGLENGTH IMP/EXP > 50'& =< 60'	38.15	3.4%	39.45
LONGLENGTH IMP/EXP > 60'& =< 70'	49.15	3.4%	50.82
LONGLENGTH IMP/EXP > 70'& =< 80'	59.30	3.4%	61.32

PORT AUTHORITY OF GUAM
TARIFF RATE TABLE

CHARGE DESCRIPTION	CHARGE RATE	% INCREASE	PROPOSED RATE
LONGLENGTH IMP/EXP > 80'& =< 90'	69.45	3.4%	71.82
LONGLENGTH IMP/EXP > 90'& =<100'	79.60	3.4%	82.32
LONGLENGTH IMP/EXP > 100'& =<110'	89.75	3.4%	92.82
LONGLENGTH IMP/EXP > 110'& =<120'	99.90	3.4%	103.32
LONGLENGTH IMP/EXP > 120'& =< 130'	110.05	3.4%	113.82
LONGLENGTH IMP/EXP > 130'& =< 140'	120.20	3.4%	124.32
PRESLUNG IMPORT/EXPORT/TRANSHIPMENT			
PRESLUNG IMPORT/EXPORT/TRANSHIPMENT - HANDLING	6.80	3.4%	7.03
PRESLUNG IMPORT/EXPORT/TRANSHIPMENT - STEVEDORING	8.20	3.4%	8.48
TOTAL	15.00		15.51
TRANSHIPMENT STUFF (20',40'&45') 1ST CARRIER - SCALE			
IMPORT CONT TRANSHIPMENT STUFF LESS THAN 10 CONTAINERS	235.00	3.4%	242.99
IMPORT CONT TRANSHIPMENT STUFF 10-29 CONTAINERS	230.00	3.4%	237.99
IMPORT CONT TRANSHIPMENT STUFF 30-69 CONTAINERS	225.00	3.4%	232.99
IMPORT CONT TRANSHIPMENT STUFF 70-99 CONTAINERS	220.00	3.4%	227.99
IMPORT CONT TRANSHIPMENT STUFF 100-129 CONTAINERS	215.00	3.4%	222.99
IMPORT CONT TRANSHIPMENT STUFF 130-149 CONTAINERS	210.00	3.4%	217.99
IMPORT TRANSHIPMENT CONT STUFF 150+ CONTAINERS	195.00	3.4%	202.99
IMPORT EMPTY TRANSHIP FR-2ND CARR (20',40'&45')	100.00	3.4%	103.40
IMPORT EMPTY TRANSHIP FR-2ND CARR (20',40'&45') - DOMESTIC	140.00	3.4%	144.76
OVERSTOW CONTAINER (20',40'&45')			
IMPORT/EXPORT OVERSTOW CONTAINER (20',40'&45')	50.00	3.4%	51.70
SHIFTED CONTAINER (20',40'&45')			
IMPORT/EXPORT SHIFT CONTAINER (20',40'&45')	50.00	3.4%	51.70
SPECIAL RIGGING (20',40'&45')			
IMPORT/EXPORT ALL SPECIAL RIGING OF CNTR	35.00	3.4%	36.19
WHARFAGE RATES			
WHARFAGE EMPTY CONT IMPORT <25 (20' CONTAINER)	2.60	3.4%	2.69
WHARFAGE EMPTY CONT IMPORT >25 (40' & 45' CONTAINER)	3.50	3.4%	3.62
WHARFAGE TRANSHIPMENT TUNA	3.50	3.4%	3.62
WHARFAGE BREAKBULK IMPORT	3.50	3.4%	3.62
WHARFAGE BREAKBULK EXPORT/ALL OTHER CARGO	1.75	3.4%	1.81
WHARFAGE EXPORT CONTAINER STUFF (20' CONTAINER)	32.60	3.4%	33.71
WHARFAGE EXPORT CONTAINER STUFF (40' & 45' CONTAINER)	55.50	3.4%	57.39
WHARFAGE IMPORT CONTAINER STUFF (20' CONTAINER)	62.60	3.4%	64.73
WHARFAGE IMPORT CONTAINER STUFF (40' & 45' CONTAINER)	107.50	3.4%	111.16
WHARFAGE RATES-TRANSSHIPMENT OF OTHER CARGO UTILIZING PIPELINES AND /OR HOSES			
INBOUND	3.50		8.75
OUTBOUND	1.75		4.38
BUNKERING/FUEL THROUGHPUT/WASTE OIL			
IMPORT THROUGHPUT	0.16		0.40

PORT AUTHORITY OF GUAM

TARIFF RATE TABLE

CHARGE DESCRIPTION	CHARGE RATE	% INCREASE	PROPOSED RATE
EXPORT THROUGHPUT	0.075		0.19
FROM TRUCK TO VESSEL WHEN SERVICED AT PORT PIERS	0.16		0.40
DIRECT TO OR FROM VESSEL THRU PRIVATELY OWNED PIPELINE LOCATED ON PORT PROPERTY	0.14		0.35
VESSEL TO VESSEL	0.16		0.40
FUEL STORAGE	0.40		0.90
BUNKERING	0.21		0.53
MARITIME SECURITY FEE			
MARITIME SEC. BB/PRESLUNG/UNITIZED	0.10	3.4%	0.10
MARITIME SEC. FEE BUNKERING	0.02	3.4%	0.02
MARITIME SEC. FEE STUFFED IMPORT/EXPORT	2.00	3.4%	2.07
MARITIME SEC. PASSENGER VESSEL	1.00	3.4%	1.03
MARITIME SEC. FEE RO/RO	1.00	3.4%	1.03
MARITIME SEC. SAND/SCRAP/AGGRE	0.02	3.4%	0.02
MARITIME SEC. VESSEL DOCKAGE	0.05	3.4%	0.05
DEMURRAGE			
DEMURRAGE- GREATER THAN 20' (40' & 45')	42.00	3.4%	43.43
DEMURRAGE CONTAINER EMPTY	7.00	3.4%	7.24
OUTSIDE WAREHOUSE DEMURRAGE BREAKBULK	10.00	3.4%	10.34
INSIDE WAREHOUSE DEMURRAGE BREAKBULK	15.00	3.4%	15.51
REFRIGERATED CT DEMURRAGE	70.00	3.4%	72.38
DEMURRAGE 20' CONTAINER	21.00	3.4%	21.71
REISSUE OF EMPTIES			
CHASSIS EMPTY CT DEMURRAGE	25.00	3.4%	25.85
GROUNDED EMPTY CT DEMURRAGE	50.00	3.4%	51.70
OTHER RATES			
CLAIMS FEE	25.00	3.4%	25.85
BULK SCRAP METAL	12.50	3.4%	12.93
BULK SCRAP METAL (SPECIALRATE)	2.50	3.4%	2.59
BULK SAND STEVEDORING IMPORT	3.50	3.4%	3.62
PASSENGER FEE ARRIVAL	3.50	3.4%	3.62
PASSENGER FEE DEPARTURE	1.50	3.4%	1.55
BUNKER LABOR COST OT/HOLIDAY	27.50	3.4%	28.44
BUNKER LABOR COST ST	25.00	3.4%	25.85
PRE-TRIP POWER SURCHARGE	49.00	3.4%	50.67
LCOR - LINE HANDLING 0/T 6 MEN	450.00	3.4%	465.30
LCOR - LINE HANDLING 0/T 8 MEN	600.00	3.4%	620.40
LCOR - LINE HANDLING S/T 6 MEN	300.00	3.4%	310.20
LCOR - LINE HANDLING S/T 8 MEN	400.00	3.4%	413.60
CHASSIS CHANGE	30.00	3.4%	31.02
METERED WATER RATE	54.47	3.4%	56.32
WATER CONNECT/DISCONNECT HOLID	80.00	3.4%	82.72

PORT AUTHORITY OF GUAM

TARIFF RATE TABLE

CHARGE DESCRIPTION	CHARGE RATE	% INCREASE	PROPOSED RATE
WATER CONNECT/DISCONNECT REGUL	35.00	3.4%	36.19
WATER FIXED RATE	6.00	3.4%	6.20
REGULAR WATER CHARGE	12.32	3.4%	12.74
EXPORT EMPTY CONTAINER	150.00	3.4%	155.10
IMPORT EMPTY CONTAINER	150.00	3.4%	155.10
TUNA SERVICES	10.25	3.4%	10.60
PORT ENTRY FEE - For vessels of 1,000 gross tons and under	25.00	3.4%	25.85
- For vessels between 1,000 to 2,000 gross tons	51.00	3.4%	52.73
- For vessels over 2,000 gross tons, $52.73 plus an additional charge per each 2,000 gross tons or fractionthereof in excess of 2,000 gross tons	38.00	3.4%	39.29
EQUIPMENT RENTAL			
Forklift, rated capacity below 20,000 lbs	30.00	3.4%	31.02
Forklift, rated capacity 20,000 lbs but less than	50.00	3.4%	51.70
Forklift, rated capacity 40,000 lbs or greater	56.00	3.4%	57.91
Top Lifter	60.00	3.4%	62.04
Side Lifter	35.00	3.4%	36.19
Tractor	34.00	3.4%	35.15
Rubber Tired Gantry Crane	170.00	3.4%	175.78
Manitowoc, 140 tons	315.00	3.4%	325.71
Crane, Gantry, Heavy Lifts	394.00	3.4%	407.39
Pick-up Truck, 3/4 ton capacity or less	20.00	3.4%	20.68
Truck, Dump	23.00	3.4%	23.78
Welding Machine	34.00	3.4%	35.15
Dock Mule	11.50	3.4%	11.89
Dock Dolly, rated 2,000 lbs	2.50	3.4%	2.59
Dolly Trailer, rated capacity 20 tons	11.50	3.4%	11.89
DIRECT LABOR			
STRAIGHT TIME			
Stevedoring	34.47	3.4%	35.64
Crane Operator	33.90	3.4%	35.05
Equipment Operator	32.11	3.4%	33.20
Auto Mechanics	33.58	3.4%	34.72
Diesel Mechanic	33.99	3.4%	35.15
Crane Mechanic	37.82	3.4%	39.11
Riggers	33.86	3.4%	35.01
Electrician	34.98	3.4%	36.17
Cargo Checkers	31.02	3.4%	32.07
Security Guard	34.40	3.4%	35.57
Carpenters	34.55	3.4%	35.72
Plumbers	34.55	3.4%	35.72

PORT AUTHORITY OF GUAM
TARIFF RATE TABLE

CHARGE DESCRIPTION	CHARGE RATE	% INCREASE	PROPOSED RATE
Painters	30.74	3.4%	31.79
Preventive Maint. Mechanic	34.55	3.4%	35.72
Welders	36.76	3.4%	38.01
Clerks	24.64	3.4%	25.48
OVERTIME			
Stevedoring	51.70	3.4%	53.46
Crane Operator	50.86	3.4%	52.59
Equipment Operator	48.19	3.4%	49.83
Auto Mechanics	50.37	3.4%	52.08
Diesel Mechanic	50.99	3.4%	52.72
Crane Mechanic	56.74	3.4%	58.67
Riggers	50.78	3.4%	52.51
Electrician	52.47	3.4%	54.25
Cargo Checkers	46.54	3.4%	48.12
Security Guard	51.60	3.4%	53.35
Carpenters	51.84	3.4%	53.60
Plumbers	51.84	3.4%	53.60
Painters	46.12	3.4%	47.69
Preventive Maint. Mechanic	51.84	3.4%	53.60
Welders	55.14	3.4%	57.01
Clerks	36.94	3.4%	38.20
OT DIFFERENTIAL			
Stevedoring	17.24	3.4%	17.83
Crane Operator	16.95	3.4%	17.53
Equipment Operator	16.07	3.4%	16.62
Auto Mechanics	16.79	3.4%	17.36
Diesel Mechanic	17.01	3.4%	17.59
Crane Mechanic	18.91	3.4%	19.55
Riggers	16.92	3.4%	17.50
Electrician	17.49	3.4%	18.08
Cargo Checkers	15.52	3.4%	16.05
Security Guard	17.22	3.4%	17.81
Carpenters	17.28	3.4%	17.87
Plumbers	17.28	3.4%	17.87
Painters	15.38	3.4%	15.90
Preventive Maint. Mechanic	17.28	3.4%	17.87
Welders	18.38	3.4%	19.00
Clerks	12.32	3.4%	12.74
HD DIFFERENTIAL			
Stevedoring	27.34	3.4%	28.27
Crane Operator	26.87	3.4%	27.78
Equipment Operator	25.45	3.4%	26.32

PORT AUTHORITY OF GUAM
TARIFF RATE TABLE

CHARGE DESCRIPTION	CHARGE RATE	% INCREASE	PROPOSED RATE
Auto Mechanics	26.61	3.4%	27.51
Diesel Mechanic	26.94	3.4%	27.86
Crane Mechanic	29.96	3.4%	30.98
Riggers	26.82	3.4%	27.73
Electrician	27.72	3.4%	28.66
Cargo Checkers	24.59	3.4%	25.43
Security Guard	27.25	3.4%	28.18
Carpenters	27.39	3.4%	28.32
Plumbers	27.39	3.4%	28.32
Painters	24.35	3.4%	25.18
Preventive Maint. Mechanic	27.39	3.4%	28.32
Welders	29.13	3.4%	30.12
Clerks	19.51	3.4%	20.17
NIGHT DIFFERENTIAL			
Stevedoring	2.75	3.4%	2.84
Crane Operator	2.71	3.4%	2.80
Equipment Operator	2.58	3.4%	2.67
Auto Mechanics	2.70	3.4%	2.79
Diesel Mechanic	2.71	3.4%	2.80
Crane Mechanic	3.01	3.4%	3.11
Riggers	2.71	3.4%	2.80
Electrician	2.79	3.4%	2.88
Cargo Checkers	2.48	3.4%	2.56
Security Guard	2.74	3.4%	2.83
Carpenters	2.75	3.4%	2.84
Plumbers	2.75	3.4%	2.84
Painters	2.46	3.4%	2.54
Preventive Maint. Mechanic	2.75	3.4%	2.84
Welders	2.92	3.4%	3.02
Clerks	1.98	3.4%	2.05
PIPELINE EASEMENT LEASE RATES			
a. Within Existing Right of Way			25% of Fair Market Rent
b. Not Within the Right of Way			50% of Fair Market Rent
DOCKAGE (Overall Length of Vessel in Feet)			
0 - 100	37.00	3.4%	38.26
100 - 150	55.00	3.4%	56.87
150 - 200	72.00	3.4%	74.45
200 - 250	128.00	3.4%	132.35
250 - 300	188.00	3.4%	194.39
300 - 350	251.00	3.4%	259.53
350 - 375	308.00	3.4%	318.47

PORT AUTHORITY OF GUAM

TARIFF RATE TABLE

CHARGE DESCRIPTION	CHARGE RATE	% INCREASE	PROPOSED RATE
375 - 400	343.00	3.4%	354.66
400 - 425	379.00	3.4%	391.89
425 - 450	420.00	3.4%	434.28
450 - 475	457.00	3.4%	472.54
475 - 500	500.00	3.4%	517.00
500 - 525	565.00	3.4%	584.21
525 - 550	608.00	3.4%	628.67
550 - 575	663.00	3.4%	685.54
575 - 600	736.00	3.4%	761.02
600 - 625	840.00	3.4%	868.56
625 - 650	977.00	3.4%	1,010.22
650 - 675	1,112.00	3.4%	1,149.81
675 - 700	1,251.00	3.4%	1,293.53
700 - 725	1,508.00	3.4%	1,559.27
725 - 750	1,663.00	3.4%	1,719.54
750 - 775	1,883.00	3.4%	1,947.02
775 - 800	2,113.00	3.4%	2,184.84
800 - 850	2,428.00	3.4%	2,510.55
850 - 900	2,764.00	3.4%	2,857.98
900+			2857.98 + 3.52 per addtl ft

APPLICATION OF RATES, LAWS, RULES AND REGULATIONS

(a) This tariff, published and filed by the Port after public hearings and made effective is notice to the public, to shippers, consignees and to carriers or their agents that the rates, charges, rules and regulations apply to all traffic without specific notice, quotation to (except as hereinafter may be specified) or arrangements with shippers or carriers.

(b) The rates, charges, rules and regulations, additions, revisions, or supplements named in this tariff, apply on all freight received at the terminal or wharves of the Port on and after the effective date of this tariff, or effective dates of additions, revisions of supplements thereto.

(c) The use of the commercial waterways and facilities under the jurisdiction of the Port Authority shall constitute a consent to the terms and conditions of these rules, and evidences an agreement on the part of all vessels, their owners and agents, and other users of such waterways and facilities to be governed by, and to pay all charges specified by, these rules. 1

(d) If any owner, master, operator, agent, charterer, partnership, trust, corporation or individual who is duly accredited with the Port purports to act for a vessel by communicating with the Port in behalf of a vessel, he/it thereby assumes responsibility for all sums due the Port in accordance with the fee schedules as set forth in these rules and for timely submission of required Port reports on forms provided by the Port for that vessel and its cargo as well as for any barge and its cargo which the vessel may have in tow. For agents, this applies only for the period they are engaged as agents for the vessel. Any agent whose request through Harbor Master for "Acceptance of Agencyship" for any vessel will be responsible for all charges and until the account is satisfied financially, only then can agencyship be terminated.

(e) Whenever any vessel under the terms of these rules shall become obligated to pay any sum of money for any purpose whatsoever, the owner, charterer, agent, master, operator, possessor and person in whose service the vessel is operated or maintained shall be jointly and severally liable for the payment of such sums.

(f) Use of territorial harbors and harbor facilities is subject to compliance with all applicable federal or territorial laws, rules and regulations.

Particular attention is directed to:

(1) Rules of the United States Public Health Service and of the territorial department of health, relating to the use of rat guards, and other measures required to prevent rodents from leaving the vessel. 1

(2) Rules of the Guam Environmental Protection Agency pertaining to air and water pollution.

(3) Rules of the Department of Public Safety.

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2002-10	SUBJECT: PAYMENT OF CHARGES AND SHIPPER REQUESTS AND COMPLAINTS
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: April 12, 2002	EFFECTIVE DATE: MAY 12, 2002
APPROVED BY: Arlene Bordallo ARLENE P. BORDALLO, Chairperson, Board of Directors	

REFERENCE: Port Terminal Tariff, Section I, Item 3, Page 8, 9, & 10

PURPOSE: To provide clarification for payment of charges

GUIDELINES:

1. All invoices are billed within thirty (30) days and are due and payable thirty (30) days after the invoice date. Any invoice remaining unpaid thirty (30) days after the invoice date will be considered delinquent. All delinquent invoices will be assessed an interest charge at the rate of two (2) percent per month for as long as the invoice remains delinquent. Failure to pay within this time limit may also cause the suspension of credit privilege and may cause the responsible party to be placed on a delinquent list. Once placed on a delinquent list for reasons stated herein, the party will be denied further use of the facilities until all such charges have been paid except in cases where a bona fide dispute is in arbitration. Continued failure to comply with the terms set forth herein may result in legal action and the carrier/agent shall be responsible for all legal costs and attorney's fees.

2. Any dispute regarding invoices or charges on any invoice must be received in writing by the Port Authority within thirty (30) days of the invoice date. This dispute will be considered ripe for consideration only after the undisputed portion of the invoice is paid in full. **No dispute will be considered until the undisputed portion of the invoice is paid in full.**

3. If a dispute is timely received and is ripe for consideration (i.e. the undisputed portion of the invoice is paid in full), no interest will be assessed on the disputed amount from the date of the invoice until the Port Authority either responds in writing or the time within which the Port Authority may respond expires.

4. The Port Authority will endeavor to respond to timely-filed disputes which are ripe for consideration (i.e. the undisputed portion of the invoice is paid in full) within sixty (60) days of the dispute becoming ripe for consideration. Interest will begin to accrue on all disputes on the day of denial or deemed denial.

5. A party dissatisfied with the denial or deemed denial by the Port Authority of a dispute must demand arbitration (pursuant to the arbitration clause Board Policy Memorandum 2002-09) within thirty (30) days of the denial or deemed denial. Once a demand for arbitration is received in writing by the Port Authority, interest on the charge(s) originally disputed will only be assessed from the date of the denial or deemed denial by the Port Authority to the date of the demand for arbitration. Each party shall bear their own costs and attorney's fees incurred in arbitrating disputes over invoices.

6. The Port Authority reserves the right to apply any payment received against the oldest outstanding invoices.

7. The minimum charge for billing of services performed by the Port Authority of Guam in connection with rates and charges in this tariff shall be $25.00

Shipper Requests and Complaints

Request and complaints from shippers on matters relating to charges, rules and regulations published in this tariff should be addressed to:

Charles Pangelinan, Tariff Specialist
1026 Cabras Highway, Suite 201
Piti, Guam 96925

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2002-09	SUBJECT: ARBITRATION CLAUSE
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: April 12, 2002	EFFECTIVE DATE: MAY 12, 2002
APPROVED BY: Arlene Bordallo ARLENE P. BORDALLO, Chairperson, Board of Directors	

PURPOSE: To adopt an arbitration clause in order to settle disputes and controversies.

GUIDELINES:

All disputes and controversies of any kind and nature arising out of or relating to this tariff shall be determined by final binding arbitration. Any interested party may demand such arbitration in writing within thirty (30) days after the controversy arises which demand shall include the name of the arbitrator appointed by the party demanding arbitration, together with a statement of the matter in dispute or controversy.

Within twenty (20) days after such demand, the other party shall file an answer to the demand and name its arbitrator. Within thirty (30) days after the filing of the answer, the two arbitrators so selected shall name a third arbitrator. Within sixty (60) days after the third arbitrator has been named, the three arbitrators shall hold an arbitration hearing. Within thirty (30) days after conclusion of the arbitration hearing, the arbitrators shall render a final decision and/or award.

The individual arbitration costs and expenses of each party shall be borne by that party; however, the fees and costs of the three arbitrators shall be borne and shared equally by both parties.

The laws and rules of evidence of Guam (Title 6, Guam Code Annotated) shall govern the presentation of evidence at the arbitration hearing.

Any decision or award rendered by a majority of the arbitrators shall be final and binding on all parties to the proceeding, and judgment on such award may be entered and confirmed by either party in the Superior Court of Guam pursuant to 7 G.C.A Section 42107.

	ITEM NO.
PENALTY FOR VIOLATION OF REGULATION Violation of regulation; penalty. Every person who violates, causes or permits to be violated, or fails or refuses to comply with any rule of regulation is guilty of a misdemeanor, punishable by a fine of not more than One Thousand Dollars ($1,000) or by imprisonment of not more than one (1) year; or by both fine and imprisonment. (Refer to Public Law 13-87, Section 14004 - G)	2
PAYMENT OF CHARGES (a) Use of the terminal facilities or wharves of the Port shall be deemed as acceptance of this tariff and the terms, charges, and conditions named herein. (b) All charges for services shall become due and payable upon presentation of invoice for such services. All PAG charges will be billed within 90 calendar days of the service being performed and all documentation provided. Any invoice unpaid for a period of thirty calendar days from the date of invoice is delinquent. (1) Interest Charges - Any invoice unpaid thirty (30) days from the date of invoice shall accrue interest at the rate of two (2%) percent per month (2) Disputed Billings - Interest will not be assessed against disputed portions of any invoice provided, however, such dispute shall not constitute reason for non-payment of the undisputed portion of the billing. (3) Delinquent Accounts - Delinquent accounts which require legal action for collection shall be assessed interest charge at aforesaid rate plus two (2%) percent per annum. Interest charges shall begin to accrue thirty (30) days after the invoice is first issued. All expenses, including legal fees, shall be assessed against such accounts. (c) The carrier or its agent will be financially responsible for the collection of all charges on behalf of the Port including but not limited to stevedoring, handling and wharfage of all inbound and outbound cargo including demurrage charges. No cargo will be received or issued without proper documentation and clearance from the carrier or its agents and the Port Entry Section. No cargo will be received or issued until it is properly prechecked and accounted for in accordance with the procedures of accountability of the Port.	3

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2002-11	**SUBJECT: PROCEDURES ON REPORTING AND DISPOSAL OF CARGO IN PORT OVER 60 DAYS**
APPROVED BY THE BOARD OF DIRECTORS AT THE MEETING OF: April 12, 2002	**EFFECTIVE DATE:** May 12, 2002
APPROVED BY: **ARLENE P. BORDALLO, Chairperson, Board of Directors**	

I. **REFERENCE**: **Port Terminal Tariff, Item 3.(d)** reads as follows:

"The Port reserves the right to withhold delivery of cargo until all accrued terminal charges against such cargo have been paid. For the purpose of enforcing the payment of charges, named in this tariff, on cargo handled over or stored on the Port Authority of Guam facilities, the Board may take possession of such cargo and may remove and store the same at the risk and expense of the owner or consignee thereof or may sell the goods at public auction or pursue such other remedies as may be provided by law."

II. **PURPOSE**: To establish procedures for reporting and disposing of cargoes, unclaimed or abandoned, in the Port Authority of Guam facilities over 60 days.

III. **DISCUSSION**: It is necessary to establish procedures for the following reason:

A. To ensure proper control and accountability of cargoes, unclaimed and abandoned, in the custody of the Port Authority of Guam.

Commonwealth Now!

B. To standardize methods of reporting, handling and disposing of unclaimed and abandoned cargoes.

IV. DEFINITION:

A. **Cargo** shall mean containerized or breakbulk merchandise shipped through the Port. This merchandise is considered under the custody of the Port until issued to the consignee.

V. RESPONSIBILITIES:

A. The **Terminal Division** shall be responsible for submitting an inventory list to the Claims Officer on cargoes not issued to consignees on the last workday of the month.

B. Upon receipt of the inventory list, the **Claims Officer** shall obtain the following documents from:

1. Terminal Division – a monthly cargo tracking report
2. Entry Unit of Finance Division – vessel storage tracking sheet

C. On the 60th day of storage, the **Claims Officer** shall prepare a letter for the General Manager's signature to the agent notifying them of cargoes not issued. The contents of the letter should include that the agent must make arrangements with the Port Authority Finance Division on the 30th day of receipt on payment of storage charges accrued. The letter shall be sent "certified-mail".

D. If a response is not received, the **Claims Officer** shall submit a memorandum for the General Manager's approval to begin the disposal process. Attached to this memorandum shall be a list of cargoes unclaimed or abandoned. The documents shall be submitted to the General Manager no later than five working days after the 30th day deadline.

E. Upon the General Manager's approval to begin the disposal process, the **Claims Officer** shall submit to Guam Customs & Quarantine Agency the list of unclaimed or abandoned cargoes and coordinate an inspection of said cargoes. Arrangements shall also be made to have the cargoes appraised and if possible, pictures of the cargoes should be taken on its condition.

F. Within 5 workdays after the inspection, the **Claims Officer** shall prepare a list of the cargoes, its appraisal value and condition and submit it to the General Manager. The **General Manager** shall forward such list and provide options of disposal to the **Board of Directors.** The **Board of Directors** shall opt to sell the goods at public auction or donate the goods to a non-profit organization—depending on the appraised value of the cargoes. The proceeds of the sale shall apply to any outstanding amounts due to the Port including the administrative costs associated with the sale.

G. Upon approval by the Board of Directors, the **Claims Officer** shall make arrangements with the **Procurement/Supply Division** to advertise in print media a notice of auction of the unclaimed or abandoned cargoes and recruiting an auctioneer.

(1) Minimum Billing Charge - No invoice shall be issued by the Port for any service, or combination of services, as provided in this tariff, for less than ten ($10) dollars. Such minimum billing charge shall take precedence over any other provision in this tariff. Service charges of less than ten ($10) dollars will be accumulated and invoiced when the aggregate total exceeds the minimum amount.

(2) Partial clearance of any Bills of Lading will not be allowed.

(3) The carrier or its agent is authorized to retain one fourth of one percent (0.25%) of all charges assessed against cargos to defray the cost of collecting these charges on behalf of the Port Authority.

(d) The Port reserves the right to withhold delivery of cargo until all accrued terminal charges against such cargo have been paid. For the purpose of enforcing the payment of charges named in this tariff, on cargo handled over or stored on the Port Authority of Guam facilities, the Board may take possession of such cargo and may remove and store the same at the risk and expense of the owner or consignee thereof or may sell the goods at public auction or pursue such other remedies as may be provided by law. 3

(e) Any agent, charterer, master, operator or owner who proposes to enter a vessel, other than a small craft, within the jurisdiction of the Port and utilize any of the facilities shall deposit in cash or other legal tender, funds in an amount determined by the General Manager as being sufficient to guarantee the payment of any and all bills for normal charges incurred by, for, or on behalf of such vessel or its cargo for a period of ninety days. This deposit will not be required for those agents, charterers, masters, operators or owners who are placed on the Authority's approved credit list following submission of a written application in which they agree to:

(1) Ensure payment of any and all bills for normal charges incurred by, for, or on behalf of such vessel or its cargo (for agents, only during the period while so engaged as the vessel's agent).

(2) Provide a bond or irrevocable letter of credit from a bank doing business in Guam equivalent to the amount of expected charges to be incurred within a ninety-day period. This requirement is waived for those who have maintained a satisfactory payment record with the Port Authority for the immediate preceding two-year period.

(f) The Port shall remove those agents, charterers, masters or owners from the credit list should they become delinquent for three successive months except in cases where a bona fide dispute is being negotiated. 3

(g) Claims for recovery of overcharges must be filed in writing with the Port within six (6) months following the date of billing or payment date against which such overcharge is claimed.

CLAIMS, LIABILITY FOR LOSS OR DAMAGE

(a) The Port will not be responsible for loss or damage caused by: fire, heating, leakage, evaporating, natural shrinkage, wastage or decay, animals, rodents, moths, weevils or other insects; leakage or discharge from fire protection system; breakdown of plant machinery or equipment; dampness; floats, logs or piling required for breasting vessels away from wharves or piers; strikes of any persons in its employ or in the employ of others or from any consequences arising therefrom; insurrection, war, or shortage of labor; insufficient notification; the elements or any causes unavoidable or beyond the Port's control; concealed damage; spoilage of dry or refrigerated cargo; and in particular (but without limitations) the Port will not be responsible for damage by the elements to goods or property stored in open or unshedded areas. 4

(b) Claims to the Port for loss or damage to freight or merchandise occurring while in the custody of the Port, on its terminals or property, must be filed in writing within one (1) year following the final delivery of such freight or merchandise from its terminals or property. If delivery was not made then the date that delivery would have been made.

(c) The person, or persons, responsible for, and the person or persons to whom a wharf, facility or other Port property may be assigned, or by whom it is being used, and the master, owner, operator or agent of any vessel, vehicle or other instrumentality involved in any damage to such Port properties for facilities, in excess of fair wear and tear shall promptly give a full report thereof to the Harbor Master, giving the date and hour the damage occurred, the names and addresses, or, if unknown, a description of witnesses and other persons, vessels or instrumentalities involved in the damage, as well as all other pertinent facts and information that may be available. Refusal, neglect or failure to make or give any such report shall subject such person to applicable penalties under these rules. In addition, the Port may refuse the use of any wharf or facility until such report has been received.

(d) Any person responsible for damage to Port property shall make repairs in accordance with Port specifications. Failure to do so will result in the Port making such repairs at the expense of the responsible party or parties. 4

(e) A certificate of financial responsibility or equivalent property and indemnity or liability insurance or bond acceptable to the Port shall be required for all vessels entering the Port facilities. The certificate of financial responsibility or equivalent shall include coverage for the costs of any hazards that may be caused by the subject vessels including but not limited to oil pollution liability and property damages. Carriers shall provide, at a minimum, coverage as defined by federal and/or local laws, rules or regulations.

Carriers either directly or through their agents shall be responsible for providing proof of such certificate of financial responsibility or equivalent to the Port Authority prior to entering territorial waters. If a carrier fails to provide the Port Authority with a certificate of financial responsibility or equivalent for a vessel it represents, then such carrier will be denied access to any and all facilities under the jurisdiction of the Port Authority.

REQUESTS AND AVAILABILITY OF PORT SERVICES AND FACILITIES

(a) The Port Manager or his authorized representative must be given twenty (20) hours advance notice during normal working hours prior to reporting time for services, in writing. For services to be performed on Saturday, Sunday or Monday, notice must be given no later than 15:00 hours on the previous Friday. Special services will be provided only upon presentation of a properly signed and approved special service request form.

(b) The Port will not accept for storage frozen or chill cargo when such storage facilities are not available or are inadequate. Written instructions from the carrier must be submitted to the Port Manager as to the disposition of such cargo before it is discharged from the vessel.

(c) Stevedoring and Handling service will be provided by the Port subject to availability of longshoremen, checkers and equipment on a first come first serviced basis. 5

(d) The Port may designate areas to be used only for specific purposes or operations. These areas shall be designated by appropriate signs.

(e) Whenever another vessel is standing by, awaiting the use of a berth where handling equipment is located, the vessel on berth will be required to work until loading or discharging has been completed. Any vessel on berth which refuses to work continuously shall vacate the berth upon order of the General Manager. When a vessel loses her right to a berth by refusing to work continuously, such vessel will forfeit her turn and go to the bottom of the list of vessels scheduled and available.

(f) Any and all vessels at a berth where handling equipment is located, after completion of loading or discharging, will be required to vacate the berth. However, at the discretion of the General Manager, two hours grace may be allowed after completion of loading or discharging before sailing, and any and all vessels finishing loading or discharging after midnight shall be allowed to remain on berth until six o'clock that morning. Should any vessel fail to vacate the berth under the above conditions, the General Manager shall have the right, authority and privilege to move the vessel at the vessel's own risk and expense.

(g) The Port Authority reserves the right to refuse the handling of any commodity which, in its opinion, is not suitable for the handling equipment.

SECTION I GENERAL RULES AND REGULATIONS	ITEM NO.
REQUIREMENTS AND CONDITIONS FOR THE EXPORT OF CARGO Outbound cargo will be received by the Port when such cargo is firmly booked with the carrier or its agent, properly marked as to cube, weight and consignee, no less than twenty-four (24) hours in advance of the scheduled arrival of the vessel on week days. Cargo booked for vessels departing during weekends will be received no later than five (5) hours before vessel departure. Charges for such vessels will be computed on labor charge-out and equipment rental rates in addition to the Cargo Throughput Rate for the account of the consignee being serviced. Such requests must be acknowledged and approved by the General Manager or authorized representative of the Port.	6
DANGEROUS CARGO AND EXPLOSIVES Handling of shipments of explosives and other dangerous articles as defined by the Interstate Commerce Commission, will be permitted only after a full compliance by shipper, carrier, and terminal operator with all applicable rules and regulations of that Commission, and of the United States Coast Guard governing the packaging, marking, labeling, handling, and transporting of such articles. Failure to comply with this directive shall be subject to penalties provided in item 2.	7
AMENDMENT OF TARIFF Amendments or revisions to this tariff shall be made by the Port Authority Board of Directors in accordance with formally adopted procedures consistent with requirements established under the Administrative Adjudication Act and by the Federal Maritime Commission.	8

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

PORT AUTHORITY GENERAL MANAGER'S DUTIES AND RESPONSIBILITIES

(a) The General Manager and such other persons as he may designate may enter upon and inspect any vessel using port facilities or upon any premises rented or leased from the Port for the purposes of either ascertaining the kind and quantity of cargo thereupon or to insure the safety, welfare and health of the general public.

(b) The General Manager or authorized representative may order the suspension of any loading or unloading operation when in his opinion such suspension is necessary to insure the safety, health and welfare of the public.

(c) The provisions of this tariff and its application shall be interpreted and enforced by the General Manager or authorized representative of the Port Authority of Guam. Such interpretation shall be recorded and made available for public inspection. 9

(d) Requests and complaints on matters relating to these rules must be made to the General Manager in writing.

(e) Special services and rates can be established by the General Manager, until sufficient cost data are available to establish a rate. Special arrangements may be made by written contract for stevedoring scrap cargo, bulk cement and other cargoes that are not normally handled by the Port and/or of great volume. Contracts may also be executed when vessels' characteristics or cargo stowage require special or unusual provisions for stevedoring; or when the vessel is owned by the United States Government. These arrangements will be based on estimated loading rates, manhour and hazardous pay rates presented in this tariff.

All such special rates shall be established in accordance with the Port Authority Law. Such Special Rate shall apply for a maximum of one (1) year after which a rate for the services provided shall be adopted by the Board of Directors or the Special Rate shall be discontinued. These rates will be afforded to all similarly situated port users.

RESPONSIBILITY OF CLEANING OF PROPERTY BY USER

Users of Port Authority property will be required to maintain same in an orderly manner as prescribed by the General Manager.

If the User does not properly clean property used, the General Manager shall order the work performed and the User will be billed at cost plus twenty percent. 10

NOTE: Does not apply to cleaning of berths, except as to excessive or unusual cleaning thereof.

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2002-01	SUBJECT: WHARFAGE RATES
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: APRIL 12, 2002	EFFECTIVE DATE: MAY 12, 2002
APPROVED BY: Arlene Bordallo ARLENE P. BORDALLO, Chairperson, Board of Directors	

REFERENCE: Port Terminal Tariff, Section 11, Item 11, Page 16

PURPOSE: To provide clarification.

GUIDELINES:

Wharfage assessed on all inbound or outbound empty containers shall be:

25 feet and less: $2.60 / Container

Over 25 feet: $3.50 / Container

Wharfage for outbound empties is included in the inbound rate.

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION II	WHARFAGE RATES		ITEM NO.
Wharfage rates in dollars per unit shall be assessed as set in the following schedule:			
	Outbound	Inbound	
Stuffed Containers:			
25 feet and less	$32.60/container	$ 62.60/per container	
Over 25 feet	$55.50/ container	$107.50/per container	11
All other cargo:			
Transhipped Other Than Tuna	$1.75/revenue ton		
Transshipped Tuna	$3.50/revenue ton		
All Other Cargo	$1.75/revenue ton	$3.50/revenue ton	
Minimal charge per Bill of Lading will be $3.50 or $1.75 where applicable. Wharfage for outbound empties is included in the inbound rate.			

BUNKERING/FUEL THROUGHPUT/WASTE OIL

Wharfage rates for the use of Port facilities in order to import, export, or store petroleum products, per 42-US gallon barrel shall be:

	RATES	
Import	$.16	
Export	$.075	
Bunkering	$.21	12
From truck to vessel when serviced at port piers	$.16	
Direct to or from vessel through privately-owned pipelines located on Port property	$.14	

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

SECTION II	WHARFAGE RATES	ITEM NO.
	RATES	
Vessel to vessel	$.16	
Storage	$.40	
Unless otherwise provided, there will be additional charges for:		
(a) All services not specifically described in the Tariff.		
(b) Use of Port facilities and any other terminal services for which specific rates are named in the Tariff which because of unusual conditions or requirements of users not normally incidental to such use or services precludes the use of Port facilities or performance of such services at the rates named.		12
(c) Services of clearing terminals of damage or cleaning up releases of petroleum products caused by Users.		
(d) Services of Bunkering or oversight of waste oil facility or for any operation delayed on account of Bunkering, or oversight of waste oil facility.		
(e) The PAG or its Manager may recover its labor cost at $25 per hour, OT and holiday cost at $27.50 per hour for all bunkering and waste oil operation or tank truck loading in Area A.		
All services and use of Port facilities will be charged based on these rates plus an adjustment for local inflation or costs incurred by the Port or its manager due to compliance with new governmental laws, rules and regulations.		
ARTICLES ON WHICH NO WHARFAGE WILL BE CHARGED		
(a) Authorized carrier or consignees' equipment taken on a wharf to move merchandise (but not for shipment).		13
(b) Baggage when accompanying travelers, not including automobiles.		
(c) Cargo which a Vessel discharges and reloads prior to departure, in order to load or discharge other cargo (overstowed cargo).		

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION II	WHARFAGE RATES	ITEM NO.
(d)	Ship's stores, repair materials and dunnage lumber for use in ordinary stowage of freight, when all are intended for vessel's use, crew's consumption or repairs, unless Port Authority employees are required to account for such supplies or stores as may be received or discharged on the wharf.	13
	CONDITIONS FOR NONASSESSMENT OF WHARFAGE CHARGES ON TRANSSHIPPED CARGO Provided the cargo does not leave the control of the Port Authority of Guam while awaiting transshipment and the second carrier's bill-of-lading provided by the agent involved indicates the first carrier's vessel's name, voyage number, and other pertinent information, freight assessed full inward wharfage may be transshipped by water from the same wharf where received or may be transferred direct to any other wharves or facilities owned by the Port Authority for transshipment or delivery to an outbound carrier without being subject to further assessment of wharfage.	14
	RESPONSIBILITY FOR COLLECTION OF WHARFAGE CHARGES (a) All wharfage charges applicable to outbound containerized tuna cargo are for the account of the cargo, to be collected by the outbound carrier. (b) The charge for wharfage is due to be paid by the owners of cargo but the collection of the wharfage shall be guaranteed by the vessel, her master, operator, charterer, agents, or owners for the loading or unloading of cargo shall be deemed an acceptance and acknowledgement of this guarantee.	15
	MANIFEST All inbound documentation shall be made available to the Port Authority officials two (2) days prior to vessel operation. Vessels calling from the CNMI must submit documentation 16 hours prior to vessel arrival. Outbound dock receipt and/or load list shall be distributed to Port Authority of Guam prior to loading. All outbound cargo and freight manifest shall be made available to the Port Authority of Guam officials three (3) days after completion of vessel operation, in numerical order as manifested. If PAG must sort this information, the rate to provide this service is $25 per hour. If documentation is not furnished within this time schedule a penalty of $250 per day will be assessed by PAG until the documentation is furnished. In addition, the vessel will be sent to anchorage and standby time assessed by PAG.	16

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION III	STEVEDORING AND HANDLING CHARGES	ITEM NO.
	DESCRIPTION Stevedoring and Handling charges shall be assessed for, and include all services listed below provided for the movement of import cargo from vessel storage to point of issue from the Port facilities or such other container storage facilities as authorized by the Port General Manager, or, in case of export cargo, from the point of receipt at the Port to vessel storage.	17
	FEES AND CHARGES NOT ASSESSED ON VESSEL OR CARGO, WHEN CARGO THROUGHPUT RATE IS APPLIED 1. Port Entry Fee 2. Dockage 3. Line handling 4. Equipment Rental, unless otherwise specified 5. Labor Charge-Out Rates, including differentials, unless otherwise specified	18
	MINIMUM TONNAGE REQUIREMENTS Discharge and/or loading (provided it is done on a single operation) of vessels or hatches of 50 tons or less shall be charged as per the labor charge out (schedule) and equipment rate.	19
	WAIVER OF CHARGES ON TRANSSHIPMENT CARGO Provided the cargo does not leave the control of the Port Authority of Guam, while awaiting transshipment and the second carrier's bill-of-lading provided by the agent involved indicates the first carrier's vessel's name, voyage number, and other pertinent information, freight assessed full inward charges may be transshipped by water from the same wharf where received or may be transferred direct to any other wharves or facilities owned by the Port Authority for transshipment or delivery to an outbound carrier without being subject to the handling charges included in the Cargo Throughput Rate applicable to the inbound and outbound cargo.	20

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2002-02	SUBJECT: RATE FOR CONTAINERS
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: APRIL 12, 2002	EFFECTIVE DATE: MAY 12, 2002
APPROVED BY: Arlene Bordallo ARLENE P. BORDALLO, Chairperson, Board of Directors	

REFERENCE: Port Terminal Tariff, Section III, Item 21, Page 20

PURPOSE: To provide clarification and guidelines.

GUIDELINES:

1. To qualify for the Chassis Rate, Carriers and/or Agents must be in compliance with the following:

   Proof of current Guam Registration and Safety Inspection for all operational bare chassis. All safety inspection documents shall be provided to the Port Authority OF Guam Tariff Section listed in alpha/numerical order by chassis number. Registration and Safety Inspection documents must be made available for inspection by Port Authority personnel from time to time but at least annually. All chassis must be clearly marked on all four sides by agent name.

2. **Chassis Rate:** $185.00
   Grounded Rate: $255.00

3.(a) **Discharge Operations:**

The Port Authority of Guam will assess the Chassis Rate for the number of operational bare chassis available for the discharge portion only. The number of operational bare chassis shall be established by the chassis count. The operational bare chassis will be differentiated on a per size basis.

The Port Authority of Guam will prioritize the use of chassis during vessel operations to ensure that transshipment containers is left on chassis to ensure an efficient loading operation on the vessel or connecting carrier.

The following example is provided to ensure understanding:

Assumptions: Chassis count completed with the following results

a) Fifty (50) 20 ft. chassis / Fifty (50) 40 ft. chassis / Fifty (50) 45 ft. chassis

b) Vessel arrives with 300 containers to be discharged in the following size categories:

Number/Type of Containers	Number of Containers Assessed Chassis Rate	Number of Containers Assessed Grounded Rate
100 Twenty foot containers	50	50
100 Forty foot containers	50	50
100 Forty Five foot container	50	50
Total	150	150

As illustrated, the Port Authority of Guam will assess the Chassis rate for 150 containers and assess the Grounded rate for 150 containers, in addition to all other charges, such as, wharfage and applicable special handling.

3.(b) **Backload Operations**

The Port Authority will assess the Chassis rate for full export container on wheels. Grounded full export and all empty containers will be assessed the Grounded rate. The applicable charge for transshipment containers will have been assessed to the first carrier.

4. **Bare Chassis and Empty Container Count**

Carrier, agent, or designated representative will schedule the bare chassis and empty container count with the Operations Manager or his designee prior to vessel arrival. Counts will only be scheduled and conducted during normal business hours. The bare chassis count will only be conducted within the Terminal Container Yard. Any adjustable bare chassis or combo chassis will be counted against the fixed size during the count. Chassis with empty container waiting to be off loaded will be included during the count. Bare chassis found to be non-operational during the count will not be counted. Bare chassis found non-operational during vessel operation will be subtracted from the original count prior to billing submission.

The total empty containers available will be verified through the Terminal computer tracking system during the count. Empty containers for issue for stuffing or for transshipment loading should be identified at the time of verification. The agent will have to provide a copy of the Delivery Order for issuance with the Port Entry Stamp affixed to the document and a copy of the Permit to load for transshipments. Only then will these containers be subtracted from the count.

The agent will be provided a receipt for the amount of bare chassis and empty containers counted for their record.

In the event the agent or representative fails to schedule or show up at the scheduled time for the count, the Port Authority will conduct the count and no disputes will be entertained.

Under the Hook

Under the Hook must be requested in writing from the Port Authority by the Agent representative at least five (5) working days prior to the arrival of the vessel, together with a copy of the Bill of Lading and an original Customs & Quarantine pass stamp.

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION III	STEVEDORING AND HANDLING CHARGES	ITEM NO.

RATE FOR CONTAINERS

Rates will be phased in over a three year period:

	HANDLING	STEVEDORING	TOTAL
Year 1			
Containers:			
Chassis	$71	$94	$165* per container
Grounded	$141	$94	$235* per container
Year 2			
Containers:			
Chassis	$75	$100	$175* per container
Grounded	$145	$100	$245* per container
Year 3			
Containers:			
Chassis	$80	$105	$185* per container
Grounded	$150	$105	$255* per container

* This is a one-way charge for every container loaded or empty, and is subject to a minimum charge of ten (10) containers. For less than ten (10) containers, the labor and equipment charge-out rate will be used.

Once a container is discharged from the vessel to the ground any future movements of that container after normal business hours will be charged through a special service request at the labor and equipment charge out rate.

21

CONTAINERIZED CARGO STEVEDORING AND HANDLING SERVICES

(a) INCLUSIONS:

Use of working areas, facilities at the terminal, and services in connection with receipt delivery, checking, care, custody and control required by vessel in the transfer of containers between vessel and container yard and/or inland carrier, including:

22

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

SECTION III	STEVEDORING AND HANDLING CHARGES	ITEM NO.
	(1) Opening and closing hatches within capacity of container crane.	
	(2) Preplanning meeting with vessel agents.	
	(3) Conventional lashing, unlashing in stowage.	
	(4) Sorting of containers in the container yard as determined by the Port Authority.	
	(5) Documentation (for Port operation)	
	(6) Ordinary securing by bottom corner locking devices on compatible chassis.	
	(7) A single sequence of sorting and stacking empty and loaded containers as may be specified by the vessel.	
	(8) Planning layout of containers and chassis in the container yard.	
	(9) Providing Guards and protective security within the Port Container Yard and onboard the vessel, at the labor charge out rate subject to availability, if requested.	22
	(10) Weighing containers as may be required on scales at the container yard and supplying vessel or agent with a record of such weights. Cost of weight tags and scale services not included.	
	(11) Any shoreside equipment utilized in discharging or loading the vessel.	
	(12) Tower services.	
	(13) Gate house services (receiving/issuing containers)	
	Import Delivery Services:	
	(a) A customer presents a Bill of Lading at the gatehouse window, all information is verified on the document (s) and on the PAG's Container Tracking System. Storage fees are charged when applicable, the Seal is also inspected. If the seal is damaged or missing while in the yard, the proper shipping agency is notified and the container is resealed. For Domestic Carriers, a copy of the Equipment Interchange Report (EIR)	

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

is filed with related documents until at such time the container is returned to the Port as an empty container. When the container is returned as an empty, the empty receival is entered into the Container Tracking System and a copy of the Container Delivery Receipt (CDR) is attached to the filed documents. These documents are given to the appropriate Carriers and the PAG's Tariff Section.

(b) When a customer is issued a CDR for an import and the container is not removed form the container yard, the container data must be re-entered into the Container Tracking System. All documents are filed until such time that the container is actually delivered.

Export Receival Services:

(a) A customer presents a Dock Receipt at the gatehouse window, all information is verified on the document (s) and on the PAG Container Tracking System. The container seal is inspected, the container will not be accepted if the seal is missing or damaged. The customer is then given a copy of the Container Delivery Receipt and instructed to the proper yard location for storage. 22

Foreign Empty Receivals:

(a) Special documents are not required for foreign empty receivals. The container number is entered into the Container Tracking System and the customer is directed to the proper yard location for storage. A copy of the Container Delivery Receipt is given to the customer.

(14) Requests to open gates not normally open during this time will be assessed the appropriate Labor Charge Out Rate.

(15) Issuing and receiving of containers during straight-time hours, Monday through Friday, 0800 to 1200 and 1300 to 1700 except weekends, Government of Guam holidays, and during normal meal time.

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION III	STEVEDORING AND HANDLING CHARGES	ITEM NO.
(b) EXCLUSIONS:		
(1) Any services associated with containerized cargo other than those outlined in Inclusions above shall be performed by the Port on the basis of its labor charge out and equipment rates, plus materials.		
(2) Overstow/shifted container(s) shall be charged fifty ($50.00) dollars per container per move.		22
(3) Specialized rigging for containers which cannot be routinely accommodated by the container crane's lifting devices. Such specialized rigging services shall be charged thirty-five ($35.00) dollars per container per move.		
	RATE FOR BREAKBULK	
Breakbulk Handling Stevedoring	 $ 6.80 per revenue ton $13.90 per revenue ton	23
	RATE FOR UNITIZED CARGO	
Unitized Cargo Handling Stevedoring	 $ 7.00 per revenue ton* $5.65 per revenue ton*	24
* Units which are less than forty (40) cubic feet or less than two thousand (2,000) pounds shall be assessed a minimum charge of one (1) ton.		

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

	ITEM NO.
BREAKBULK AND UNITIZED CARGO SERVICES	
(a) INCLUSIONS:	
Included are use of working areas, facilities at the terminal, and services in connection with receipt, delivery, checking, care, custody and control required by vessel in the transfer of cargo between vessel and ultimate point of rest within the Port includes:	
(1) Opening and closing of hatches as part of one continuous operations.	
(2) Preplanning meetings with vessels' agents.	
(3) Documentation.	
(4) Sorting of cargo in the transit shed.	25
(5) Planning layout of cargo in the transit shed or outdoor storage areas.	
(6) Port labor and equipment, in providing the above services, at Straight-Time Rates, unless otherwise specified in the tariff.	
(b) EXCLUSIONS:	
(1) Recoopering services shall be charged at the Port labor charge-out and equipment rates, plus materials.	
(2) Any services associated with handling of breakbulk and unitized cargo not enumerated in (a) INCLUSIONS above shall be charged at Port labor charge-out and equipment rates plus materials.	
(3) Overstow cargo shall be charged at the Port labor charge-out and equipment rates.	
(4) Handling for outbound cargo received by the Port during weekends and/or Holidays shall be charged at Port labor charge-out and equipment rates.	

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION III	STEVEDORING AND HANDLING CHARGES	ITEM NO.
(c)	ACCOUNTABILITY:	
	The Port will not be responsible for accountability of contents of unitized cargo. Accountability will be for the number of units manifested only.	25
	RATE FOR TUNA STUFFING	
	Tuna Stuffing $ 10.25 per revenue ton*	26
*	Rate excludes differential where applicable.	
	TUNA STUFFING SERVICES	
(a)	The use of Port personnel and equipment, including cranes, in handling whole tuna from the vessel to awaiting refrigerated containers.	
(b)	The use of Port personnel and equipment to dray containers from precooling location to shipside and to ground.	27
(c)	The use of personnel and equipment, including cranes, to put containers on chassis (if necessary) to dray containers to scale, to arrange scale weighing of containers, return containers to container yard location for storage pending shipment, and to ground containers. Arranging and weighing does not include the cost of weight tags and scale service.	
(d)	The use of personnel and equipment to stevedore containerized tuna.	
(e)	Tuna stuffing services performed on weekends, holidays and at nighttime shall be charged at the Stevedoring and Handling rate plus applicable differential as indicated on Item 40.	
(f)	Availability of personnel and equipment is subject to Item 5c. See also Item 45b.	

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION III	STEVEDORING AND HANDLING CHARGES	ITEM NO.
	RATE FOR PRESLUNG CARGO	
Preslung Cargo	$ 15.00 per revenue ton	28
	PRESLUNG CARGO SERVICES	

This rate shall be inclusive of the following services.

A. Use of working areas, facilities at the terminal, and services in connection with receipt, delivery, checking, care, custody and control required by vessel in the transfer of cargo between vessel and ultimate point of rest between the Port (does not include leased warehouse space).

B. Opening and closing of hatches as part of one continuous operation.

C. Preplanning meetings with vessel agents.

D. Documentations.

E. Sorting of cargo in the transit shed. 29

F. Planning layout of cargo in the transit shed or outdoor storage areas.

G. Port Labor and Equipment. Providing the above services, at straight time rates unless otherwise specified in the Tariff.

This rate shall be exclusive of the following services:

A. Recoopering services shall be charged at the Port labor charge-out and equipment rates, plus materials.

B. Any services associated with handling preslung cargo not enumerated in inclusions above shall be charged at Port labor chargeout and equipment rate plus materials.

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2002-05	**SUBJECT: AUTO DEVANNING AND STUFFING RATE**
FIRST ADOPTED: APRIL 12, 2002	**EFFECTIVE DATE: MAY 12, 2002**
REVISED POLICY ADOPTED: SEPTEMBER 11, 2008	**EFFECTIVE DATE: JANUARY 1, 2009**
APPROVED BY: **MONTE MESA, Chairperson, Board of Directors**	

REFERENCE: Port Terminal Tariff, Section III, Items 30, Page 27 and Board Policy Memorandum No. 2002-05

PURPOSE: To amend Board Policy Memorandum No. 2002-05, Special Rate on Auto Devanning/Stuffing that was effective on May 12, 2002. Increase is necessary to recover costs due to increases in the labor charge out rates and fuel costs for equipments utilized to perform these services. The original rate in the terminal tariff for this service is $250.00. It is therefore the intent of this policy to provide a special rate and at the same time recover the Port cost. This special rate will be reviewed on an annual basis.

GUIDELINES:

AUTO DEVANNING & STUFFING RATE

Auto Devanning and Stuffing	$150.00 Per Vehicle

These rates will be afforded to all similarly situated Port users.

*Rates excludes differential where applicable

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION III	STEVEDORING AND HANDLING CHARGES	ITEM NO.
C.	Penalty charge as described in Item No. 41 is not included on this rate.	29
NOTE:	The Port shall not be responsible for accountability of contents of preslung cargos, accountability will be for the number of units manifested only.	
	AUTO DEVANNING AND STUFFING RATE	
	Auto Devanning and Stuffing $ 250.00 per vehicle*	30
*	Rate excludes differential where applicable	
	AUTO DEVANNING AND STUFFING SERVICES	
	Such services shall include blocking, unblocking, and surveying of vehicles. Blocking materials ex carriers devanned vehicles shall be made available for stuffing export vehicles. Any and all additional materials required for the stuffing export vehicles will be for the account of the carrier.	31
	RATE FOR VEHICLES (ROLL ON/ROLL OFF)	
	Vehicles Roll On/Roll Off $ 35.00 per vehicle	32
	Vehicles Loaded or Unloaded weighing more than 6000 lbs.* $ 12.65 per revenue ton per move	
*	Not otherwise specified in this tariff.	
	VEHICLES (ROLL ON/ROLL OFF) SERVICES	
	Shall include vehicle surveying and a minimum of 2 gallons of gasoline.	33

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2006-01	SUBJECT: TRANSSHIPMENT RATES
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: DECEMBER 28, 2006	EFFECTIVE DATE: JANUARY 29, 2007
APPROVED BY: MONTE MESA, Chairperson, Board of Directors	

REFERENCE: Port Terminal Tariff, Section III, Items 34 and 35, Pages 28 and 29

PURPOSE: To provide Special Rate on Transshipment with Guidelines and to amend rates for transshipment returning containers and transshipment empty containers with provisions.

GUIDELINES:

TRANSSHIPMENT RATES

Stuffed transshipment containers from first carriers. $235.00**

**Rate includes wharfage, stevedoring and handling charges.

TRANSSHIPMENT SERVICES

This rate shall be inclusive of the following services:

1. Discharge stuffed containers from first carrier's vessel.
2. Load stuffed transshipment containers to second carrier's vessel.
3. Lashing.
4. Stand-by Time (within operation norm).

5. Equipment rentals.

6. Wharfage.

RETURING TRANSSHIPMENT EMPTIES

Returning Transshipment empty containers $100.00**

** Rate includes Wharfage, Stevedoring, and Handling

RETURNING TRANSSHIPMENT EMPTIES SERVICES

1. Discharge empty returning transshipment container(s) from second carrier's vessel.
2. Load empty returning transshipment container(s) onto first carrier's vessel.
3. Lashing.
4. Stand-by time (within operation norms).
5. Equipment rental.
6. Wharfage.

EMPTY TRANSSHIPMENT CONTAINERS

Empty Transshipment Containers $140.00**

** Rate includes Wharfage, Stevedoring and Handling

EMPTY TRANSSHIPMENT CONTAINER SERVICES

1. Discharge empty transshipment container from first carrier's vessel.
2. Load empty transshipment container onto second carrier's vessel.
3. Lashing.
4. Stand-by time (within operations norms).
5. Equipment Rental.
6. Wharfage.

TRANSSHIPMENT PROVISIONS

1. Container(s) will not leave the control of the Port Authority of Guam while awaiting transshipment.

2. The second carrier's bill of lading provided by the agent involved must indicate the first carrier's vessel name and voyage number.

3. No minimum number of containers for the carrier(s). These containers must be shipped within 15 calendar days to Micronesia and CNMI.

4. Operating refrigerated containers must be shipped within 2 days to Micronesia and CNMI.

5. Returning transshipment empties from the second carriers must indicate on the bill of lading the original and second carrier's vessel name and voyage number for verification of number of containers loaded onto the 2nd return.

6. First carriers will be afforded a graduated discount on transshipment containers based on the volume:

   a. 10-29 transshipment containers: $5.00 discount per container or $230.00 for each transshipment container.

   b. 30-69 transshipment containers: $10.00 discount per container or $225.00 for each transshipment container.

   c. 70-99 transshipment containers: $15.00 discount per container or $220.00 for each transshipment container.

   d. 100-129 transshipment containers: $20.00 discount per container or $215.00 for each transshipment container.

   e. 130-149 transshipment containers: $25.00 discount per container or $210.00 for each transshipment container.

   f. 150 or more transshipment containers: $40.00 discount per container or $195.00 for each transshipment container.

7. All other services rendered would be through the Port's Special Service Request i.e. transferring cargoes in containers, devanning, stuffing, etc.

GOVERNMENT OF GUAM
PORT AUTHORITY OF GUAM

SECTION III	STEVEDORING AND HANDLING CHARGES	ITEM NO.
	TRANSSHIPMENT RATE	
Containers	$ 212.00 *	34
* Rate includes wharfage, stevedoring and handling charges.		
	TRANSSHIPMENT SERVICES	

This rate shall be inclusive of the following services:

A. Discharge stuffed containers from first carrier's vessel

B. Load empty containers back to first carrier's vessels

C. Load stuffed transshipment containers to second carrier's vessel

D. Discharge empty containers from second carrier's vessel

E. Lashing

F. Standby time (within Operational Norms) 35

G. Equipment Rentals

H. Wharfage

PROVISIONS

1. Container(s) will not leave the control of the Port Authority of Guam while awaiting shipment.

2. The second carrier's bill of lading provided by the agent involved must indicate the first carriers' vessel's name and voyage number.

3. Minimum number of 40 containers to be transshiped per vessel for the second carrier. No minimum number of containers for the first carrier. These containers must be shipped within 15 calendar days to qualify for the 40 minimum. If the 40 minimum is not met, the second vessel will be charged two times the grounded container rate less the previously billed transshipment rate per container.

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM
PORT AUTHORITY OF GUAM

SECTION III	STEVEDORING AND HANDLING CHARGES	ITEM NO.
4.	All other services rendered would be through the Port's "Special Service Request" i.e., transferring cargos in containers, devanning,stuffing, etc.	35
	BULK SCRAP METAL	
"Bulk" Scrap Metal	$12.50 Per Revenue Ton.	36
NOTE:	Does not include penalty charge as described in Item No. 41.	
	BULK SCRAP METAL SERVICES	
This tariff shall include the following services:		
A.	Use of working areas, facilities at the terminal and services in connection with the loading of scrap cargo.	
B.	Opening and closing hatch.	
C.	Preplanning meeting with vessels agent.	
D.	Documentation of Port services.	37
E.	Planning layout of cargo in open storage.	
F.	Services of clearing or cleaning terminals of scrap debris.	
G.	Labor Charge-Out Rates, including differentials, unless otherwise specified.	
NOTE:	Operation delays through no fault of the Port will be assessed as per the Port's Terminal Tariff Labor Chargeout Rates as scheduled. The Penalty Charge as described in Item No. 41 is not included on this rate.	

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

	ITEM NO.
HEAVY LIFT CHARGES Any single unit of cargo other than containers as defined in this tariff over 6,000 pounds and above shall, in addition to the rates it would otherwise be assessed, be assessed $2.10 per 2,000 pounds, or fraction thereof, for stevedoring and/or $2.10 per 2,000 pounds or fraction thereof for handling, except for motorized wheeled vehicles which are driven off/on the vessel over a ramp without utilizing any lifting equipment. However, motorized equipment or vehicle in excess of 6,000 pounds, which though wheeled, must be lifted off/on the vessel to avoid potential damage to the dock, shall be assessed heavy lift charges per move.	38
LONG LENGTH CHARGES Any single unit of cargo over 45 feet in length and above shall, in addition to rates it would otherwise be assessed, shall be assessed the following rates: Scale of Charges Over 45 feet and not over 50 feet $16.30 Over 50 feet and not over 60 feet $38.15 Over 60 feet and not over 70 feet $49.15 Pieces or packages over 70 feet add to rate specified above for lengths over 60 feet and not over 70 feet $10.15 for each additional ten (10) feet, or fraction thereof.	39

APPLICABILITY OF LABOR CHARGE OUT RATE

Unless otherwise provided, man-hour charge out rates will be charged for:

(a) All services not specifically described in the tariff.

(b) Services of loading, unloading, handling or transferring cargo for which the Cargo Throughput Rate is not applicable and cargo in packages or units of such unusual bulk size, shape or weight as to preclude performing such services at rates named under individual items in the Tariff.

(c) Services of loading and unloading cargo and any other terminal services for which specific rates are named in the Tariff but which because of unusual conditions, or requirements of shippers not normally incidental to such services, precludes the performance of such services at rates named.

(d) Services of extra sorting, special checking, inspection, recoopering, reconditioning or for any operation delayed on account thereof. 40

(e) Services of cleaning or preparing cars, trucks or containers for loading.

(f) Services of clearing terminals of damage.

(g) Operations involving less than 50 revenue tons per hatch loaded or unloaded in a continuous operation or unusual vessels and conditions.

(h) Stevedoring and handling overstowed breakbulk and unitized cargos.

(i) Except as otherwise provided in individual items, charges for materials furnished in connection with services will be assessed at actual cost plus thirty (30%) percent.

(j) Exceptions - Labor Charge-Out Rates shall not be applied to cargo subject to Cargo Throughput Rate except where labor charge-out rate pay differentials are otherwise expressly applied.

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MICHAEL W. CRUZ
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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2006-02	**SUBJECT: LABOR RATES**
FIRST ADOPTED: APRIL 12, 2002	**EFFECTIVE DATE: MAY 12, 2002**
REVISED POLICY ADOPTED: SEPTEMBER 11, 2008	**EFFECTIVE DATE: OCTOBER 1, 2008**
APPROVED BY: **MONTE MESA, Chairperson, Board of Directors**	

REFERENCE: Port Terminal Tariff, Section IV, Item 41, Page 32 and Board Policy Memorandum No. 2006-02

PURPOSE: To update Labor Charge Out Rates & Labor Classification in pursuant to the Terminal Tariff on Section IV for Labor Charge Out Rates, "All services billed at the charge out rate in 1992, will be charged at the hourly rates shown below. Subsequent years will be charged based on these rates plus and adjustment for local inflation or legislative mandated increases. This rate includes straighttime, overtime, holiday and night differential." Therefore, the Labor Rates will increase by 11 percent for each classification.

	Straight Time	Over Time	O/T Diff.	H/D Diff.	Night Diff.
Stevedoring	34.47	51.70	17.24	27.34	2.75
Crane Operator	33.90	50.86	16.95	26.87	2.71
Equipment Operator	32.11	48.19	16.07	25.45	2.58
Auto Mechanics	33.58	50.37	16.79	26.61	2.70
Diesel Mechanic	33.99	50.99	17.01	26.94	2.71
Crane Mechanic	37.82	56.74	18.91	29.96	3.01
Riggers	33.86	50.78	16.92	26.82	2.71
Electrician	34.98	52.47	17.49	27.72	2.79
Cargo Checkers	31.02	46.54	15.52	24.59	2.48
Security Guard	34.40	51.60	17.22	27.25	2.74
Carpenters	34.55	51.84	17.28	27.39	2.75
Plumbers	34.55	51.84	17.28	27.39	2.75
Painters	30.74	46.12	15.38	24.35	2.46

Preventive Maint.	34.55	51.84	17.28	27.39	2.75
(Mechanic)	0.00	0.00	0.00	0.00	0.00
Welders	36.76	55.14	18.38	29.13	2.92
Clerks	24.64	36.94	12.32	19.51	1.98

Labor charge-out rates shall be billed at minimum one (1) hour.
Based on Guam Consumer Price Index 2008 2nd quarter.
Last review was based on Guam Consumer Price Index of September 2006.

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION IV — LABOR CHARGE OUT RATES — ITEM NO. 41

LABOR CHARGE OUT RATES

All services billed at the charge out rate in 1992 will be charged at the hourly rates shown below. Subsequent years will be charged based on these rates plus an adjustment for local inflation, or legislative mandated increases. This rate includes straighttime, overtime, holiday and night differential.

Schedule of Man Hours Charge Out Rates

Labor Classification	Straight Time	Over Time	Over Time Diff	Holiday Diff	Night Diff
1) Stevedores	$22.50	$33.75	$ 11.25	$17.85	$1.80
2) Crane Operators	22.13	33.20	11.07	17.54	1.77
3) Equipment Operator (excluding crane operators)	20.97	31.46	10.49	16.62	1.68
4) Auto Mechanics	21.92	32.88	10.97	17.37	1.76
5) Diesel Mechanics	22.19	33.29	11.10	17.58	1.77
6) Crane Mechanics	24.69	37.04	12.35	19.56	1.97
7) Riggers	22.10	33.15	11.04	17.51	1.77
8) Electrician	22.83	34.25	11.42	18.09	1.82
9) Cargo Checkers	20.25	30.38	10.13	16.05	1.62
10) Security Guard	22.46	33.69	11.24	17.79	1.79
11) Carpenters	22.56	33.84	11.28	17.88	1.80
12) Plumbers	22.56	33.84	11.28	17.88	1.80
13) Painters	20.07	30.11	10.04	15.90	1.61
14) Refrigeration Mechanics	21.77	32.66	10.89	17.25	1.74
15) Preventive Maint. Mechanic	22.56	33.84	11.28	17.88	1.80
16) Welders	24.00	36.00	12.00	19.02	1.91
17) Clerks	16.08	24.12	8.04	12.74	1.29
18) Guahan Crew	21.47	32.21	10.74	17.01	1.73

ISSUED: January 6, 1993 — EFFECTIVE: February 5, 1993

DESCRIPTION OF MISCELLANEOUS CHARGES AND PENALTY

(a) Overtime Rates

All work performed in normal stevedoring activities at regular cargo rates on an overtime basis and legal holidays observed by the Government of Guam, in connection with any stevedoring function except special services, shall be charged an overtime differential in addition to the regular stevedoring charges, or differential of 100 percent on regular employees working on legal holidays according to the schedule of Man-Hour Charge Out Rates. Overtime hours shall be defined as any hours in excess of eight hours of any workday or forty (40) hours in a normal workweek. Overtime shall also include Saturdays and Sundays for operations employees assigned to the loading and unloading of cargoes whose work week begins on Saturday, provided that when there is no work assigned on Saturdays or Sundays the normal work week shall be from Monday through Friday and all hours worked in excess of eight hours a day shall be on overtime rate of pay. 42

(b) Night Differential

A surcharge will be added for all work performed between 1800 hours to 0600 hours and will be charged on the basis of rates shown in the schedule of Man-Hour Charge-Out Rates.

(c) Detention or Stand-By Time

When employees of the Port are ordered for water carriers and are required to stand-by due to vessel power failure, vessel gear failure, or for any other reasons through no fault of the Port Authority, the charge-out rate will be assessed. If employees of the Port are directed to stand-by at the request of the carrier or agent the charge-out rate will be assessed.

(d) No Work Provided

When employees of the Port are ordered for water carriers and the vessel completes loading or discharges prior to completion of a shift or half shift, water carriers will be assessed the unused hours on the basis of the Labor Charge-Out Rate if no other port work is available.

(e) Cancellation Time

When employees of the Port are ordered for water carriers and cancellation notice is given to the Port before reporting time, the water carriers will be assessed a minimum charge of two straight time or overtime hours at the appropriate Charge-Out rate for each employee notified.

When employees of the Port have reported to work and cancellation notice is given to the Port, before four hours have elapsed since the scheduled starting time, the water carriers will be assessed four hours at the Charge-Out Rate for each employee involved at straight time or overtime rate with other differentials as appropriate.

When employees of the Port have reported to work and cancellation notice is given to the Port, after four hours of work has been performed but prior to the completion of a minimum eight-hour shift, the water carriers will be assessed the unused hours at the Charge-Out Rate for each employee involved. 42

(f) Meal-Time Penalty

When stevedores and related personnel are required to work through their regularly scheduled meal period, the water carriers will be assessed the penalty rate (overtime differential) for each employee involved in addition to the regular stevedoring charges.

(g) Penalty Pay

Charges assessed carriers agents or persons responsible for stevedoring charges other than those included with the rate schedule above, in addition to the straight-time rates included in the Stevedoring and Handling Charge for inbound and outbound cargo for penalties compensated to individuals under applicable Personnel Rules and Regulations of the Government of Guam.

Penalty Rate Schedule (Inbound and Outbound)

	Rate	Basis
Cleaning Ship's Oil Tanks (Hatch work only)	$3.50	Per Man Hour

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION IV	LABOR CHARGE OUT RATE		ITEM NO.
	Rate	Basis	
Reefer Cargo (Hatch and container work only)	$1.00	Per Man Hour	
Handling Noxious Cargo (Hatch work only)	$5.35	Per Man Hour	
Bagged Cement (Hatch work only)	$3.50	Per Man Hour	42
Scrap Metal Cargo (Hatch work only)	$3.50	Per Man Hour	
Ammunition or Explosive Cargo	$3.50	Per Man Hour	
Bulk Cement (Hatch work only)	$5.35	Per Man Hour	

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2002-07	SUBJECT: EQUIPMENT RENTAL RATES AND SERVICES
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: APRIL 12, 2002	EFFECTIVE DATE: MAY 12, 2002
APPROVED BY: Arlene Bordallo ARLENE P. BORDALLO, Chairperson, Board of Directors	

REFERENCE: Port Terminal Tariff, Section V, Item 43, Page 36 and 37

PURPOSE: To provide a "special rate" on the use of the Grove Crane and to provide guidelines.

GROVE CRANE – RATE

Lift of 15 tons and below	$125.00** per hour

**Minimum 2 hours

PROVISIONS

To obtain this "special rate", a special services request must be initiated by the requestor. This rate applies to lifts of 15 tons and below as stated above.

ADDITIONAL EQUIPMENT RENTAL CHARGES

1. Actual travel time to and from work site, if site is not within Port Authority facility.

2. Time consumed in removing crane boom for traveling and reassembling.

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION V	EQUIPMENT RENTAL RATES AND SERVICES	ITEM NO.

APPLICABILITY

The following charges are for use or services of the equipment in conjunction with any services not included in the Cargo Throughput Rate or for other purposes. The rates listed below are in charges per hour, or fraction thereof, and include fuel and maintenance. Equipment operators will be charged at the applicable labor Charge-Out Rate. 43

EQUIPMENT LISTING-HOURLY RATES/MINIMUM CHARGES

Equipment Description	S/T Rate Per Hour	Minimum Charge
Forklift, rated capacity below 20,000 lbs.	$30.00	1 hour
Forklift, rated capacity 20,000 lbs., but less than 40,000	50.00	1 hour
Forklift, rated capacity 40,000 lbs. or greater	56.00	1 hour
Top Lifter	60.00	1 hour
Side Lifter	35.00	1 hour
Tractor	34.00	1 hour
Rubber Tired Gantry Crane	170.00	1 hour
Manitowoc, 140 tons	315.00	2 hours
Crane, Gantry, Heavy Lifts	394.00	2 hours
Pick-up Truck, 3/4 Ton capacity or less	20.00	1 hour
Truck, Dump	23.00	1 hour

44

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION V	EQUIPMENT RENTAL RATES AND SERVICES		ITEM NO.
Equipment Description	S/T Rate Per Hour	Minimum Charge	
Welding Machine	$ 34.00	1 hour	
Dock Mule	11.50	1 hour	44
Dock Dolly, rated 2,000 lbs.	2.50	1 hour	
Dolly Trailer, rated capacity 20 tons	11.50	1 hour	
Passenger Platform	13.50	8 hours	
Battery Charge	16.00	----	

ADDITIONAL EQUIPMENT RENTAL CHARGES

The following will be billed at regular hourly rates on equipment rental:

a. Actual travel time to and from site of work, if site is not within Port Authority facility.

b. Time consumed in removing crane boom for travelling and reassembling.

45

USE OF HANDLING EQUIPMENT

(a) When equipment listed above is used in special service or other purposes is diverted to other uses at the discretion of the Port, the user shall be charged on an accumulated time basis that the equipment is used per shift, but not less than the minimum charges specified.

46

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

	ITEM NO.
(b) No mechanical equipment may be brought for use on the terminals of the Port except as authorized by the Port. Right is reserved to refuse permit when similar equipment, in capacity or nomenclature, is available for use, or when the equipment does not meet with the approval of the Port. The rental cost of any equipment so hired will be borne by the requesting agent, owner, or operator.	46
RULES AND CHARGES GOVERNING THE USE OF CARGO BOARDS (PALLETS) The term "Cargo Boards" and "Pallets" as used herein are understood to have the same meaning. When available, stevedore type cargo boards (pallets, as it will be used hereafter) may be used directly in the transfer of waterborne cargo to and from the terminals under the terms and conditions outlined herein. (a) Use of the Port's owned and controlled pallets: (1) To return said pallets to Port terminals in like order and condition within a period of ten (10) calendar days from date of receipt and to pay a charge for the use of the pallet at the rate of $0.50 per pallet per day. (2) The port will issue receipt for pallets returned in good condition and order. (3) To reimburse the Port at the rate of $35 per pallet for any pallet not returned at the end of this period. (b) Interchange of standard stevedore pallets: When a trucker, consignee, shipper, or other party carries a stock of pallets constructed in a manner identical to and in all other ways acceptable for interchange with the standard pallets controlled by the Port, the Port will: (1) Release cargo on pallets and accept in exchange a like number of identical pallets in like good order and condition, or, (2) Release empty pallets for a like number of identical pallets received for outbound cargo, all pallets to be in good order and condition.	47

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2002-03	**SUBJECT: WHARFAGE DEMURRAGE & FREE TIME**
FIRST ADOPTED: APRIL 12, 2002	**EFFECTIVE DATE: MAY 12, 2002**
REVISED POLICY ADOPTED: SEPTEMBER 11, 2008	**EFFECTIVE DATE: JANUARY 1, 2009**
APPROVED BY: **MONTE MESA, Chairperson, Board of Directors**	

REFERENCE: Port Terminal Tariff, Section IV, Item 51 (f), Page 41 and Board Policy Memorandum No. 2002-03

PURPOSE: To rescind Board Policy Memorandum No. 2002-03, which established Empty container rate of $3.50 per day effective May 12, 2002. Thereby, the container rate for Empty Container Demurrage restores back to $7.00 (per day) based on the Terminal Tariff Rules and Regulation. Waterfront and storage area are scarce, unlike most inland areas, and therefore the port tariff charge for storage area must reflect that difference in value.

GUIDELINES:

(f) Empty containers will be placed on the next available carrier's vessel otherwise there will be a daily charge of $7.00 per day subject to force majeure.

Clarification: The demurrage charge for empty containers will not be assessed against a specific container(s) number per se. Rather, the charge will be assessed by the number of container(s) remaining after the vessel departs in accordance with the "next available vessel". Empty container(s) "remaining in the yard" after operations is completed will accrue the demurrage charge of $7.00 per day per container beginning at 0800 the next calendar day.

Containers "remaining in the yard" will be determined by subtracting the number of containers loaded onto the vessel, from the number of containers counted during the chassis/empty count.

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2002-03	SUBJECT: WHARFAGE DEMURRAGE & FREE TIME
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: APRIL 12, 2002	EFFECTIVE DATE: MAY 12, 2002
APPROVED BY: Arlene Bordallo ARLENE P. BORDALLO, Chairperson, Board of Directors	

REFERENCE: Port Terminal Tariff, Section IV, Item 51 (f), Page 41

PURPOSE: To provide clarification.

GUIDELINES:

(f) Empty containers will be placed on the next available carrier's vessel otherwise there will be a daily charge of ($3.50) per day subject to force majeure.

Clarification: The demurrage charge for empty containers will not be assessed against a specific container(s) number per se. Rather, the charge will be assessed by the number of container(s) remaining after the vessel departs in accordance with the "next available vessel". Empty container(s) "remaining in the yard" after operations is completed will accrue the demurrage charge of $3.50 per day per container beginning at 0800 the next calendar day.

Containers "remaining in the yard" will be determined by subtracting the number of containers loaded onto the vessel, from the number of containers counted during the chassis/empty count.

RE-ISSUE OF EMPTY CONTAINERS

No rate exists for pulling an empty container from the empties pile for subsequent re-issue for stuffing. Therefore, a new flat rate will be set at $25 for container(s) on chassis and $50 for container(s) on ground for re-issue of empties to cover Port labor and equipment cost.

When a specific container number is requested for re-issue, it will be accomplished via the "Special Service Request". The cost for labor and equipment will be charged as specified in the Port Terminal Tariff.

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BOARD OF DIRECTORS
PORT AUTHORITY OF GUAM

BOARD POLICY MEMORANDUM NO. 2007-02	**SUBJECT: FREE TIME OF REGULATED COMMODITIES**
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: JANUARY 11, 2007	**EFFECTIVE DATE: FEBRUARY 12, 2007**
APPROVED BY: **MONTE D. MESA, Chairperson, Board of Directors**	

REFERENCE: Port Terminal Tariff, Section VI, Item No. 49, Page 39

PURPOSE: To provide clarification for Free Time of Regulated Commodities

GUIDELINES:

1. This Policy applies to the following:

   a. Containerized and Break Bulk Cargoes
   b. Local and Transshipment Cargoes
   c. Inbound and Outbound

2. The following Hazard Classes, to include its divisions whether Reportable Quantity (RQ) or Limited Quantity (LQ), shall apply to this section:

   a. Class 1 through 8
   b. Class 9 (Exempted)

3. Two days of "Free Time" shall be allowed for Regulated Commodities inclusive of weekends and holidays.

4. Certain Dangerous Cargoes (CDC) as indicated in the 49 Code of Federal Regulations (49 CFR) shall be allowed "No Free Time" and shall be subject to immediate removal from the wharf premises.

5. Carriers or their agents will be responsible to submit a copy of the Dangerous Cargo Manifest (DCM) as part of the inbound and outbound submission as required on page 18, Item No.16 of the Terminal Tariff.

6. Consignee or official representative will be responsible to make payment for cargo in storage prior to port entry clearing Delivery Order (DO).

7. Exported Local or Transshipment cargo in storage will be billed to the vessel said cargo was loaded.

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION VI	WHARF DEMURRAGE AND FREE TIME	ITEM NO.

FREE TIME PERIODS

Free time is exclusive of Saturdays, Sundays and holidays observed by the Government of Guam, and unless otherwise specified, is computed from the first 8:00 a.m. occurring after freight is received or unloaded on the wharf or wharf premises, or in case freight is from a vessel, from the first 8:00 a.m. occurring after vessel completes discharge.

Traffic Classification	Free Time Allowed
Non containerized cargo	10 days *
Containers (CY) Dry	10 days aggregate*
Transshipped Dry Cargo	15 days
Tuna Transshipped	First available vessel
Operating Refrigerated Containers	2 days

* The free time period for non containerized cargo and dry containers will be reduced from 10 days to 7 days six months after the tariff's effective date.

48

FREE TIME EXCEPTIONS

(a) Regulated commodities, such as explosives, firearms and ammunition, inflammables, and hazardous commodities shall be allowed no free time and shall be subject to immediate removal from the wharf premises.

(b) Livestock shall be allowed no free time and are only permitted to pass over the wharf subject to immediate loading or removal.

(c) Salvaged or offensive freight, etc: Salvaged freight in damaged or offensive condition or offensive freight of any nature may, at the option of the Port, be refused any free time on the wharf and shall be subject to immediate removal.

49

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION VI	WHARF DEMURRAGE AND FREE TIME	ITEM NO.

EXTENSION OF FREE TIME

The Port Manager may allow extension of free time for good cause. 50

WHARF DEMURRAGE RATES

(a) Transit Shed Wharf Demurrage charges are fifteen dollars ($15.00) per day per revenue ton after the free period.

(b) Outside Wharf Demurrage charges for paved area are ten dollars ($10.00) per day per revenue ton after the free period.

(c) In the case of export or transshipment cargos which are accruing demurrage charges, such charges shall cease on the date stevedoring services are performed. When the carrier, or its agent, request for stevedoring services to commence within twenty-four (24) hours of the vessel's arrival and, through no fault of the carrier or its agent, the Port is unable to provide such services, demurrage charges shall cease on the date of vessel arrival. 51

(d) Each full container that has been in the yard, past the free time allowed will be charged a daily rate of:

First Six (6) Months after the Tariff's Effective Date

20 foot dry container or less.....	$ 21.00	from day eleven (11) through day twenty (20); and, $42.00 every day thereafter;
Greater than 20 feet.....	42.00	from day eleven (11) through day twenty (20); and, $84.00 every day thereafter;
All Operating Refrigerated Containers	70.00	for day three (3) and four (4); and, $140.00 every day thereafter.

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

Beginning with the Seventh Month after the Tariff's Effective Date

20 foot dry container or less.....	$ 21.00	from day eight (8) through day fourteen (14); and, $42.00 every day thereafter;
Greater than 20 feet.....	42.00	from day eight (8) through day fourteen (14); and, $84.00 every day thereafter;
All Operating Refrigerated Containers	70.00	for day three (3) and four (4); and, $140.00 every day thereafter.

51

(e) Daily demurrage charges applies for a 24-hour period, or fraction thereof, commencing with 08:00 of one day to 08:00 of the following day and includes Saturdays, Sundays, and holidays.

(f) Empty containers will be placed on the next available carriers vessel, otherwise there will be a daily charge of seven dollars ($7.00) per day subject to force majeure.

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION VII	PORT ENTRY FEE	ITEM NO.
	APPLICABILITY	
All vessels (except military, government-owned, non commercial fishing, commercial fishing vessels under sixty-five (65) feet and pleasure boats, the home waters of which are in Guam) shall pay a PORT ENTRY FEE as indicated in the schedule below when entering.		52
	RATES	
For vessels of 1,000 gross tons and under	$25.00	
For vessels between 1,000 gross tons and 2,000 gross tons.....	51.00	
For vessels over 2,000 gross tons, $51 plus an additional charge per each 2,000 gross tons or fraction thereof in excess of 2,000 gross tons	38.00	53

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION VIII	DOCKAGE	ITEM NO.
	BASIS FOR COMPUTING DOCKAGE CHARGES	
	Dockage charges shall be based upon the vessel's length overall as published in "American Bureau of Shipping" or "Lloyd's Register of Ships." Length overall shall mean the linear distance, expressed in feet, from the most forward point of the stem of the vessel to the aft most part of the stern of the vessel, measured parallel to the base line of the vessel. If the length overall of the vessel does not appear on "American Bureau of Shipping" or "Lloyd's Register of Ships," the Port may obtain the length overall from the "Vessel's Register" or may measure the vessel. The following will govern the disposition of fractions: Five (5) inches or less disregard, over five (56) inches, increase to the next whole figure.	54
	DOCKAGE PERIOD	
	Dockage shall commence against a vessel: (1) When making fast to a wharf, dolphin, or other structure. (2) When occupying the berth immediately alongside a wharf. (3) When making fast to a vessel lying alongside a wharf. (4) When first boat, raft, lighter, etc., reaches wharf and shall continue upon such vessel until she is completely freed from and vacates her mooring or anchoring until last boat, raft, lighter, etc., leaves wharf.	55
	FREE DOCKAGE	
	Free dockage shall be afforded as follows: (1) At discretion of the General Manager. (2) Free time totalling one hour may, at the discretion of the Harbor Master, be allowed to an idle vessel when it arrives and departs within one hour.	56

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION VIII	DOCKAGE	ITEM NO.

(3) To government owned or operated vessels paying courtesy, training or recreational visits, or engaged in dredging or repair of harbor facilities, or as approved by the General Manager when no cargo or passengers are loaded or off-loaded. — 56

RATES — 57

Overall Length of Vessel in Feet			Overall Length of Vessel in Feet		
Over	But Not Over	Charge Per 24-Hour Day	Over	But Not Over	Charge Per 24-Hour Day
0	100	$ 37.00	550	575	$ 663.00
100	150	55.00	575	600	736.00
150	200	72.00	600	625	840.00
200	250	128.00	625	650	977.00
250	300	188.00	650	675	1,112.00
300	350	251.00	675	700	1,251.00
350	375	308.00	700	725	1,508.00
375	400	343.00	725	750	1,663.00
400	425	379.00	750	775	1,883.00
425	450	420.00	775	800	2,113.00
450	475	457.00	800	850	2,428.00
475	500	500.00	850	900	2,764.00
500	525	565.00	900	----	(d)
525	550	608.00			

REGULATIONS GOVERNING THE APPLICATION OF DOCKAGE RATES — 58

(a) Vessels Anchoring in Territorial Harbors

Vessels, other than small craft, anchoring within a port-controlled harbor shall be assessed at the rate of one-fourth the full dockage per day or any fraction of a day.

(b) Charges for Vessel Shifting

When a vessel is shifted directly from one wharf or anchorage (berth) to another wharf or anchorage (berth) operated or utilized by the Port, the total time at such berths will be considered together in computing the dockage charge.

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

SECTION VIII	DOCKAGE	ITEM NO.
(c)	Application of Full Dockage Rate	
	Dockage shall be assessed against all vessels at the full dockage rates except as otherwise provided. In computing dockage only, halves of days shall be assessed as follows:	
	(1) Twelve hours or less shall be charged one-half of one full day's dockage.	
	(2) Over 12 hours and not more than 24 hours shall be charged the full dockage rate.	58
(d)	Dockage charges for vessels over 900 feet in overall length shall be $3.40 per 24-hour period for each foot of overall length or fraction thereof in excess of 900 feet, in addition to the above rate of $2,764.	
	MODIFIED RATE FOR NON-OPERATIVE AND MISCELLANEOUS VESSELS	
(a)	Dockage for vessels or other floating equipment being dismantled, salvaged, repaired, or rebuilt at piers not currently required for other purposes, as available only, shall be charged at the rate of three-fourths the full dockage per day, or any fraction of a day.	
(b)	One-half the full dockage rate shall be assessed against vessels subject to dockage charges as follows:	
	(1) When vessel is lying alongside of, or tied up to, any vessel made fast to or lying alongside a port wharf.	59
	(2) When vessel is a floating drydock, floating crane or equipment barge.	
(c)	One fourth (1/4) the full dockage rate shall be assessed when a vessel is a fishing vessel homeported in Guam and regularly fishing within the territorial waters of Guam and the Northern Marianas.	

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

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May 04, 2009

MEMORANDUM

TO: All Port Tenants, Agents, and Customers

FROM: General Manager

SUBJECT: Miscellaneous Services and Charges

Please be advised, effective May water billings, the Port Authority of Guam will charge space lease tenants water usage based on Guam Waterworks Authority's rate. For vessels requesting for water, the Port Authority of Guam will charge water usage based on Guam Waterworks Authority's rate plus 20%, as stated in Port Terminal Tariff, Page 46, Section IX, Item No. 60 (b). The rate will be as follows:

Space Lease Tenants

Old Rate	New Rate
$43.80 for first 5,000 gallons $8.76 for every 1,000 gallons thereafter or fraction of a ton.	$10.26 for every 1,000 gallons or fraction of a ton.

Vessels

Old Rate	New Rate
$52.56 for first 5,000 gallons $10.51 for every 1,000 gallons thereafter or fration of a ton.	$12.32 for every 1,000 gallons or fraction of a ton.

In addition, a charge of $35 will be levied to connect and disconnect hoses and coupling except on Saturdays, Sundays, and holidays. On Saturdays, Sundays and holidays, a charge of $80 will be levied for this service.

Should you need further clarification, please feel free to contact Mr. Jojo Guevara, Financial Affairs Controller at 477-5931-5 Ext. 323.

cc: Corporate Manager
Fin. Aff. Controller
Gen. Acctng. Supv.

MISCELLANEOUS SERVICES AND CHARGES

(a) Line Handling is the taking, releasing or shifting of vessel's lines on terminal facilities. At the request of water carriers, the Port will provide line handlers.

The charges for line handling services for vessels will be as follows:

	Each Movement Straight -Time	(Note 3) Overtime	
Vessels not otherwise shown (Note 1)	$300	$450	
Passenger vessels and vessels 600" and over (Note 2)	$400	$600	60

Note 1: Rates provide for 6 people

Note 2: Rates provide for 8 people

Note 3: Above rates include two (2) hours of standby and line handling time. Additional time will be assessed on the basis of the applicable labor charge-out-rates.

(b) Fresh water will be furnished to vessels at a rate 20% over the Public Utility Agency of Guam's current rate per ton or a fraction of a ton.

In addition, a charge of $35 will be levied to connect and disconnect hoses and couplings except on Saturdays, Sundays and holidays. On Saturdays, Sundays and holidays, a charge of $80 will be levied for this service.

(c) At the request of the carrier, or their agent, electric power shall be supplied to vessels at the same rates that the Guam Power Authority would charge for the service if supplied directly, plus the following service charges:

SECTION IX	MISCELLANEOUS SERVICES AND CHARGES	ITEM NO.
	(1) For connecting light or power circuits to vessel when shore cables, plugs or motor connections are supplied by the vessel, the service charge shall be $8. If the vessel temporarily leaves the terminal and returns during the same voyage, an additional charge will be made for again connecting the light or power circuits as herein provided.	
	(2) For connecting light or power circuits to vessel when shore cables, plugs or motor connections are supplied by the Port, or for the extension of light or power circuits, the service charge shall be $11 plus time at the established man-hour rates.	
	(3) For installation of submeter, where necessary, the charge shall be $2.50 and such charge shall be in addition to charges provided in paragraphs (1) and (2).	60
	(4) Vessels moving of their own volition from one pier to another and requiring light or power connections shall be charged for such connection as provided in paragraphs (1), (2), and (3) hereof; however, vessels berthed for repairs and moved by order of the Port will not be required to pay additional service charges, but shall, in lieu thereof, pay the time at the established labor charge-out rates and materials at cost in effecting connections and/or submeter charges provided in paragraph (3).	
	(d) A fee of $25 must accompany each claim filed against the Port for any loss or damage to freight or merchandise. Where the Port is liable for loss or damage to freight or merchandise, subject fee will be refunded.	
	(e) A fee of $5 shall be charged for each weight tag for the use of the Port scale.	
	(f) Rates for lease or rental of any port facility or portion thereof, shall be established and published by the Port Authority Board of Directors, exclusive of the Terminal Tariff, in accordance with provisions of the Administrative Adjudication Act. Any such lease or rental agreements in effect at the date of adoption of this tariff by the Board of Directors shall be continued in effect at existing rates until expiration of such agreements, unless otherwise provided in the subject agreements.	

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BOARD POLICY MEMORANDUM NO. 10-02	Subject: Facility Maintenance Fee Policy and Guidelines
PUC Approval Date: February 25, 2010	Effective Date: March 1, 2010
REVISED POLICY PUC Approval Date: May 27, 2010	REVISED POLICY Effective Date: June 01, 2010
APPROVED BY: MONTE MESA, Chairperson, Board of Directors	

FACILITY MAINTENANCE FEE POLICY AND GUIDELINES

Purpose:

The Jose D. Leon Guerrero Commercial Port (PAG) must refurbish and modernize its facilities. This is necessary to better serve its customers and prepare for substantial expansion of the Port's cargo handling terminal that is needed to handle the anticipated increase in cargo volumes resulting from the Guam Military Buildup. On January 29, 2010, the Guam Public Utilities Commission (PUC) approved the Port's interim tariff rates request. In doing so, one component of the approved interim tariff rates was to implement a facility maintenance fee of $25.00 per container and $1.35 per revenue ton for breakbulk subject to the establishment and implementation of a policy. This policy is to implement the $25.00 facility maintenance fee per container and $1.35 per revenue ton for breakbulk cargoes to provide funding for the maintenance, replacements, and repair of the port facilities.

Definition:

The "facility maintenance fee" is the fee assessed for use of port facilities to provide funding for the maintenance, replacement and repair of the port facilities. The fee will be assessed to port users utilizing the facilities in the receipt and delivery of cargo to and from vessel and/or in connection with the receipt, delivery, checking, care, custody and control of cargo as required in the transfer of cargo.

The foregoing does not include any services or facilities charge that is included in wharfage, dockage, wharf demurrage, wharf storage or any other individual charges. This fee does not include the handling of cargo, loading nor unloading operations, or any labor other than that which is essential to performing the service.

Facility Maintenance Fee

Facility Maintenance Fee	$25.00	per Full Inbound, Outbound, and Inbound Transshipment Container
	$ 1.35	*per revenue ton for Breakbulk

*Exemption = Bills of lading for Breakbulk cargo will be exempted from the facility maintenance fee when the cargo is valued less than $2,500.

Guidelines:

1. Vessels, their owners, charterers and agents assigned the use of Port facilities in accordance with Section I of the Port Terminal Tariff shall be liable for and shall collect and pay to Port the Facility Maintenance Fee as provided for in this memorandum and the provisions of Item 3, section I of the Port Terminal Tariff shall apply.
2. The Port will bill the facility maintenance fee based on the total number of Full Inbound, Outbound, and Inbound Transshipment Containers on the Master Container Outturn (MCO).
3. Facility Maintenance Fee will be billed to the first carrier for all Inbound Transshipment containers.
4. Vessels, their owners, charterers and agents who are entitled to the Breakbulk bill of lading exemption are required to submit to the Finance division a copy of the cargo invoice for each bill of lading claimed to be below the threshold by vessel and within thirty (30) days of the invoice date. PAG will validate whether the cargo value is within the threshold amount.
5. PAG Finance Division will issue a credit to any vessels, their owners, charterer and agents who are determined to be, on case by case basis, exempt from the facility maintenance fee.
6. When the basis of the freight charges for breakbulk is not shown on the manifest, Port charges shall be assessed on the basis of weight or measurement, whichever will yield the greater revenue.

FELIX P. CAMACHO
Governor of Guam

MICHAEL W. CRUZ
Lieutenant Governor

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2008-02	**SUBJECT: FUEL SURCHARGE**
FIRST ADOPTED: JANUARY 11, 2007	**EFFECTIVE DATE: FEBRUARY 12, 2007**
REVISED POLICY ADOPTED: AUGUST 20, 2008	**EFFECTIVE DATE: OCTOBER 1, 2008**
REVISED POLICY ADOPTED: FEBRUARY 18, 2009	**EFFECTIVE DATE: APRIL 1, 2009**
APPROVED BY:	
MONTE MESA, Chairperson, Board of Directors	

I. DISCUSSION:

The Jose D. Leon Guerrero Commercial Port consumed about 185,000 gallons of fuel for FY-2008 to handle cargo within its terminal facilities. The current rate for diesel is $3.39 per gallon. Since the policy revision on August 20, 2008 the fuel rate decreased by 35%.

Due to the recent decreases of fuel cost the Port will be implementing the following fuel surcharge rates. These rates will be adjusted on a quarterly basis to reflect current fuel prices.

II. FUEL SURCHARGE RATE:

A.	Local Container	$ 6.00 per container move
B.	Loaded Transshipment Container	$12.00
C.	Empty Transshipment Container	$12.00
D.	All Other Cargo	$0.35 per revenue ton

III. PROVISIONS

1. All charges will be billed to the first carrier.
2. Transshipment rates for both loaded and empty transshipment include discharge from first carrier's vessel and loading onto second carrier's vessel.

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2006-05	**SUBJECT: MARITIME SECURITY FEES**
APPROVED BY THE BOARD OF DIRECTORS AT THE MEETING OF: DECEMBER 28, 2006	**EFFECTIVE DATE: JANUARY 29, 2007**
APPROVED BY: **MONTE D. MESA, Chairman, Board of Directors**	

I. DISCUSSION:

The Jose D. Leon Guerrero Commercial Port is acutely aware of the potential threat to its facilities and the movement of cargo posed by terrorists. The impact of a disruption or a slow down in the flow of cargo as a result of terrorist action would, in all likelihood, severely affect the businesses and citizens of Guam and its neighboring islands.

The Maritime Security Fees will assist the Port in defraying the expense of the administration and maintenance of security systems and certain capital and operating expenses incurred by the Port to comply with 33 CFR, Chapter I, Subchapter H, Part 105 – Maritime Security Facilities.

II. PROVISIONS:

The provisions of the Maritime Security Fees are as follows:

A. Applicability and Payment of Security Fees:

The fees and charges contained in this memorandum shall be applicable to all vessels that call at the Port, and which have provided a notification of arrival in accordance with Section I, which are required to pay dockage fees. The fees and charges contained in this memorandum shall also be applicable to all cargo transiting in and out of the Port and for passengers embarking or disembarking at the Port. Failure by the responsible party to pay the charges assessed in this memorandum may, in the sole judgment of the Port, be grounds for denial of a berth in the future.

B. **Security Fees:**

1. **Vessel Security Fee:**

(a) Vessels assessed dockage charges in accordance with Section VIII shall be subject to an additional charge equal to 5% (five percent).

(b) Vessels assessed a wharfage, labor charge out, equipment rental, port entry fee and dockage shall be subject to a vessel security charge equal to 5% (five percent) of the total invoiced amount in accordance with Sections II, IV, V, VII and VIII of the Port Terminal Tariff.

2. **Cargo Security Fee:**

(a) In addition to the vessel security fee, a Cargo Security Fee based on the following schedule shall be assessed on all cargo as provided and as described in Sections II and III of the Port Terminal Tariff:

Type of Cargo	Cargo Security Fee
Stuffed Containers (Inbound & Outbound)	$2.00/per container
- Bunkering/Fuel Throughput/Waste Oil	$2.00/per container
Bunkering/Fuel Throughput/Waste Oil	$0.02 per 42-US gallon barrel
Breakbulk Cargo	$0.10 per revenue ton
Unitized Cargo	$0.10 per revenue ton
Pre-Slung Cargo	$0.10 per revenue ton
Vehicles (roll on/roll off; devanning & stuffing)	$1.00 per vehicle
Bulk (sand, aggregate, scrap metal)	$0.02 per revenue ton
All Other Cargo: - Transshipped other than Tuna - Transshipped Tuna - All Other Cargo	$2.00/per container

3. **Passenger Security Fee**:

(a) Passengers carried for compensation by vessels, e.g. crew members, originating outside Port of Guam shall be assessed in addition to the Arrival and Departing Facility Service Charge of $1.00.

(b) The charge shall be assessed on passengers on one way or round trip voyages or on passengers in transit.

C. **Collection of Fees**:

Vessels, their owners, charterers and agents assigned the use of Port facilities in accordance with Section I of the Port Terminal Tariff shall be liable for and shall collect and pay to Port the Security Fees as provided for in this memorandum and the provisions of Item 3, Section I of the Port Terminal Tariff shall apply.

III. **EFFECTIVE DATE**: The Maritime Security Rates will go into effect January 29, 2007.

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2008-03	**SUBJECT: CHASSIS CHANGE**
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: SEPTEMBER 11, 2008	**EFFECTIVE DATE: JANUARY 1, 2009**
APPROVED BY: **MONTE MESA, Chairperson, Board of Directors**	

PURPOSE: To establish a policy and amend current special rate for Chassis Change. Since 1996 the Port has assessed a flat rate of $20.24 per chassis change. Increasing rate to $30.00 per chassis change is necessary to recover costs due to increases in the labor charge out rates and fuel costs for equipments utilized to perform services.

GUIDELINES:

CHASSIS CHANGE

Chassis Change	$30.00 per chassis change

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2006-03	SUBJECT: HOT WORK PERMIT
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: DECEMBER 28, 2006	EFFECTIVE DATE: JANUARY 29, 2007
APPROVED BY: MONTE MESA, Chairperson, Board of Directors	

PURPOSE: To establish a special rate for Hot Work Permit issued by the Port Safety Division to tenants and vessels moored to PAG facility, doing hot work.

HOT WORK PERMIT-RATE

Special Rate for Hot Work Permit $ 25.00 per permit per day

Guidelines:

1. Tenants and customers that need to do any form of welding, cutting, grinding, chipping, or any spark-producing operations inside the Port's area of responsibility must apply for a Hot Work Permit at the Safety Office on a daily basis.
2. Customers/Agents that maintain credit with the Port will be billed for Hot Work Permit. If customer/agent is not an Approved Charge Customer/Agent, customer must pay the permit fee at PAG cashier. Cashier will stamp permit request form and provide customer with a receipt.
3. To ensure that all hot work conducted in the facility complies with the requirements of 33 CFR 126.30 section Port Safety Inspectors will conduct inspections on all "Hot Work Permit" issued.
4. Port Safety Inspectors or U.S. Coast Guard personnel may conduct random inspections for compliance and fire prevention.
5. Any violation of the conditions of the hot work permit may result in work stoppage, suspension of the permit and/or civil penalty.

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BOARD OF DIRECTORS PORT AUTHORITY OF GUAM	
BOARD POLICY MEMORANDUM NO. 2006-04	SUBJECT: Power Surcharge for Pre-Trip Reefer Container
APPROVED BY THE BOARD OF DIRECTORS AT THEIR MEETING OF: DECEMBER 28, 2006	EFFECTIVE DATE: JANUARY 29, 2007
APPROVED BY: MONTE MESA, Chairperson, Board of Directors	

PURPOSE: To establish a special rate for Power Consumption for Pre-Trip Reefer Container.

POWER SURCHARGE RATE

Special Rate for Power Consumption of Pre-Trip Reefer Container	$ 49.00 Daily

Guidelines:

1. Power Surcharge Daily Rate applies for a 24-hour period, or fraction thereof, commencing with 0800 of one day to 0800 of the following day and includes Saturdays, Sundays, and holidays.
2. The above special rate includes power usage and electrician monitoring the temperature of the reefer container.
3. The $49.00 daily rate is in addition to the equipment and labor currently charged for pre-trip containers.
4. Customer or Agent must request for special service at PAG SSR Center. SSR employee will enter information into the system and coordinate with electrician and operations to perform the service at the time requested.
5. If customer/agent is not an Approved Credit Customer/Agent, customer must pay the estimated charges of the service request at PAG cashier. Cashier will stamp SSR form paid and provide a receipt for customer.

RENTAL OF PORTABLE LIGHTS

RATE:
$100.00 – One time charge for set up
$500.00/ day
$2.539/gallon- plus dollar amount for fuel used
GUIDELINES:

To rent out the Ports Portable Lights, Carriers and/or Agents must comply with the following:

1. Carriers and/or Agents must complete a request form through the Ports Special Service Center.
2. Carriers and/or Agents must adhere to the Special Service Request Guidelines, Memorandum GMFA03-006A.
3. Customer will take the SSR copy to Equipment Maintenance Section in order to make the necessary arrangements.

RESPONSIBILITIES:

EQMR will ensure that lights are set up, fueled, and functional at the specified time requested.

EQMR will ensure that lights are secured after each use. They will complete the operational log and have customer acknowledge and sign log and then submit signed log to the Billing Section. If rental exceeds one day, PAG personnel will have the log acknowledge daily and submit to billing once service is completed.

EQMR personnel are responsible to respond if any problem arises. Customer will not be allowed to operate the portable lights.

*Fuel charge is subject to change with current rates.

(X) Approved

( ) Disapproved

Joseph F. Mesa, General Manager

GOVERNMENT OF GUAM

PORT AUTHORITY OF GUAM

SECTION X	PASSENGER SERVICE FEE	ITEM NO.
	ARRIVAL AND DEPARTING FACILITY SERVICE CHARGE	
	The Arrival Facility Service Charge for vessels originating outside Port of Guam shall be $3.50 per each terminating or arriving passenger.	
	The Departing Facility Service Charge for vessels originating at the Port of Guam bound for destination outside territorial waters of Guam shall be $1.50 per each departing passenger.	61
	NOTE: All Passengers are subject to compliance with all applicable Federal and Territorial laws, rules and regulations.	

ISSUED: January 6, 1993 EFFECTIVE: February 5, 1993

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March 17, 2005

MEMORANDUM GMFA05-033

TO: All Shipping Agents

FROM: General Manager

SUBJECT: Clarification - Special Service Request for Water

Reference Memorandum GMFA03-006A (Revision), Subject: Special Service Requests, this memorandum serves as clarification to the above subject matter.

Requests for same day water should be submitted before 3:00 p.m., requests received after 3:00 p.m. will be performed on the next available business day. Additionally, requests for the weekend must be submitted no later than 3:00 p.m. on Friday, requests received after 3:00 p.m. will be performed on the following Monday depending on availability.

During weekends, holidays, and after normal regular hours of the SSR Center, any issuance of SSR should be done through the sections performing the services. The Port Authority will charge a penalty fee of $200.00 for agents who fail to follow SR procedures. (Reference PAG Terminal Tariff, Section I. General Rules and Regulations, Item No. 2. Penalty for Violation of Regulations).

This change is necessary to plan work schedules.

Should you have any questions, please feel free to call Mr. Jojo Guevara, Financial Affairs Controller at 477-5931-5 Ext. 352.

Your understanding on this matter is appreciated.

cc: Fin. Aff. Controller
Gen. Acct. Supv.
Acct. Tech. Supv.

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December 30, 2002

REVISION

MEMORANDUM GMFA03-006A

To: All Shipping Agents

From: General Manager

Subject: Special Service Requests

Hafa Adai! This memorandum is a revision to Memorandum GMFA03-006 dated November 6, 2002.

The procedures for Special Service Requests are as follows:

1. Customer or Agent requests for special service at SSR Center. SSR employee enters information into the system and verifies with section that will perform the service if time requested is granted.

2. If customer is not an Approved Credit Customer/Agent, customer must pay estimated charges of the service request. Cashier will stamp SSR form paid and provide customer cash receipt.

3. Customer will then forward the SSR form with the proper stamps and signature to the section that will perform the service.

4. Service request will then be worked on by the responsible section as soon as the proper documentation and signatures are provided.

5. During weekends, holidays, and after normal regular hours of the SSR Center, any issuance of SSR should be done through the sections performing the services.

Sections responsible for performing the service should submit the service request forms along with the operations log to the SSR Center on the following working day.

The Special Service Request Center hours of operations are 0800 – 1600 hours Monday through Friday, this is necessary in order for Port personnel to perform administrative functions. In order for supervisors to plan Port employees' work schedule, any work that needs to be performed during vessel operations should be submitted twenty (20) hours in advance.

Requests for water and reefer unplugs should be submitted two (2) hours in advance prior to requested date and time.

The Port Authority will charge a penalty fee of $200.00 for agents who fail to follow SSR procedures. (Reference PAG Terminal Tariff, Section I. General Rules and Regulations, Item No. 2. Penalty for Violation of Regulations)

Should you have any questions, please feel free to contact Mr. Jose Guevara, Financial Affairs Controller at 477-5931-5 Ext. 323.

Si Yu'us Ma'ase,

FRANCISCO P. CAMACHO

cc: Fin. Aff. Controller
Gen. Acct. Supv.
Mgmt. Analyst III – Tariffs
Admin. Off., Corporate

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November 6, 2002

MEMORANDUM GMFA03-006

To: All Shipping Agents

From: General Manager

Subject: **Special Service Requests**

Hafa Adai! This memorandum serves as a reminder on the procedures for Special Service Requests:

1. Customer or Agent requests for special service at SSR Center. SSR employee enters information into the system and verifies with section that will perform the service if time requested is granted.

2. If customer is not an Approved Credit Customer/Agent, customer must pay estimated charges of the service request. Cashier will stamp SSR form paid and provide customer cash receipt.

3. Customer will then forward the SSR form with the proper stamps and signature to the section that will perform the service.

4. Service request will then be worked on by the responsible section as soon as the proper documentation and signatures are provided.

The Special Service Request Center hours of operations are 0800 – 1200 hours and 1300 – 1500 hours Monday through Friday. A Special Service Request must be submitted to the Special Service Request Center, located on the 2nd. Floor of the Port Authority Administration Building, twenty (20) hours in advance during normal working hours prior to reporting time for services. For services to be performed on Saturday, Sunday or Monday, notice must be given no later than 15:00 hours on the previous Friday. (Reference PAG Terminal Tariff, Section I. General Rules and Regulations, Item No. 5. Requests and Availability of Port Services and Facilities, (a))

The Port Authority will charge a penalty fee of $200.00 for agents who fail to follow SSR procedures. (Reference PAG Terminal Tariff, Section I. General Rules and Regulations, Item No. 2. Penalty for Violation of Regulation)

Should you have any questions, please feel free to contact Mr. Jose B. Guevara, Financial Affairs Controller at 477-5931-5 Ext. 323.

Si Yu'us Ma'ase,

FRANCISCO G. SANTOS
Acting

cc: Fin. Aff. Controller
Gen. Acct. Supv.
Mgmt. Analyst III – Tariffs
Admin. Off., Corporate