

**[ PPA MEMORANDUM CIRCULAR NO. 040-2000,  
August 22, 2000 ]**

**GUIDELINES IN THE COLLECTION OF PORT CHARGES AND  
CARGO HANDLING CHARGES IN PMO NORTH HARBOR**

**1. Authority**

- 1.1. Sections 2f, 6a(v), 22 and 23, PD 857
- 1.2. PPA Memorandum Circular No. 06-89, as amended

**2. Scope**

This Memorandum Circular shall cover collection of usage fees, stevedoring charges, wharfage dues, arrastre charges, storage fees, line handling, stripping/stuffing and other cargo handling charges in the baseport of PMO North Harbor.

**3. Definition of Terms**

The following terms are defined for clarity:

3.1. Cash and Carry System is a collection system in which payment is made by the parties primarily liable (the Shipping Line, the Shipper or the Consignee) in cash, manager's/cashier's check or PPA pre-approved company check prior to withdrawal of cargoes from the port/loading of cargoes unto vessel or before issuance of departure clearance.

3.2 Modified Cash and Carry System is an alternative collection system where the party availing has complied with the posting of fixed cash deposit and other requirements and given the privilege to pay on a per vessel per voyage basis within a period of three (3) working days from date of vessel departure.

3.3. Double handling of cargoes refers to an operation where cargoes are transferred from one pier to another prior to delivery outside the port zone or loading unto vessel.

**4. General Provisions**

4.1 The cash and carry system as defined in Section 3.1 shall be applicable to:

- 4.1.1. Collection of usage fees
- 4.1.2. Collection of stripping/stuffing charges for FCL container
- 4.1.3. Collection from tramping vessels

4. 1.4. Collection from defaulting liner as provided in Section 6.1.1.

4.2. The Modified Cash and Carry System shall be applicable to all cargoes carried by liner vessels who have fully satisfied the provisions in Section 5.1.

4.3. Wharfage, arrastre, stevedoring and other cargo handling charges and the corresponding 10% VAT shall be computed in accordance with existing approved tariff regulations. Under the Modified Cash and Carry System, the charges shall be paid by the shipping line acting as the authorized representative of the shipper or consignee.

4.4. For double handling of cargoes, the additional arrastre charges shall be for the account of the shipping line.

## **5. Specific Operating, Billing and Collection Guidelines**

5.1. To qualify for the Modified Cash and Carry System privilege, the following are required:

5.1.1. Applicant shall be a liner vessel acting as representative of the shipper/consignee operating at North Harbor

5.1.2. It has filed an application for the availment of the Modified Cash and Carry System (Annex 1);

5.1.3. It has settled all outstanding accounts with PPA-North Harbor and STU North Harbor Port Services as of date of application; and

5.1.4. It has posted a cash deposit equivalent to its average 3-day transaction volume (total transactions for the last 30 days x 3/30), subject to semi-annual updating by PMO North Harbor.

5.2. Incorporated in this Memorandum Circular as Annexes 2, 3, 4 and 5 are the flow charts showing in detail the process flow in vessel clearance, discharging and loading of cargoes, the collection of charges and the documents required, viz:

5.2.1. Process Flow for Payment of Usage Fees

5.2.2. Process Flow for Inbound Cargo

5.2.3. Process Flow for Outbound Cargo

5.2.4. Process Flow for Payment of Wharfage, Arrastre and Stevedoring Charges for Modified Cash and Carry System

5.3. Usage fee shall be paid by the Shipping Lines upon approval of the departure clearance of the vessel based on the Docket Report (Annex 6)

5.4. In case of delay in the departure of the vessel, the additional usage fees shall be billed by PPA within two working days from the actual date of departure of the vessel.