

RULE: 34.1 - GENERAL RULES: Eff: 01DEC2012
Effective 01DEC2012

SCOPE:

The rules, regulations, conditions, commodity rates and/or charges set forth in this schedule apply to or from the following terminal:

NAME	ADDRESS
-----	-----
TINIAN MARINE STEVEDORE INC.	P.O. BOX 500208
	SAIPAN, MP 96950

TELEPHONE NO.: 670-322-9240 FAX NO.: 670-322-8568
This document sets forth the terms and conditions upon which the contractor will perform. This document will be considered in full force and effect upon the performance by contractor of work as set forth and all such terms and conditions shall then become binding on both parties. All charges will be for the account of the vessel owner, charterer, operator, consignee, shipper, owner and/or their agents.

DEFINITIONS OF TERMS:

The following definitions shall govern in interpreting these rates, rules and regulations:

CARGO shall mean goods, wares, materials, or any object for commerce that is or is to be transported.

BULK CARGO shall mean cargo such as sand, fertilizers, copra, etc., which require special "bulk" handling or bagging for discharge or loading and carried in bulk without mark or count.

CONTAINERIZED CARGO shall mean cargo in a container conforming to the specifications defined in Section A.4.

DRUMMED CARGO shall mean liquid cargo such as gasoline, oils, greases, asphalt, chemicals, etc., packed in the average 55-gal steel drum.

FRUSTRATED CARGO shall mean cargo that for any reason remains undelivered with the port terminal facilities within thirty (30) days for general cargo and one (1) day for reefer cargo from date of discharge from the carrying vessel.

HAZARDOUS CARGO shall mean all commodities which U.S.C.G. lists in their publication, "Explosives or Other Dangerous Articles on Board Vessels" either in open or closed shelter, deemed hazardous and dangerous cargo. Charges will be assessed accordingly under the

provision of the schedule.

INBOUND CARGO shall mean cargo received at the port terminal facilities by water transportation.

OUTBOUND CARGO shall mean cargo received at the terminal facilities for shipment by water transportation.

PALLETIZED CARGO shall mean quantity of any item, packaged or unpackaged, which is arranged on a pallet in a specified manner and securely fastened thereto so that the whole is handled as a unit, bearing one shipping mark and consigned to one consignee.

STUFFING CARGO shall mean the stowing of cargo into a container or van from a position in front of the container at point of rest.

TRANSHIPMENT CARGO shall mean cargo which is off-loaded from one vessel and loaded onto another vessel for further transport and so designated by documentation furnished by the first carrier or its agents to the Terminal Operator.

UNSTUFFING CARGO shall mean removal of cargo from a container or van onto pallets at point of rest.

CHARGE(S) ON DELIVERY shall mean charge(s) levied against commercial cargo for handling services, storage, demurrage, wharfage, etc., and shall be paid in full at the time cargo is delivered to consignee or his authorized agent or representative.

CHECKING shall mean the services of counting and checking cargo against appropriate documents for the account of the cargo or the vessel, or other person requesting same.

CONTAINER shall mean rigid, re-usable, dry cargo, insulated, refrigerated, flat rack, liquid tank, or open container capable of being mounted onto or dismounted from wheels, chassis, or flat bed trailer. The container shall be 8' wide, 20', 24', 35', 40' 45' long and 4' to 12' high. Except for dimensions which are given above, it shall be constructed in conformity with the specifications for freight containers adopted by the International Organization for Standardization (ISO) and American Organization for Standardization (ASO). The container will have top and bottom corner castings conforming to ISO/ASO specifications.

DAY shall mean twenty-four (24) hours commencing at midnight and ending the following midnight.

DEMURRAGE CHARGE shall mean the assessment of a penalty fee against inbound or outbound cargo not

removed from the port terminal facilities during the "free time" period.

DOCK shall mean any wharf, pier, bulkhead, quay landing or other structure to which a vessel may make fast or which may be utilized in the discharge and loading of passengers and/or cargo.

FREE TIME shall mean the specified period of time during which cargo may occupy space assigned to it in the port terminal facilities, free of demurrage charges, prior to loading or subsequent to discharge of such cargo from a vessel.

GENERAL MANAGER shall mean the General Manager of Saipan Stevedore Company.

HANDLING SERVICES shall mean services rendered by the Terminal Operator on or for the benefit of the cargo during the period in which the cargo is in the care and custody of the Terminal Operator, when received at the place of rest assigned to the cargo by the Terminal Operator, and from which cargo may be delivered to/from consignee/shipper within the port terminal facilities.

HEAVY LIFT shall mean articles of cargo and/or equipment which requires special rigging and/or must be handled by vessel's gear or dock crane and the service of providing heavy lift cranes and equipment for lifting cargo.

LINE HANDLING SERVICES shall mean the charge for handling the lines of the vessel when docking and undocking.

OPEN STORAGE (OUTSIDE OR YARD STORAGE) shall mean all other storage areas within the fenced and/or security area except those defined as warehouse or transit-shed storage.

PERSON shall mean any natural person, group, or association of persons, firms, partnerships, corporations, municipal or other Government entities.

POINT OF REST shall mean that area on the terminal facilities which is assigned for the receipt of inbound cargo from the ship and from which inbound cargo may be delivered to consignee, and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading.

PORT TERMINAL FACILITIES shall mean one or more structures comprising a terminal unit, and including, but not limited to docks, wharves, warehouses, covered and/or open storage space, cold storage plants, grain elevators and/or bulk cargo loading and/or unloading structures, landings, and receiving stations, used in

the transmission, care and convenience of cargo and/or passengers in the interchange of same between land and water carriers or between two water carriers.

REGULAR WORK SHIFT HOURS shall mean those hours that are recognized as a day or night shift and does not exceed eight (8) hours.

RE-STOWING CARGO shall mean the discharge of cargo onto the dock from vessel's hold and back-loading the same cargo into the same or different hold as requested by the vessel's Master or Chief Officer.

ROLL ON ROLL OFF VESSELS shall mean vessels with adjustable ramps.

SPECIAL SERVICES shall mean any special service including but not limited to checking, trash and garbage disposal, shifting, sorting, removal of lashing or shoring, laying of dunnage, discharge and backloading of dunnage, rigging of cargo gears, building or removal of catwalk or other service requested by the carrier or necessarily incidental to the loading and discharging of cargo and not ordinarily performed by the Terminal Operator.

STAND-BY OR DETENTION TIME shall mean that time when stevedores are ordered to stand-by due to power failure, vessel gear failure, rain, or any other reasons through no fault of the Terminal Operator or its employees.

STEVEDORE SERVICES shall mean services rendered by the Terminal Operator, for the benefit of the carrier/cargo during the period in which non-containerized cargo is being moved by employees of the Terminal Operator between the end of the vessel's tackle and the vessel's hold, or from the vessel's hold to the end of the vessel's tackle and including placing of cargo on pallets, slings, nets, or other equipment for the purpose of lifting cargo out of the vessel; lifting cargo into the vessel from the dock or from the vessel to the dock. For containerized cargo, stevedore services shall mean services rendered the carrier/cargo between the vessel's deck or hold and the point of rest on the dock or the terminal facilities.

TARIFF shall mean a publication or electronic file containing the rates, charges, rules, regulations and practices of any person carrying on the business of furnishing wharfage, dock, warehouse, or other marine terminal services or facilities in connection with a common carrier by water in the United States or its possessions on file with the Federal Maritime Commission.

TERMINAL OPERATOR, shall mean the Terminal Operator at the Port of Tinian, i.e Tinian Marine Stevedores, Inc

TERMINAL STORAGE shall mean the service of providing warehouse or other terminal facilities for the storing of inbound or outbound cargo after the expiration of "free time" including dock storage, shipside storage, closed or covered storage, open or ground storage, after storage arrangements have been made.

TON shall mean one of the following, as appropriate:

- a) AS FREIGHTED REVENUE TON - the revenue ton used by the carrier according to the vessel's manifest to assess the carrier's freight charges.
- b) LONG TON - a ton of 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 - 2,204.6 lbs. weight.
- f) REVENUE TON - 2,000 lbs. weight or 40 cu/ft. measurement, and all charges will be computed on whichever will produce greater revenue, unless specifically designated otherwise.
- g) SHORT TON - 2,000 lbs. weight.

TRANSHIPMENT CHARGES shall mean charges on transshipment cargo and are in lieu of any other handling, stevedoring, and storage charges, except as otherwise specified herein.

UNDER THE HOOK DELIVERY shall mean delivery of cargo by the carrier from the end of the vessel's tackle directly to vehicle or other conveyance owned or under the control of the consignee or his agent thus eliminating terminal services being executed by the Terminal Operator. The reverse procedure applies for outbound cargo.

USAGE shall mean the use of terminal facility by any rail carrier, lighter operator, trucker, shipper, or consignee, their agents, servants, and/or employee, when they perform their own car, lighter or truck loading or unloading, or the use of said facilities for any gainful purpose for which a charge is not otherwise specified.

VAN shall mean manufactured, re-usable cargo container which is specifically designed for, and used as a means of transporting by water transportation, packaged or bulked articles, and may be in collapsible, rigid or mobile, and must be less than 20' in length, 8' wide, and 4' to 10' high and may not be less than 160 cu/ft. outside measurement and 130 cu/ft. inside measurement.

EXCEPTIONS: A cargo container approved by the Government of the Northern Marianas Islands and which is used for transporting household goods and personnel effects will not be subject to the above measurement limitations.

VESSELS shall mean steamboats, motorboats, sailing vessels, barges, lighters, liners, pleasure craft, or any structure(s) made to float on water for navigation.

WAREHOUSE STORAGE shall mean storage inside any warehouse transit shed operated by and under the control of the Terminal Operator.

WEATHER WORKING DAYS shall mean normal working days which are not affected by weather or other factors outside the control of the Terminal Operator.

WHARFAGE shall mean a charge assessed against the cargo or vessel on all cargo passing or conveyed over, onto, or under wharves or between vessels (to or from barge, lighter or water) when berthed at a wharf or when moored in ship adjacent to wharf, or place at any points of rest on the dock or terminal facility when such cargo is to be discharged or loaded on a vessel berthed at a piling structure, dock, or pier operated by the Terminal Operator. Wharfage is solely the charge for use of the facilities and other services. Cargo received for transhipment to another port is exempt from this charge. Unless otherwise provided, wharfage shall be considered earned and will be assessed whether or not cargo received on the port terminal facilities is eventually loaded on any vessel.

EXPLANATION OF REFERENCE MARKS

A....Denotes increase.

C....Denotes changes in wording which results in neither increase nor reduction in charges.

I....Denotes new or initial matter.

R....Denotes reduction.

&....And.

\$....United States Currency.

'....Feet.

"....Inches.

%....Percent.

Ad Val Ad Valorem

A F R T ... As Freight Revenue Ton

A.M. Before Noon

A.Q. Any Quantity

Ave. Average

Bbl Barrel

B.F. Board Foot/Feet

B/L Bill of Lading

B.M. Board Measurement

Cbm, CM, M3 Cubic Meter

CC	.....	Cubic Centimeter
CM	.....	Centimeter
Col	.....	Column
Concl	.....	Conclude
Cont'd	....	Continued
CFR	.....	Code of Federal Regulations
Ctn	.....	Carton
CU	.....	Cubic
Cu. Ft.	.....	Cubic Feet
CWT	.....	100 Pounds
Doz.	.....	Dozen
e.g.	.....	For Example
Etc.	.....	Et Cetera
F.A.S.	....	Freight Alongside Ship
FBM	.....	Foot Board Measure
F.I.	.....	Free In
F.I.O.	....	Free In and Out
F.I.O.S.	..	Free In, Out and Stowed
F.O.	.....	Free Out
F.O.B.	....	Free on Board
F.M.C.	....	Federal Maritime Commission
Ft.	.....	Foot or Feet
Hdlg. Chgs.		Handling Charges
i.e.	.....	That is
Inc.	.....	Incorporated
Incl	.....	Inclusive
Jct.	.....	Junction
K.D. or K/D		Knock Down
K.D.F.	....	Knock Down Flat
Kilos	.....	Kilograms
Lb. or Lbs.		Pound or Pounds
Lt.	.....	Long ton (2240 lbs. or 1016 Kilos)
M	.....	40 cubic feet
MBM	.....	1,000 Feet Board Measure
Min.	.....	Minimum
mm	.....	Millimeter
N.O.S.	....	Not otherwise specified in this Schedule.
Pkg. or Pkgs		Package or Packages
P.M.	.....	Afternoon
R/T	.....	Revenue Ton. (W/M)
SL & C	....	Shipper's Load and Count
ST	.....	Short Ton (2000 Lbs. or 907.185 Kilos)
SU or S/U	.	Set Up
U.S.	.....	United States of America
U.S.\$	....	United States Dollars and Cents.
U.S.P.	....	United States Pharmacopoeia
Viz.	.....	Namely
Vol.	.....	Volume
W	.....	2,000 pounds or 40 cubic feet whichever produces the greater revenue.
WT	.....	Weight