

APM TERMINALS PACIFIC LLC

PORT OF LOS ANGELES PIER 400

MARINE TERMINAL OPERATOR RATE SCHEDULE

This rate schedule is published pursuant to section 8 (f) of the Shipping Act of 1984 as amended by the Ocean Shipping Reform Act of 1998 and the regulations of the Federal Maritime Commission (Title 46 Code of Federal Regulations Part 525).

The Effective Date of this rate schedule unless otherwise indicated herein is **July 4th, 2026**. There is no expiration date. Other than as provided in this Tariff, all rules and regulations set forth in the Port of Los Angeles Tariff No. 4 or its successor, as found on the Port of Los Angeles's website (http://www.portoflosangeles.org/finance/tariff_4.asp) shall apply.

Any inquiries should be directed to: APM Terminals Pacific LLC
 9300 Arrowpoint Blvd
 Charlotte, NC 28273-8136
 Phone: 704-571-2000
 Web Page Address: <http://www.apmterminals-na.com>

APM Terminals Pacific LLC – to be referred to as APMT throughout this tariff

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<p> %..... Percent Cu. Ft. Cubic feet or cubic foot E.g..... For example Etc..... Et cetera Incl..... Inclusive Kg(s)..... Kilogram(s) KT..... 1000 kilograms Lbs. Pounds No. Number N.O.S. Not otherwise specified Para..... Paragraph Sec. Section Sq. ft..... Square feet or square foot S.U. Set up U.S. United States W/M..... Weight or measurement whichever yields the greater revenue & And \$ U.S. dollars </p>	<p>10</p>
<p>UNITS OF WEIGHT AND MEASURE</p>	<p>Item No.</p>

<p>International (metric) and U.S. customary units of weights and measure (based on U.S. Department of Commerce, National Bureau of Standards publications) governing the determination of rates and charges assessed under this Tariff are as follows:</p>				
1 Kilogram	=	2.2046 Pounds		
1 Pound	=	0.4536 Kilogram		
1,000 Kilograms	=	2204.6 Pounds	=	1 Metric Ton
2,000 Pounds	=	907.1847 Kilograms	=	1 Short Ton
1 Metric Ton	=	1.1023 Short Tons		
1 Short Ton	=	0.9072 Metric Ton		
1 Long Ton	=	2,240 Pounds		
1 Long Ton	=	1,016.0469 Kilograms		
		--		
1 Foot	=	0.3048 Meter		
1 Meter	=	3.2808 Feet		
		--		
1 Cubic Foot	=	0.0283 Cubic Meter		
1 Cubic Meter	=	35.3147 Cubic Feet		
40 Cubic Feet	=	1.1327 Cubic Meters		
		--		
1 Liter	=	0.2642 Gallon		
1 Gallon	=	3.7854 Liters		
1 Barrel (42 Gallons)	=	158.9873 Liters		
				12
<p>SECTION ONE DEFINITIONS</p>				Item No.

<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>(a) “CITY” means the City of Los Angeles.</p> <p>(b) “APMT” means APM Terminals Pacific LLC.</p> <p>(c) The term “MANAGING DIRECTOR” means the Managing Director of Pier 400 and shall also include his duly authorized agent or representative.</p> <p>(d) The term “PRIVATE PREMISES” means and includes all premises, wharves, landings, slips, docks, basins or areas other than municipal.</p> <p>(e) PORT OF LOS ANGELES: All the navigable waters within the City of Los Angeles included within, or northerly of, the Los Angeles Harbor Breakwater and the easterly prolongation thereof in a straight line to its intersection with the easterly boundary line of the City of Los Angeles are herein designated and referred to as the “Port of Los Angeles” or “Los Angeles Harbor.”</p> <p>(f) The term “WHARF” is defined and shall be deemed to mean and include any wharf, pier, quay, landing or other structure to which a vessel may make fast or which may be utilized in the transit or handling of goods and merchandise, and shall also include all of the area between pier head and bulkhead lines; excepting, however, such locations as may be designated and set apart as public landings or for private use.</p> <p>The term “WHARF PREMISES” is defined and shall be deemed to mean and include, in addition to the area included in the term “WHARF,” other port terminal facility areas, alongside of which vessels may lie or which are suitable for and are used in the direct loading, unloading, assembling, distribution or handling of merchandise under, over, or onto a wharf.</p> <p>(g) The term “PUBLIC LANDING” embraces every landing set apart and designated by APMT as such, at or over which merchandise or persons may be handled, and may include streets, roadways and other spaces.</p> <p>(h) The term “VESSEL” embraces steam boats, motor boats, sailing vessels, barges, lighters, ferry boats, pleasure craft and any and all other water craft.</p> <p>(i) The term “MERCHANDISE” includes but is not limited to commodities, goods, wares, freight, liquids, articles and materials of every kind whatsoever, including bulk materials, cargo containers when empty, live animals, vessel’s stores and supplies.</p>	100
<p>SECTION ONE – Continued DEFINITIONS</p>	<p>Item No.</p>

(j) The term “LEGAL HOLIDAY” shall mean and include the following named holidays:

- (1) New Years Eve, December 31st- Limited
- (2) New Years Day, January 1st – **Terminal is Closed**
- (3) Martin Luther King’s Birthday, the third Monday in January - Limited
- (4) Lincoln’s Birthday, February 12th - Limited
- (5) President Day, the third Monday in February - Limited
- (6) Cesar Chavez’ Birthday, March 31st- Limited
- (7) Memorial Day, the last Monday in May - Limited
- (8) Independence Day, July 4th–**Terminal is Closed**
- (9) Bloody Thursday, July 5th – **Terminal is Closed**
- (10) Harry Bridges Day, July 28th - Limited
- (11) Labor Day, the first Monday in September – **Terminal is Closed**
- (12) Columbus Day, second Monday in October - Limited
- (13) Veteran’s Day, November 11th - Limited
- (14) Thanksgiving Day, the fourth Thursday in November – **Terminal Closed**
- (15) Christmas Eve, December 24th - Limited
- (16) Christmas Day, December 25th – **Terminal is Closed**
- (17) Every day proclaimed by the President of the United States or Governor Of the State of California to be a legal holiday.

Unless designated as “Closed”, a Holiday that is listed as “**Limited**” will have limited operating hours and or charges for services will be on an overtime basis.

If any of the holidays listed in this item falls upon a Sunday, the Monday following shall be observed as a “LEGAL HOLIDAY”.

(k) The term “MERCHANDISE IN BULK” when used in this Tariff, shall mean merchandise which, by nature of its unsegregated mass, is usually handled by shovels, scoops, buckets, forks, or mechanical conveyors, and which is not loaded or unloaded and carried in a “Package” as defined below and is received and delivered by carrier without transportation mark or count. (Will not apply when subject to piece count.)

(l) The term “DIRECT” means a continuous operation between barge, car, or truck and vessel when performed by vessel’s stevedores, pipeline, or any mechanical means.

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(Cont.)

SECTION ONE – Continued DEFINITIONS	Item No.
<p>(m) The term “CARGO UNITS” as used in this Tariff, excluding “Merchandise in Bulk” as defined above, relate to the package containing merchandise or the method of waterborne conveyance of such merchandise and are defined as follows:</p> <p>(1) “PACKAGE” is defined as the producer’s or manufacturer’s type of packaging containing merchandise. The package may be a carton, bag, barrel, drum, crate, bale, box, bundle, pail, flask, or basket. Merchandise may be conveyed in its Package or Packages in a “Unitized Load,” “Cargo Van,” or “Container” as defined below.</p> <p>(2) “UNITIZED LOADS” are defined as that merchandise which is secured to pallets or skids by banding or otherwise being securely held together to form a single shipping unit to permit handling by mechanical equipment. The term does not include merchandise temporarily palletized for the purpose of terminal handling or for loading or unloading vessels.</p> <p>(3) “CARGO VAN” is defined as any type of cargo conveyance, which is non-disposable, having a cargo capacity of not less than 2 cubic meters and having dimensions smaller than those of a “Container”, defined below.</p> <p>(4) “CONTAINER” is defined as any type of cargo conveyance which is non-disposable, having an outside length of not less than 6.04 meters, and which is primarily designed, constructed, certified and approved by an ocean carrier for the ongoing use and transport of commodities aboard its vessels.</p> <p>(n) The term “CONTAINER FREIGHT STATION (CFS)” means a location designated by the water carrier for receiving and delivery of merchandise in connection with the stuffing and unstuffing of containers.</p> <p>(o) The term “BUNKERS” when used in this Tariff shall mean those petroleum products, which are utilized by a vessel as fuel for its own power.</p>	<p>100 (Cont.)</p>

<p style="text-align: center;">SECTION TWO GENERAL RULES AND REGULATIONS</p>	<p style="text-align: center;">Item No.</p>
<p style="text-align: center;">APPLICATION OF RATES, CHARGES AND FEES, AND RULES AND REGULATIONS</p> <p>Other than as provided in this Tariff, all rules and regulations set forth in the Port of Los Angeles Tariff No. 4 or its successor, as found on the Port of Los Angeles’s website (http://www.portoflosangeles.org/finance/tariff_4.asp) shall apply.</p> <p>Except as otherwise provided in this Tariff, the applicable rates, charges and fees shall be those in effect at the time the charge or fee accrues.</p> <p>Except as otherwise provided in this Tariff, the applicable rules and regulations shall be those in effect at the time the rule or regulation is applied and enforced.</p> <p>All rates shall be subject to an increase or decrease of one hundred percent (100%) of the combined net effect of the percentage between labor and non labor costs.</p> <p>In the event of an increase in such wages or changes in present Longshore labor, or working conditions, or changes in operational cost factors, the rates specified in this Tariff will be proportionately increased retroactively to the effective date of such increase.</p> <p>Where no fully executed agreement exists between the Carrier and APM Terminals Pacific LLC, the composite increase in labor elements such as fringe benefits, payroll related items, assessments, taxes and insurance, wages, coupled with non-labor elements governed by changes in the annual Consumer Price Index (CPI) shall be applied for the yearly adjustment effective each July 1st to all rates.</p> <p>Sixty percent 60% of the container throughput rate shall be subject to a labor man hour cost increase and 40% towards CPI increases.</p> <p>All other rates shall be subject to an increase or decrease of one hundred percent (100%) of the combined net effect of the percentage between labor and non labor costs.</p>	<p style="text-align: center;">200</p>
<p style="text-align: center;">RIGHT TO INTERPRET AND APPLY RATES, CHARGES, FEES, RULES AND REGULATIONS RESERVED TO APMT</p> <p>APMT reserves to itself the right to interpret and determine the applicability of any of the rates provided for in this Tariff and to assess charges or fees in accordance with any such interpretation and determination, and APMT reserves to itself the right to determine the applicability of any rule or regulation of this Tariff and to enforce any such rule or regulation in accordance with any such interpretation or determination.</p>	<p style="text-align: center;">205</p>

<p style="text-align: center;">SECTION TWO - Continued GENERAL RULES AND REGULATIONS</p>	<p style="text-align: center;">Item No.</p>
<p style="text-align: center;">LIABILITY, INDEMNITY AND LIMITATION OF LIABILITY</p> <p>(a) APMT assumes no responsibility whatsoever and shall not be liable in any manner or degree for any merchandise accepted for storage, or for any care, handling, insurance, loss or damage with respect thereto, unless such merchandise is receipted for on behalf of APMT by an officer or employee thereof authorized to execute such receipts and then only to the extent that responsibility and liability shall be absolutely imposed by operation of law.</p> <p>(b) APMT shall not be responsible or liable in any manner or degree for any loss or damage to any merchandise or other property of any description stored, handled, used, kept or placed upon, over, in, through, or under any wharf or other structure or property owned, controlled or operated by APMT occasioned by or on account of pilferage, rodents, insects, natural shrinkage, wastage, decay, seepage, leaky containers, heating, evaporation, fire, leakage or discharge from sprinkler system, rain, floods, or the elements, collapse of a wharf or other structure, war, riots, strikes, or from any cause whatsoever, except to the extent that responsibility and liability shall be, regardless of the above limitations, absolutely imposed by operation of law.</p> <p>(c) Liability for loss or damage of cargo resulting from APMT failure to exercise due and proper care in performing the services provided herein incurred during the handling, loading, unloading, receipt, delivery or storage of such cargo on the terminal or at the Container Freight Station at any time, including applicable free time, shall not exceed \$500.00US per package or customary freight unit unless the value of the cargo has been declared and other arrangements made with APMT prior to its taking custody of, or assuming responsibility for, the cargo.</p> <p>(d) APMT assumes no liability for loss or damage to any Vessel or equipment (including, for example, chassis, containers and gensets) unless resulting from its failure to exercise due and proper care in performing the services provided for herein. In this regard, APMT’s liability shall be limited solely to the physical damage to the Vessel or equipment. Any claim for alleged damage to a Vessel shall be submitted to APMT prior to the Vessel’s departure.</p> <p>(e) APMT shall not be liable for loss of or damage to the contents and the Carrier shall indemnify APMT against any injury, loss, damage, liability or expense whatsoever incurred or claimed by APMT if such loss of or damage to the contents and/or such injury, loss, damage, liability or expense has been caused by all matters beyond APMT’s control including, inter alia, without prejudice to the generality of this exclusion.</p> <ol style="list-style-type: none"> (1) the manner in which the container has been packed; or (2) the unsuitability of the goods for carriage in containers; or (3) the unsuitability or defective condition of the container or the incorrect setting of any thermostatic, ventilation, or other special controls thereof. (4) insufficient or defective condition of packing or marks (5) inherent vice of the goods 	<p style="text-align: center; vertical-align: middle;">210</p>

SECTION TWO - Continued GENERAL RULES AND REGULATIONS	Item No.
<p>(f) Carrier shall make no claim against APMT for an amount less than US\$1500 (One thousand five hundred United States Dollars) for any single incident or series of incidents arising from a common cause.</p> <p>(g) APMT shall not be liable for any delay, loss or damage or whatsoever nature arising from or related to any cause unavoidable or beyond its control including but not limited to strikes of any persons in their employ or in the service of others, fire, water, Act of God, action of the elements, theft and terrorism.</p> <p>(h) Carrier shall incorporate in its bill of lading or other contract of carriage to be issued for all cargo carried by Carrier and loaded or discharged at the Container Terminal, a term providing that contractors such as APMT shall be entitled to the benefit of all defences and limitations of liability to the extent they are available to the Carrier.</p> <p>(i) Carrier will indemnify, hold harmless and defend APMT, its officers, agents and employees, its affiliates and subsidiaries, and their officers, agents and employees, against and from any costs, suits, judgments, losses and expenses for injury or death of any person, or for damage to the property of any person, or for any discharge, emission, spillage or leakage into the seas, waters, land or air of any pollutant whatsoever, caused by or resulting from any act or omission of the Carrier or of its employees, agents or subcontractors.</p> <p>(j) Under no circumstances shall APMT be liable to Carrier for any indirect or consequential loss or damages incurred or suffered by Carrier including but not limited to loss of business, loss of earnings or profits. Consequential loss includes any and all cost of delays to vessels and the costs of loss of charter hire time as a result of any negligence of APMT.</p>	210 (Cont.)
<p style="text-align: center;">TIME TO COMMENCE SUIT</p> <p>Unless otherwise specified herein or applicable by law, claims for loss or damage of any nature must be submitted in writing to APMT immediately upon discovery or in any event, not later than thirty (30) calendar days from occurrence. Lack of timely notification shall serve as a cause for denial by APMT. In any event, APMT shall be discharged from all liability for any and all claims, demands, loss or damage of whatsoever kind, nature, or description unless suit is brought against APMT within one (1) year from occurrence. This one (1) year period also includes claims for indemnity.</p>	215

SECTION TWO - Continued GENERAL RULES AND REGULATIONS	Item No.
<p style="text-align: center;">PORT CHARGES HOW ENFORCED</p> <p>Merchandise remaining on Pier 400 after the expiration of the free time provided in this Tariff may, if all accrued charges thereon are not paid upon demand therefore, be taken possession of by APMT, and APMT shall have the right to remove and store the same wholly at the charge, risk, and expense of the merchandise and owner thereof, and may sell the merchandise at public auction, with or without notice, in its discretion. The proceeds of such sales shall be applied to the charges accrued and expenses remaining unpaid. Any balance over and above the accrued charges and expenses shall be held for account of the owner.</p> <p>In the event the proceeds from such sale are not sufficient to satisfy such accrued charges and expenses, the owner, shipper, consignee or carrier, as their interests may appear, shall be personally liable for the payment of any unsatisfied balance due of such charges and expenses.</p>	220
<p style="text-align: center;">RIGHT OF INSPECTION</p> <p>The Managing Director and his duly authorized agent, are hereby authorized and empowered to enter and inspect any vessel to ascertain the kind, quantity, stowage, and character of merchandise or cargo thereon, or her condition in any respect; and are also authorized and empowered to enter and inspect any wharf or warehouse on PIER 400 and it shall be unlawful for any person to hinder or molest any such officer or agent or refuse to allow him to enter such vessel or other premises for any of the purposes herein specified.</p>	225
<p style="text-align: center;">ENFORCEMENT OF RULES AND REGULATIONS</p> <p>Any person or persons entering or doing business at Pier 400 shall abide by all rules and regulations adopted by APMT relating to regulation, operation, or control including the rules and regulations set forth in Appendix II; and the Managing Director may delegate to the Port Warden the duty of enforcing or seeing to the enforcement of such rules and regulations as the Managing Director may in writing, from time to time, designate, and for that purpose the Port Warden shall have the power and authority of a regular police officer of the City of Los Angeles, including the power to make arrests for the violation of any of the provisions of such rules and regulations so designated, and shall be furnished with a regulation police badge by the Chief of Police of said City.</p> <p>It shall also be the duty of the Port Warden, subject to the approval of the Managing Director, to report to the proper federal, state or municipal officer the violation of any law, rule or regulation respecting the operation or control of Los Angeles Harbor in every case in which he is not himself empowered to act.</p>	230
<p style="text-align: center;">SECTION TWO - Continued GENERAL RULES AND REGULATIONS</p>	Item No.

<p style="text-align: center;">WILLFUL DAMAGE TO PROPERTY</p> <p>It is unlawful for any person to willfully or carelessly destroy, damage, disturb, deface, or interfere with any buoy, float, life preserver, sign, notice, or any other municipal property whatsoever under the jurisdiction of the Port of Los Angeles.</p>	235
<p style="text-align: center;">DAMAGE TO PROPERTY</p> <p>(a) Every person and every vessel responsible for any damage to any municipal property of any kind or character under the jurisdiction of APMT shall be held liable for and charged with the cost and expense of the replacement or repair of the property so damaged or destroyed.</p> <p>The expense of repairing said damage shall be charged against the person or vessel, or both, responsible therefore.</p> <p>(b) In the event any damage is done to any wharf, wharf premises, facility or other property, owned by APMT or the Port of Los Angeles and in the possession of, or under the supervision, management or control of APMT, the person or persons causing, responsible for, or in any way connected with such damage, and the person or persons to whom the wharf, wharf premises, facility or other 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 such damage, shall promptly give a full report thereof to the Managing Director 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. No person may refuse, neglect or fail to make or give any such report in the form and manner aforesaid, and, in addition to the general penalties prescribed in the Tariff, any such person who so refuses, neglects or fails, may be refused the use of Pier 400 or other facility until APMT has been fully reimbursed for any such damage.</p>	240
<p>SECTION TWO - Continued GENERAL RULES AND REGULATIONS</p>	Item No.

<p style="text-align: center;">FURNISHING REQUIRED DOCUMENTS</p> <p>(a) The owner, agent, master, or other person in charge of a vessel or cargo, shall have 15 calendar days, from the date of departure of the vessel from any wharf, to deliver to the Managing Director a full and correct statement, signed and certified to by him, on forms approved by APMT, of all merchandise of every kind loaded or discharged at Pier 400, specifying the type and quantity of such merchandise together with complete and verifiable copies of the vessel's manifest and/or Bills of Lading.</p> <p>Complete and certified copies of inbound and/or outbound container reports, on forms approved by APMT, will also be delivered within the same period.</p> <p>In lieu of furnishing the above documents, cargo information and container reports may be transmitted electronically directly to Pier 400 through pre-approved contractual Electronic Data Interchange procedures. Vessels or steamship companies identified in the furnished documentation will not be disclosed by Pier 400 without prior approval of the steamship company or its agent.</p> <p>(b) Neglect or refusal to make or deliver the documentation within the time period as provided for in paragraph (a) of this Item will result in the assessment of a penalty charge of 1/30 of two percent per day of the total wharfage charges due subject to a minimum penalty charge of two percent (2%) of total wharfage charges.</p>	<p>245</p>
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SECTION TWO – Continued GENERAL RULES AND REGULATIONS	Item No.
<p style="text-align: center;">CREDIT LIST</p> <p>The Managing Director or a designee may release any person from the obligation of paying charges named in this tariff, in the manner or at the times required by this tariff provided such person (1) deposits and maintains on deposit with the Managing Director security acceptable to the Port in an amount sufficient to guarantee the payment of all charges incurred by or on behalf of such person or (2) is placed on the Credit List after making written application wherein such person agrees to pay, upon presentation any and all bills for said charges.</p> <p>If the application for credit is granted, such person shall have 15 calendar days, from the date of departure of each vessel from any wharf, to deliver to the Managing Director, complete and verifiable copies of the vessel's manifest and/or Bills of Lading, complete and certified copies of container reports and other information respecting such vessel and merchandise as APMT may require.</p> <p>In lieu of furnishing the above documents, cargo information and container reports may be transmitted electronically directly to Pier 400 through pre-approved contractual Electronic Data Interchange procedures. In case of failure to furnish such documentation when due, or to pay any bill or bills upon presentation, such person may be stricken from the Credit List and placed upon the Delinquent List.</p> <p>Persons not on the Credit List may, in lieu of making a deposit or application as provided above, with the consent of the Managing Director, be relieved of paying charges named in this tariff, in the manner or at the times required by this tariff, upon producing and filing with the Managing Director a written agreement signed by a person on the Credit List or who has a sufficient deposit with the Managing Director to guarantee payment of such charges, wherein such person agrees and promises to pay any and all bills for tariff charges upon presentation.</p>	250

<p style="text-align: center;">SECTION TWO – Continued GENERAL RULES AND REGULATIONS</p>	<p style="text-align: center;">Item No.</p>
<p style="text-align: center;">TERMS AND CONDITIONS OF PAYMENT</p> <p>(a) The use of Pier 400 facilities or service is conditioned upon satisfactory assurance of the Port that applicable charges will be paid when due. All charges are due and payable as they accrue or on completion of service or use. Cash payment for all anticipated tariff charges is required in advance unless credit has been arranged as provided in Item No. 260.</p> <p>(b) Dockage shall be assessed against all vessels that are subject to the payment of dockage at rates named in this Tariff. In addition to any person responsible under this Item or pursuant to a contract, the vessel, its owners and charterers are jointly and severally responsible for payment of dockage charges and each agrees to guarantee such charges. The vessel through its master, owner, agent or other authorized person, shall pay such charges. Vessels on the Credit List shall file with the Managing Director, such information respecting the docking and Pier 400 may require movement of the vessel as within ten (10) days after such dockage or pilotage shall accrue.</p> <p>(c) Wharfage, wharf demurrage, wharf storage and any other charges in this Tariff, which are assessed against merchandise, shall be paid at rates named in said tariff. Charges shall be paid by the owners of the merchandise and shall be collected by the vessel discharging or loading the merchandise through its owner, agent, manager, master, berth assignee or other authorized person acting as an agent for the owner. The full amount of all charges assessed against such merchandise shall be paid before the removal or delivery of such merchandise from the wharf or wharf premise unless the vessel, its owner or agent or the berth assignee has satisfied Item No. 260.</p> <p>The vessel, its owner and charterer jointly and severally and the berth assignee guarantee and are liable for the payment of all charges whether or not collected by such vessel, its owner, charterer, agent or the berth assignee. The use of Pier 400 by the vessel, its owner or charterer or the acceptance of a berth assignment by an assignee constitutes acceptance and acknowledgement of the liability for and guarantee of such charges.</p> <p>(d) Wharfage, wharf demurrage, wharf storage and any other charges in this Tariff which are assessed against merchandise are liens against all such merchandise deposited upon any wharf or other premises under the jurisdiction and control of APMT. APMT, its agents or assignees, may hold possession of any or all of such merchandise to secure payment of any or all of such charges until paid.</p> <p>(e) APMT may take actual possession of merchandise remaining on the wharf or other premises longer than the time prescribed by the rules and regulations of this Tariff. If accrued charges are not immediately paid thereafter, APMT may, at any time after taking possession, remove and store any or all of such merchandise at the charge, risk and expense of the merchandise, its owner or consignee thereof. APMT may sell any or all of such merchandise at public auction with or without notice.</p>	<p style="text-align: center; vertical-align: middle;">255</p>

<p style="text-align: center;">SECTION TWO – Continued GENERAL RULES AND REGULATIONS</p>	<p style="text-align: center;">Item No.</p>
<p style="text-align: center;">TERMS AND CONDITIONS OF PAYMENT -- Continued</p> <p>(f) For the purpose of keeping Pier 400 free of obstructions, APMT shall serve a written notice on the owner, agent, consignee or person in possession or having custody of such obstructing merchandise, material or structure, or it may post a notice thereon, requiring its removal within 24 hours. On failure to comply, APMT may remove and store such merchandise, material or structures wholly at the charge, risk and expense of the owner or consignee. APMT may sell such merchandise, material or structures at public auction with or without notice and such sale will be subject to immediate removal, if not already removed by APMT.</p> <p>(g) The proceeds of any sale as provided for in paragraphs (e) and (f) of this Item shall be retained to satisfy all tariff charges assessed against merchandise, plus 10%, and in the case of obstructions, \$100.00 additional for each day during which the wharf or other premises have been obstructed. The surplus after expenses of such sale, if any, shall be paid to the proper persons. The owner, consignee, or proper person, shall be liable for and shall pay to APMT, any charges, fees and costs remaining unsatisfied out of the proceed of such sale.</p> <p>(h) Every person in charge of a vessel or cargo who shall cause, allow or permit such vessel to leave a wharf or berth at which it is docked, unless forced to do so by stress of weather or fire or unless such vessel or person is on the Credit List or has otherwise arranged credit, as provided in Item No. 260, before all tariff charges due and payable against such vessel or against such merchandise which may have been discharged from or received upon such vessel, have been paid, shall be guilty of a misdemeanor and shall be subject to the penalties prescribed by law and this tariff.</p> <p>(i) A vessel agent or other person requesting reservation of a berth ("berthing agent") shall, as part of the berth reservation process, provide to the extent of his knowledge all information requested by Pier 400 respecting the vessel, estimated arrival and departure, amount(s) and type(s) of cargo to be loaded/discharged and shall estimate the amount of each category of port charges, as enumerated and party responsible therefore. This information shall be provided on the Port's "Agent's Statement of Responsibility" form. The submission of this form, signed by the berthing agent, shall constitute the berthing agent's attestation as to the accuracy of the information therein supplied, based upon and to the extent of information made available to the berthing agent at the time of submission; and the berthing agent shall be held personally liable to Pier 400 for any financial loss suffered by the Pier 400 as a result of the agent's failure so to report accurately.</p>	<p style="text-align: center; vertical-align: middle;">255 (Cont.)</p>

SECTION TWO – Continued GENERAL RULES AND REGULATIONS	Item No.
<p style="text-align: center;">DELINQUENT INVOICES</p> <p>(a) Invoices as issued by APMT are due and payable upon presentation.</p> <p>(b) Any invoice for any charge or charges prescribed for which full payment is not received by APMT within thirty (30) calendar days from the date of the invoice is delinquent and shall be placed on the delinquent list.</p> <p>(c) A delinquent invoice or delinquent charge is subject to a late payment charge consisting of simple interest of 1.5 % per month.</p> <p>(d) Penalty charges prescribed in other items of this Tariff are separate and distinct from the delinquent payment charge assessable under this item.</p>	260
<p style="text-align: center;">U.S. GOVERNMENT CARGOES</p> <p>With the exception of Wharfage and Dockage, cargoes for the account of the United States of America or its individual agencies will be subject to contract rates, rules and regulations quoted by the APMT.</p>	265
<p style="text-align: center;">EMERGENCY RELIEF CARGO</p> <p>The Managing Director may waive the assessment of all or any portion of any charge for wharfage, dockage, wharf demurrage, wharf storage or any other charge or fee which may be due from any source or cause as provided for in this Tariff which may be associated with cargo destined to provide emergency relief which is directly attributable to natural disasters. The cargo must be shipped by and destined to bonafide relief organizations and must not be intended for resale.</p>	270
<p style="text-align: center;">SHIPPERS' REQUESTS AND COMPLAINTS</p> <p>Requests and complaints from shippers on matters relating to the rates, rules and regulations in this Tariff must be made to the Managing Director.</p>	275

<p style="text-align: center;">SECTION TWO – Continued GENERAL RULES AND REGULATIONS</p>	<p style="text-align: center;">Item No.</p>
<p style="text-align: center;">PILOTAGE</p> <p>Every vessel owner and operator understands and agrees that vessels, their owners and operators using pilots offered by the City of Los Angeles agree to be contractually bound by the terms and conditions of Port of Los Angeles Tariff No. 4 or its successor. Vessel owners’ and operators’ attention is particularly directed to Item No. 305 of that tariff which provides that any pilot provided by the City of Los Angeles to assist the vessel is the borrowed servant of the vessel and that neither the City nor the pilot is liable for any accident except as provided in Tariff Item No. 305. Vessel owners and operators agree that the vessel master at all times remains in control of the vessel and the pilot’s assistance is advisory only. Such owners and operators are aware that pilotage trip insurance may be purchased from the City if they wish to cover pilotage associated risks.</p>	<p style="text-align: center;">280</p>
<p style="text-align: center;">SECTION THREE RESERVED</p>	<p style="text-align: center;">Item No. 300</p>
<p style="text-align: center;">SECTION FOUR VERIFIED GROSS MASS</p>	<p style="text-align: center;">Item No.</p>

<p>The International Maritime Organization (IMO) through the International Convention for the Safety of Life at Sea (SOLAS) requires that no loaded container may be stowed aboard a Vessel until the shipper provides a verified gross mass (VGM) of the container to the Ocean Carrier and the terminal operator. The Ocean Carrier is responsible for providing the verified gross mass (VGM) of any cargo laden export container.</p> <p>The following VGM related charges shall apply to export cargo laden containers, as applicable:</p> <ul style="list-style-type: none"> a) Export containers arriving at APMT’s truck gate with no prior VGM update in APMT’s terminal operating system will be weighed and certified by APMT for IMO/SOLAS VGM purposes. The certified weight information will be transmitted to the Carrier via EDI. The charge for this service shall be as follows: <ul style="list-style-type: none"> 1. \$10.50 per container when VGM services are contracted with the terminal in advance of the container’s arrival at the gate and paid in advance utilizing APMT’s Terminal On-line Payment System. 2. \$15.00 per container when VGM services have not been contracted with the terminal in advance. b) For containers arriving at APMT’s facility from the rail: 	<p>400</p>
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SECTION FOUR - Continued VERIFIED GROSS MASS	Item No.
<ol style="list-style-type: none"> 1. APMT is unable to certify weights received from rail providers as being IMO/SOLAS compliant. 2. If an Ocean Carrier does not provide a VGM certified weight via EDI prior to the container arriving at APMT, APMT shall assume that the weight provided by the rail carrier, together with the estimated tare weight of the container, is the VGM and shall update the terminal operating system accordingly unless the Ocean Carrier rejects such assumption in writing. If the Ocean Carrier rejects the use of the weight provided by the rail carrier as the VGM weight, then the container will be deemed to have arrived without a VGM and will be subject to a fee of \$85 as well as any resulting roll/handling and demurrage fees, each of which shall be charged to the Ocean Carrier. 	<p>400 (Cont.)</p>

SECTION FIVE DOCKAGE	Item No.
<p style="text-align: center;">DEFINITION OF DOCKAGE</p> <p>Dockage is the charge, calculated in accordance with the dockage rates named in this tariff, assessed against a vessel for berthing at or making fast to a municipal wharf, pier, bulkhead structure, or bank (inside berth), or for mooring to another vessel so berthed (outside berth).</p>	500
<p style="text-align: center;">BASIS FOR COMPUTING DOCKAGE CHARGES</p> <p>The rates for dockage shall apply according to the overall length of the vessel, except as otherwise specifically provided in this Tariff. United States Custom House, Lloyd's Register, or American Bureau of Shipping measurements, when available, will be used in determining the size of vessels, but APMT reserves the right to measure vessels when necessary to obtain measurements for use as the basis for its charge.</p>	505
<p style="text-align: center;">DOCKAGE TO BE PAID BY VESSELS</p> <p>Dockage, at the rates named in this Tariff, shall be assessed against all vessels subject to the payment of dockage under these rules, and shall be paid by the vessel so assessed, through its master, owner, agent or other person duly authorized so to do, before any such vessel leaves PIER 400, unless such vessel is on the Credit List, in which event the master, owner, agent or other person in charge of such vessel shall file with the Managing Director, within ten (10) days after such dockage shall accrue, such information respecting the docking and movement of any such vessel, on blanks furnished by the Port, as said Port may require. (See Item No. 260, Credit List; Item No. 215, Unlawful to Fail or Refuse to Pay Tariff Charges; and Item No. 265 (particularly paragraph (g) thereof), Terms and Conditions of Payment of this Tariff.)</p>	510
<p style="text-align: center;">TIME PERIOD FOR ASSESSMENT OF DOCKAGE</p> <p>The period of time for which dockage shall be assessed against a vessel shall commence when such vessel is made fast to a wharf, pier, bulkhead, structure, or bank or to another vessel so berthed, and shall continue until such vessel is completely freed from and has vacated such berth.</p>	515

SECTION FIVE– Continued DOCKAGE	Item No.
<p style="text-align: center;">PAYMENTS DUE AND PAYABLE</p> <p>All charges for dockage are due and payable when incurred and must be paid, whether approved by the Master or not, before any vessel leaves the berth, unless forced to do so by stress of weather or fire, or unless such vessel is on the Credit List. (See Item No. 260, Credit List.)</p> <p>Errors, if any, will be rectified.</p>	520
<p style="text-align: center;">PENALTY FOR FAILURE TO PAY WHEN DUE</p> <p>Refusal or failure to pay dockage in accordance, or otherwise upon presentation of bill therefore, shall subject the vessel to be placed on the Delinquent List and to the penalties provided by law and this Tariff. No vessel, which has been placed on the Delinquent List, shall be permitted to Pier 400 without first paying double the dockage incurred and not paid, and \$100.00 in addition thereto. (See Item No. 260, Credit List.)</p>	525

SECTION FIVE– Continued DOCKAGE		Item No.
DOCKAGE CHARGES		
<p>Dockage charges shall be assessed against all vessels at the full dockage rates provided in this Item, except as otherwise provided in this Tariff. (See Note.)</p> <p>Full dockage rates shall be as follows:</p>		
<u>OVERALL LENGTH OF VESSEL IN METERS</u>		<u>CHARGE PER 24-HOUR DAY OR FRACTION THEREOF</u>
<u>Over</u>	<u>But Not Over</u>	
0	30	\$94 \$96
30	45	\$138 \$141
45	60	\$190 \$195
60	75	\$265 \$272
75	90	\$394 \$404
90	105	\$618 \$633
105	120	\$886 \$908
120	135	\$1,199 \$1229
135	150	\$1,558 \$1597
150	165	\$1,962 \$2011
165	180	\$2,411 \$2471
180	195	\$2,905 \$2978
195	210	\$3,445 \$3531
210	225	\$4,029 \$4130
225	240	\$4,657 \$4773
240	255	\$5,330 \$5463
255	270	\$6,053 \$6204
270	285	\$6,816 \$6986
285	300	\$7,627 \$7818
300	315	\$8,482 \$8694
315	330	\$9,382 \$9617
330	345	\$10,326 \$10584
345	360	\$11,317 \$11600
360	375	\$12,350 \$12659
375	390	\$13,433 \$13769
390	Over	\$13,433 \$13769 plus \$37 \$38 Per lineal meter or fraction thereof

530

SECTION SIX WHARFAGE	Item No.
<p style="text-align: center;">DEFINITION OF WHARFAGE</p> <p>Wharfage is the charge assessed against merchandise, calculated in accordance with the wharfage charges named in this Tariff for the passage of that merchandise onto, over, through or under wharves or wharf premises, or between vessels or overside vessels (to or from barge, lighter, or water) when berthed at wharves or wharf premises, or when moored in a slip adjacent to a wharf or wharf premise. Wharfage is solely the charge for use of wharves or wharf premises and does not include charges for any other service or facility.</p>	600
<p style="text-align: center;">APPLICATION OF WHARFAGE RATES AND CHARGES</p> <p>Wharfage shall be applied to all cargo other than cargo that is in ISO standard containers (20'/40'/40'HC/45' in length), which are addressed in Item No. 900. The applicable rates and charges for non-ISO standard wharfage shall be:</p> <p>(1) On inbound merchandise, the rates and charges in effect on the date that the vessel commences discharging merchandise, and</p> <p>(2) On outbound merchandise, the rates and charges in effect on the date that the merchandise is placed on a wharf or wharf premise.</p>	605
<p style="text-align: center;">WEIGHT OR MEASUREMENT</p> <p>(a) The wharfage rates based on weight or measurement for cargo not in ISO standard containers shall be as set forth in the Port of Los Angeles Tariff No. 4 or its successor as amended from time to time.</p> <p>(b) If measurement of the cargo is required to determine wharfage charges and is not supplied, the measurement shall be constructed on the basis of one (1) cubic meter for each 125 kilograms of cargo. Containerized cargo on which measurement is constructed is subject to a maximum charge based on the length of the container.</p> <p>(c) When freight charges are computed by the vessel and shown on the manifest on a basis of either weight or measurement, wharfage shall be assessed on the same basis as so computed and manifested.</p> <p>(d) When the basis of the freight charges is not shown on the manifest, wharfage shall be assessed on the basis of weight and measurement, whichever will yield the greater revenue.</p>	610

SECTION SIX – Continued WHARFAGE	Item No.
<p style="text-align: center;">WHARFAGE RATES ON TRANSSHIPMENT MERCHANDISE</p> <p>As used in this Section, Transshipment Merchandise is merchandise subject to the payment of wharfage, upon which the carriage is continuous, i.e. that remains in the possession of the carrier or carriers thereof, and is transferred from one vessel to another in Los Angeles Harbor and wharfage, calculated in accordance with the rates indicated in this Item, shall be assessed against such Transshipment Merchandise.</p> <p>In the event merchandise is transshipped, as defined above, a single wharfage charge only will be assessed. Wharfage will be assessed on the inbound movement only.</p>	615
<p style="text-align: center;">TRANSFERRED MERCHANDISE</p> <p>(a) Transferred merchandise is merchandise received at municipal wharf or wharf premise by land transportation and subsequently removed from municipal wharf or wharf premise by land transportation.</p> <p>(b) Transferred merchandise shall be assessed wharfage on the same basis as merchandise moving by vessel (see exception).</p> <p>Exception: In the event merchandise is transferred from one municipal wharf premise to another for delivery to either a land vehicle or vessel a single wharfage charge only will be assessed.</p>	620

SECTION SIX – Continued WHARFAGE	Item No.
<p style="text-align: center;">ASSESSMENT OF WHARFAGE</p> <p>(a) Except as otherwise provided in paragraph (b) of this Item, inbound or outbound wharfage, or both, as the case may be, shall be assessed against all merchandise which is subject to the payment of wharfage.</p> <p>(1) In the event outbound merchandise is transferred from a wharf or wharf premise, after having first paid a wharfage charge, directly to another wharf or wharf premise prior to loading to a vessel, an additional wharfage charge shall not be assessed.</p> <p>(2) In the event wharfage has been assessed on inbound merchandise which is discharged from a vessel at a wharf or wharf premise, such merchandise may be transferred directly to another wharf or wharf premise without the assessment of an additional wharfage charge.</p> <p>(3) Merchandise removed from a wharf or wharf premise into a warehouse or elsewhere, other than directly to another wharf or wharf premise as allowed in (1) or (2) above will be subject to an additional wharfage charge.</p> <p>(b) (1) “Merchandise discharged from a vessel at a port other than Los Angeles that is transferred to a coastwise feeder service which loads in Los Angeles for continuous movement to a West Coast port as designated on the Bill of Lading will be assessed wharfage as provided in Item 550-004 ” of the Port of Los Angeles Tariff No. 4 or its successors.</p> <p>(b) (2) Merchandise destined for loading to a vessel at a port other than Los Angeles that has been transferred from a coastwise feeder service which discharged in Los Angeles as part of a continuous movement from a West Coast port as designated on the Bill of Lading will be assessed wharfage.</p>	625

<p style="text-align: center;">SECTION SEVEN FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE</p>	<p style="text-align: center;">Item No.</p>
<p style="text-align: center;">DEFINITIONS</p> <p>(a) WHARF DEMURRAGE is the charge, calculated in accordance with the Wharf Demurrage rates named in this Tariff, assessed against merchandise which remains on a municipal wharf or wharf premises after the free time allowed.</p> <p>(b) WHARF STORAGE is the charge, calculated in accordance with Wharf Storage rates named in this Tariff, assessed against merchandise, which remains on a municipal wharf, or wharf premises and has been accepted for storage.</p> <p>(c) INBOUND MERCHANDISE is merchandise, which has been discharged from a vessel.</p> <p>(d) OUTBOUND MERCHANDISE is merchandise, which is being or has been assembled and is awaiting loading on board a vessel.</p> <p>(e) FREE TIME is the time allowed for assembling cargo preceding a vessel’s loading or for removing cargo from the terminal facilities before assessment of storage or demurrage charges.</p>	<p style="text-align: center;">700</p>
<p style="text-align: center;">FREE TIME, COMMENCES WHEN</p> <p>(1) INBOUND MERCHANDISE: Free time shall commence for each container at 3:00 a.m. after the container is discharged from a vessel.</p> <p>(2) OUTBOUND MERCHANDISE: Free time shall commence at 8 AM after the merchandise is placed on a wharf or wharf premises; provided, however, that the days during the loading or discharging operations of a vessel shall not be counted as wharf demurrage or wharf storage days if merchandise is being loaded on or discharged from such vessel with dispatch.</p>	<p style="text-align: center;">705</p>

SECTION SEVEN – Continued FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE				Item No.
FREE TIME ALLOWED Exclusive of Saturdays, Sundays and the legal holidays in which the terminal is designated as “Closed” named in Item No. 100(j) of this Tariff (unless the terminal is open), Free Time shall be allowed on Inbound, Outbound and Transshipped Merchandise, as follows:				
CONTAINERIZED CARGO Inbound: Outbound: Transshipped	COASTWISE TRADE 5 days 5 days 5 days	INTERCOASTAL TRADE 4 days 5 days 5 days	FOREIGN AND OFFSHORE TRADE 4 days 5 days 5 days	
<p>+Note 1: Either Saturdays, Sundays or both shall be included in the Free Time Allowed on Inbound Containerized Merchandise if a containerized terminal operator announced or published that its gates will be open for container delivery on such days.</p> <p>Certain cargoes to be determined at the discretion of APM Terminals may not be allowed free time.</p> <p>Free time for Containerized Refrigerator Cargo and Out-of-Gauge units (OOG) - 2 business days.</p> <p>No free time will be allowed on empty containers received at the terminal for storage only. Empty containers that are damaged to the point they cannot be used for cargo and or cannot be moved without special equipment shall be removed from the terminal within 14 days, or the terminal will arrange for disposal at the Owner’s expense.</p> <p>No free time will be allowed on loaded containers that arrive on terminal via gate or rail and subsequently depart without any vessel movement in between arrival and departure.</p> <p>Free time will expire at 5:00 pm on the last free day.</p> <p>If requested by carrier, APM Terminals will manage, administer and collect carrier’s inbound demurrage. APM Terminals will reimburse to carrier 100 percent of collected carrier’s inbound demurrage less terminal demurrage and an administration fee of 15 percent of the difference between the collected carrier’s demurrage and terminal demurrage.</p>				710

FREE TIME NOT EXTENDED	715
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When Carrier or consignee is prevented from removing cargo from the terminal for any reason, including container unavailability due to row closures in the ordinary course of business or factors beyond APM Terminals' control, such as, but not limited to, longshoremen's strikes, trucking strikes, chassis shortages, rail car shortages or other rail provider caused delays, Containers which remain at the terminal beyond the designated free time shall remain subject to the demurrage charges in accordance with this rule. APM Terminals may, in its sole discretion, extend the free time allowed beyond the last free day with respect to any cargo.

SECTION SEVEN – Continued FREE TIME, WHARF DEMURRAGE, AND, WHARF STORAGE					Item No.																									
<p>RATES FOR WHARF DEMURRAGE AFTER EXPIRATION OF FREE TIME</p> <p>In cents per day or fraction thereof, Saturdays, Sunday and holidays included, per KT or cubic meter or fraction thereof or other unit, on the same basis as wharfage is assessed, except as noted.</p> <p style="text-align: center;">INBOUND RATES</p> <table border="1"> <thead> <tr> <th colspan="2">OVERALL LENGTH IN FEET</th> <th>Charge Per Day for First 5 Days</th> <th>Charge Per Day for Days 6 - 10</th> <th>Charge Per Day for Days 11+</th> </tr> </thead> <tbody> <tr> <td>Over</td> <td>But Not Over</td> <td></td> <td></td> <td></td> </tr> <tr> <td>0</td> <td>20</td> <td>2572 2636</td> <td>5139 5267</td> <td>10277 10534</td> </tr> <tr> <td>20</td> <td>40</td> <td>5148 5277</td> <td>10290 10547</td> <td>20579 21093</td> </tr> <tr> <td>40</td> <td>OVER</td> <td>6717 6885</td> <td>13433 13769</td> <td>26866 27538</td> </tr> </tbody> </table>					OVERALL LENGTH IN FEET		Charge Per Day for First 5 Days	Charge Per Day for Days 6 - 10	Charge Per Day for Days 11+	Over	But Not Over				0	20	2572 2636	5139 5267	10277 10534	20	40	5148 5277	10290 10547	20579 21093	40	OVER	6717 6885	13433 13769	26866 27538	720
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SECTION EIGHT		Item No.
MISCELLANEOUS RATES		
HOURLY EQUIPMENT RENTAL RATES		800
Per hour. Four hour minimum. Rates do not include operators:		
Container Crane	\$ 1,731.23 \$1794.94	
AutoStrad	\$ 650.84 \$674.79	
Rubber Tire Gantry Crane Toploader	\$ 521.97 \$541.18	
Empty Handler	\$ 378.78 \$392.72	
Forklift (up to 10,000 lbs capacity)Forklift	\$ 331.93 \$344.15	
(up to 15,000 lbs capacity) Forklift (up	\$ 86.87 \$90.07	
to25,000 lbs capacity) Forklift (up to	\$ 114.55 \$118.77	
30,000 lbs capacity)Forklift (up to 35,000	\$ 143.19 \$148.46	
lbs capacity)Bombcart	\$ 152.30 \$157.90	
UTRs	\$ 188.75 \$195.70	
Mafi	\$ 114.55 \$118.77	
HOURLY EQUIPMENT RENTAL RATES, PER MAN HOUR		805
1st Shift 2nd	\$ 274.55 \$287.81	
Shift3rd Shift	\$ 325.34 \$341.05	
1st/2nd Shift Weekend/Holiday3rd	\$ 385.81 \$404.44	
Shift Weekend/Holiday	\$ 367.22 \$384.96	
	\$ 407.58 \$427.27	

<p>SAFETY/ON-TERMINAL TRAFFIC VIOLATION</p> <p>Charged to trucker/trucking company operating within the Terminal in an unsafe manner or in violation of the Terminal traffic rules, including but not limited to:</p> <ul style="list-style-type: none">A. Loitering/idling on terminal premises while inside of truck cab.B. Pressing the e-stop button in a Truck Exchange Lane when no emergency is present and/or occurring.C. Standing/loitering/walking outside of truck cab in prohibited area (violating Terminal "Stay In Cab" policy).D. Failure to fully stop at a stop sign.E. Reckless or dangerous driving.F. Reckless or dangerous behavior.G. Use of cell phone while driving.H. Parking or idling at the trouble ticket window, in-gate complex, out-gate complex, in rows with wheeled Container parking without a valid reason for remaining in those areas.I. Truck is lifted because of the failure to turn pinsJ. Reefer receiving process not followed, genset left attached at TEL delivery	<p>810</p>
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SECTION EIGHT		Item No.
MISCELLANEOUS RATES		
Violators will receive a citation with details of the offense.		
Ø	First Violation (A - B).	\$ 227.30 \$235.66
Ø	First Violation (C - J).	\$ 852.39 \$883.76
Ø	Second Violation (A - B).	\$ 340.96 \$353.51
Ø	Second Violation (C - J.)	\$ 1,704.78 \$1,767.52
Third violation (A - J) - Trucking company access to Pier 400 could be limited/interrupted.		
MISPARKING OF CONTAINERS AND BARE CHASSIS		\$ 568.26 \$589.17
811		
<p>Charged per Container or chassisto trucker/trucking company for improperly parking a container on a chassis, or a bare chassis, within the confines of the Terminal in violation of Terminal instructions, including but not limited to:</p> <ul style="list-style-type: none"> • Parking a container on wheels anywhere on Terminal when instructed to take the Container to a decking area. • Dropping a bare chassis anywhere on Terminal other than a designated chassis parking area. • Leaving a long term leased chassis with Container on Terminal when the chassis has failed roadability. In those instances, driver should go to the flip line, have the Container removed and DRAY THE BARE CHASSIS OUT OF THE TERMINAL. If the chassis is left on terminal and becomes inaccessible due to being blocked by other chassis, trucker/trucking company shall pay the costs to make the chassis accessible per Item No. 800 and Item No. 805, as determined by Terminal management. • Parking a container or chassis anywhere in the terminal. • The terminal is not a stop/start location for chassis. Trucks must take all chassis with them. Any chassis left on terminal will result in this fee. • Unless explicitly instructed to leave 3rd party or pool chassis on terminal with a container, any chassis left on terminal will require this fee to be paid prior to recovering the chassis 		

SECTION EIGHT		Item No.
MISCELLANEOUS RATES		
ENTRY INTO INCORRECT GATE LANE	\$ 56.83 \$58.92	812
Charged per incident to trucker/trucking company for entry into the inbound North Gate Express Lanes without a subscription. Trucker must be registered with POLA’s clean truck program to access clean truck express lane		
MISUSE OF GREEN LANE FOR NON-GREEN VEHICLES	\$75.52	813
MISUSE OF EXPRESS LANE FOR NON-EXPRESS VEHICLES	\$75.52	814
TERMINAL SECURITY FEE	\$ 11.54 \$12.06	815
Per Container, full or empty discharged or loaded from/to a vessel. Transshipment Containers will be charged the fee on discharge. No fee will be charged when loaded to a second vessel.		
PLACARDING OF CONTAINERS	\$ 136.72 \$143.32 per placard, max of \$ 625 per container	820
Per placard attached or removed. Including cost of placard.		
DEFECTIVE RFID TAGS	\$ 290.39 \$304.42	821
Charge assessed per instance when a defective RFID tag is unable to be auto-processed and gate ticket must therefore be processed manually.		
CHASSIS FLIP	\$ 290.39 \$304.42	825
Includes flip of a dry container, unauthorized usage of incorrect chassis by truckers, out of service chassis flip (i.e. BIT and license expiration) and street damaged chassis flip.		

SECTION EIGHT		Item No.
MISCELLANEOUS RATES		
DAMAGED CHASSIS WITHOUT AUTHORIZATION FOR REPAIR	— \$ 125.02 \$129.62	830
<p>Storage of chassis without authorization for repair. Charged per unit per day after 2 calendar days unless written authorization for repair has been provided. Once the chassis has been repaired and the chassis operator has been notified, the chassis operator will have 4 business days to dray the chassis off terminal, after which the above storage fee will be applied. Chassis not authorized for repairs after 30 days will be repaired by APM Terminals using the Extra Labor Rate (Item No. 805) and standard APM Terminal task times, billable to the chassis operator.</p>		
CHASSIS STORAGE, PER UNIT PER DAY	— \$ 28.42 \$29.47	831
DAMAGED CONTAINER WITHOUT AUTHORIZATION FOR REPAIR	— \$ 125.02 \$129.62	832
<p>Charged per unit per day after 2 calendar days unless written authorization for repair has been provided. Once the container has been repaired and the container operator has been notified, the container operator will have 4 business days to dray the container off terminal, after which the above storage fee will be applied. Containers not authorized for repairs after 30 days will be repaired by APM Terminals using the Extra Labor Rate (Item No. 805) and standard APM Terminals task times, billable to the container operator.</p>		
NON-COMPLIANT GENSET FEE	— \$ 710.01 \$736.14	833
<p>Charged per genset identified as non compliant with regulatory requirements. Fee includes 5 calendar days of storage.</p>		
STORAGE OF NON-COMPLIANT GENSET	— \$ 10.70 \$11.09	834
<p>Charged per unit per day after 5 calendar days. Applicable for gensets not in compliance with regulatory requirements</p>		
REQUESTS FOR CHECKING OF SEALS AND/OR TAKING PICTURES	— \$ 246.10 \$257.99	835
<p>(In the case that no handling of container is required)</p>		
SEAL VERIFICATION OR APPLICATION	— \$ 246.10 \$257.99	836
<p>Includes adjusting or checking of seals. Does not include the handling of the container.</p>		
<p>Seal Changes and checks - charge per unit upon customer request . does not include movement of container</p>		
RAIL CAR ARRIVES WITHOUT DOORS SECURED	— \$ 246.10 \$257.99	837
<p>A container arriving via Rail where the doors are not secured. Fee is for investigation, documentation, labor, extra handling necessary and seal application.</p> <p>A container arriving via rail where the doors are not secured or properly closed. Fee is for extra handling to properly secure the container.</p>		

<p>APPLICATION OF SPECIALIZED SEALS OR LOCKS (HEAVY DUTY SECURITY OR ANTI-THEFT) Requester of service must provide specialized seals or locks.</p>	<p>\$300 \$314.49</p>	<p>838</p>
<p>TRANSFER OF DAMAGED CONTAINERS Transfer of damaged containers from modernized yard to conventional yard for repairs – in case container cannot be delivered onto chassis. To be paid by shipping line.</p>	<p>\$800</p>	<p>839</p>

SECTION EIGHT		Item No.
MISCELLANEOUS RATES		
STAGING CONTAINERS FOR INSPECTION OF CONTAINER OR CARGO	-\$1,363.82 \$1414.01	840
<p>(Non-Government related. Includes cost to take from the stack, dray to the exam area and resealing of the container or sealing of the container in the case there was no prior seal).</p>		
TRANSFER CONTAINER FROM MODERNIZED FACILITY TO CONVENTIONAL YARD Upon request from customer	\$1,117.72 per container	841
CHASSIS CHANGE UPON REQUEST OF TRUCKER	\$284.13 \$294.59	845
ON-TERMINAL DRAYAGE	\$236.58 \$247.19	850
WEIGHING OF CONTAINERS ON-TERMINAL	\$577.03 \$602.91	851
PRE-MOUNT CONTAINERS ON WHEELS	\$519.33 \$542.62	855
OUT-OF-GAUGE (OOG) SERVICES		865
<p>Receiving/Delivery/Stripping/Loading of an OOG container or flat rack. No OOG units in excess of 11 feet in width will be permitted on Terminal. This Item 865 is limited to Out-Of-Gauge units that are 11 feet wide or less. Break bulk requests will continue to be considered individually by Terminal Management and if accepted, the charge for such shipments will be quoted on a labor/equipment basis, subject to a four hour minimum. Please contact the Pier 400 Commercial Department for further information on the specifications of each tier.</p> <p>Delivering cargo manually which includes but is not limited to; Flat racks, open tops, lithium batteries, equipment that requires specialty storage away from standard population containers, containers below 8'6" in height, and units shipped with protective bags/wraps. This includes cargo 11 feet wide or less. Any cargo beyond 11 feet wide or breakbulk cargo request will be considered individually by terminal management and charge for such shipments will be quoted on a labor/equipment basis, subject to four hour minimum labor rate.</p>		
Tier 1	\$ 1,006.33	
Tier 2	\$ 1,785.32	
Tier 3	\$ 2,169.62	
Tier 4	\$ 2,550.47	
Tier 5	\$ 3,314.44	
Tier 6	\$ 3,918.02	
Tier 7	\$ 4,540.43	
Tier 8	\$ 5,424.06	
Tier 9	\$ 6,326.53	
Tier 10	\$ 9,640.98	
Tier 11	\$ 10,543.47	
Tier 12	Extra Labor, plus materials at cost plus 15%.	

Tier 0 - Specialty equipment OR DAMAGED CONTAINERS that must be handled manually that is in gauge requiring no specialty equipment and less than 45 ton in weight.	\$1785.32	
Tier 1 – Specialty equipment that must be handled manually that is in gauge requiring no specialty equipment and less than 45 ton in weight.	\$1885.32	
Tier 2 - that is oog but less than 3' in height and less than 45 ton.	\$2169.62	
Tier 3 - Cargo over 3' in height and/or more than 45 ton.	\$2550.47	
All other cargo will be quoted on request based on length, width, height.		
IF ACTUAL DIMENSIONS ARE DIFFERENT THAN ORIGINALLY QUOTED, and manual intervention is required, customer will be charged per unit for the correct tier plus and additional USD.	\$321.35	

SECTION EIGHT	Item No.
MISCELLANEOUS RATES	
<p>Terminal Management in its sole discretion will determine the applicable tier based on the weight and dimensions of the cargo. Rates include labor, equipment and supervision. Terminal Management reserves the right to adjust the table at anytime. OOG containers services in the automated portion of Pier 400 will be subject to additional charges per Terminal Management's discretion.</p>	
OOG RE-HANDLING CHARGE DUE TO INCORRECT WEIGHT ON MANIFEST	
FAILURE TO APPEAR FOR AN OUT-OF-GAUGE APPOINTMENT	<p style="text-align: right;">\$ 929.26 \$974.14 870</p>
	<p style="text-align: right;">\$ 2,323.14 \$2435.35 875</p>
APPOINTMENT EXEMPTION FEE	
<p>Fee will be assessed per instance to party which an exemption is made for to accommodate a gate move without a pre-arranged appointment. Subject to terminal availability</p>	<p style="text-align: right;">\$ 220 \$230.63 878</p>

SECTION EIGHT		Item No.
MISCELLANEOUS RATES		
RATES FOR GOVERNMENT, USDA, USCBP AND OTHER SECURITY EXAMS (Includes cost to take from the stack, dray to the exam area and resealing of the container)	\$ 577.03 \$602.91	880
RATES FOR MISCELLANEOUS SERVICES (Examples: Measuring OOG, escorting shipper's representative, ad-hoc reporting, etc.)	\$ 580.79 \$608.84	885
Up to 2 hours		
Each additional hour	\$ 109.38 \$114.66	
Includes Terminal Security escort in the case of an Over the Road truck breaking down on terminal requiring third-party tow/mechanical assistance to depart terminal.		
DISRUPTION SURCHARGE APMT reserves the right to assess a surcharge as a result of disruption and/or congestion due to factors beyond APMT's control, such as but not limited to, longshoremen's strikes, trucking strikes or weather conditions which affect the entire port area or a substantial portion thereof.		890
ON-DECK CONTAINER TIER HEIGHT SURCHARGE Charged on a per container basis to vessel operator for containers stacked 8, 9, or 10+ high above deck on a vessel. Each container in each height tier will be charged at the respective tier rate.		895
8 Containers High Above Deck	\$ 40.40 \$42.21	
9 Containers High Above Deck	\$ 80.78 \$84.40	
10+ Containers High Above Deck	\$ 121.18 \$126.61	
THROUGHPUT RATE	\$ 1,009.79 \$690	900
discharged off a vessel into the container yard and subsequently delivered out the gate to shipper/consignee's authorized personnel, or per move for an ISO in-gauge container, loaded or empty, received through the gate into the container yard and loaded onto a vessel. The rate includes vessel overtime, detentions (except Standby for Vessel), non-productive work time (unused ILWU guarantee) and wharfage. The associated gate and yard activities are straight time only. All other charges are to be invoiced separately. Excludes High Cube, 45', 48' and 53' containers, which will be quoted per Items No. 911, 914, and 915. 48' containers will be quoted on a case by case basis pending management's approval. 53' containers will be subject to the surcharge in Item No. 911 in addition to this Throughput Rate.		
53 FOOT CONTAINER SURCHARGE Contact terminal for operational feasibility. Quote available on request.	\$ 1,442.57 \$1507.27	911
53 FOOT CONTAINER RACK SURCHARGE Per 53 foot container rack handled in conjunction with 53 foot containers.	\$ 1009.80 \$1055.09	912
CONTAINER UNITS WITH WRAPPING SURCHARGE Container units (excluding flat racks or open tops) arriving with a form of wrapping material. Additional surcharge per lift.	\$500 \$522.43	916

SECTION EIGHT		Item No.
MISCELLANEOUS RATES		
HIGH CUBE CONTAINER THROUGHPUT RATE	\$ 1,154.05 \$1205.81	914
Per either 20 or 40 foot high cube container.		
45 FOOT CONTAINER THROUGHPUT RATE	\$ 1,269.46 \$1326.40	915
Per 45 foot container.		
CONTAINER RE-HANDLING	Quoted on request	860
GANGWAY GUARDS		901
Per Hour ST.		
	\$ 287.69	
Per Hour OT.		
	\$ 402.77	
Minimum guarantees apply.		
REFRIGERATED EQUIPMENT RATES		902
Plug/Unplug charge, on terminal and on board vessels, per activity.		
	\$ 172.03 \$180.08	
Monitoring/Electricity, per unit per day.		
	\$ 316.76 \$330.63	
GensetMount/Dismount, per activity.		
	\$ 242.11 \$253.44	
Fueling of Gensets (labor only), per activity.		
	\$ 152.91 \$160.07	
Genset Fuel	Per US Government website plus 60%, for California weekly diesel prices.	
RAIL LIFT		903
Charge per lift, 1st and 2nd shifts, with vessel related move		
	\$ 357.76 \$373.81	
Charge per lift, 3rd shifts, with vessel related move		
	\$ 390.36 \$407.87	
Charge per lift, 1st and 2nd shifts, without vessel related move		
	\$ 865.54 \$904.36	
Charge per lift, 3rd shifts, without vessel related move		
	\$ 919.87 \$961.13	
Expedited Rail	\$ 185	
Request must be submitted 72 hours before estimated vessel arrival. Terminal will assess operational viability of request.		
LOW DENSITY INLAND POINT OF DESTINATION SURCHARGE		966
Charged per container to Customer for ondock rail cargo when there is less than 35 FFE amassed for a particular inland point of destination.		
	— \$ 403.91 \$422.03 per container	
BOOKING ERROR FEE		967
Charged per container when a booking error occurs and requires the terminal's reconciliation to correct the error. (excluding when error is caused by APM Terminals).		
	— \$ 191.66 \$200.92 per container	
EDI Error Fee		968
Charged per container when an EDI error occurs and requires the terminal's reconciliation to correct the error (excluding when error is caused by APM Terminals).		
	\$191.66 per container	
FLAT RACK BUNDLING/UNBUNDLING		969
Charged per flat rack bundled or unbundled that discharges a vessel destined to load to rail.		
	— \$ 692.44 \$723.50 per flat rack	
Charge is assessed in addition to bundling/unbundling Labor rates.		
(Note: Bundles destined to depart terminal inland must be unbundled and loaded to rail individually)		
ON/OFF-HIRING OF EQUIPMENT BY CUSTOMER		970
Charged per piece of equipment when on or off hired by Customer and manual updates are required by Terminal.		
	\$ 58.08 \$60.89 per unit	
NO RETURN HOLD		971
Assessed per instance when Customer requests Terminal to apply manual hold preventing		
	\$ 255.54 \$267.88	

return of Customer's equipment to Pier 400.	per instance (hold)	
CONTAINER SALE ASSISTANCE	— \$ 240.63 \$252.25	
Container manually designated/held by Terminal for sale for the purpose of empty pickup.		972

SECTION EIGHT		Item No.
MISCELLANEOUS RATES		
EMPTY CONTAINER STORAGE	\$22.73 \$23.57	904
Per unit, per day. Assessed to any container over Customer's weekly allocation.		
GATE MOVE (IN-GAUGE)	\$ 201.96 \$211.02	905
MOUNT/GROUND OF CONTAINER (IN-GAUGE)	\$ 201.96 \$211.02	906
CONTAINER ROLL FEE	\$ 577.03 \$602.91	907
Per unit rolled to a different vessel and/or port of discharge. Includes handling of other containers required to complete the roll. Containers may be rolled up until vessel cargo cut-off. Includes rail units rolled to gate out of terminal via truck.		
RE-DELIVERY OF CONTAINER WITHOUT A VESSEL MOVE	\$ 807.84 \$844.07	908
Charge for containers brought on terminal and subsequently removed from terminal without a Throughput move. Wharfage charges per Item No. 625 also apply.		
HAZARDOUS SURCHARGE		910
A per unit surcharge assessed to each unit with Hazardous Cargo		
a. Class 1		Quote available upon request. Subject to acceptance by Terminal Managing Director and Port of Los Angeles.
b. Class 2.1, 2.3	\$ 662.43 \$692.14	
c. Class 2.2	\$ 226.19 \$236.33	
d. Class 3	\$ 662.43 \$692.14	
e. Class 4	\$ 662.43 \$692.14	
f. Class 5	\$ 662.43 \$692.14	
g. Class 6	\$ 662.43 \$692.14	
h. Class 7		Quote available upon request. Subject to acceptance by Terminal Managing Director and Port of Los Angeles.
i. Class 8	\$ 226.19 \$236.33	
j. Class 9	\$357.76 \$373.81	
FUEL SURCHARGE	60% of the price per gallon	913
Applied to each Throughput Move if the price of fuel exceeds \$5 per gallon as determined by taking the average of the previous 26 weeks' diesel prices as published on the California diesel prices weekly average located on the government web site http://www.eia.gov/petroleum/gasdiesel/ .		

SECTION EIGHT		Item No.
MISCELLANEOUS RATES		
ALTERNATIVE MARINE POWER (AMP)		950
Plug/Unplug Charge, per vessel Call	\$ 2,780.20 \$2910.31	
Includes the plug into the shorepower utilizing the vessel's plug/cable and unplug from shore power.		
Additional activities if required operationally.	\$ 868.82 \$909.48	
Storage of AMP boxes, per box	\$1,051.64 \$1098.81	
Electricity usage during the vessel call.	Actual charges from Port of Los Angeles	-
Attending Port of Los Angeles port engineer.	Actual charges from Port of Los Angeles	
Invoice processing fee, per Invoice	\$ 255.72 \$265.13	
Charged for reconciliation and consolidation of Port of Los Angeles invoices.		
Billing Re-printing fee, per invoice	\$ 55.42	
Charged for reprinting of bill or modifying billing- items or structure as per customer request. This excludes if the billing mistake is made by APMT.		
FRESH WATER RATES		951
Fresh water supplied by APMT shall be charged per the Port of Los Angeles Tariff No. 4.		
FEE TO DRAY OUT-OF-SERVICE CHASSIS OFF TERMINAL		952
Charged per chassis, whether single or bundled.		\$ 865.54 \$904.36
PEEL OFF OPERATION SERVICE FEE		960
Charged for Peel Off Service, defined as a pre-arrangement between trucking company or shipper and Terminal Management whereby the trucking company takes delivery of Containers as readily available in the front of designated container stack(s). The Service parameters are as follows:		
	Minimum requirement of 20 containers per vessel	
	Empty return support for dual transaction.	
	Dedicated resources for the Peel Off operation.	

SECTION EIGHT	Item No.																
MISCELLANEOUS RATES																	
<p style="margin-left: 40px;">Subject to:</p> <ul style="list-style-type: none"> o 20 foot and 45 foot containers are based on container density. Excludes 20 foot containers requiring tri-axle chassis. o Agreement to pay the Peel Off charges prior to the start of Peel Off operations. o Fee per container: <table style="margin-left: 80px; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 2px;"><u>From</u></th> <th style="text-align: left; padding: 2px;"><u>To</u></th> <th style="padding: 2px;"></th> <th style="padding: 2px;"></th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">20</td> <td style="padding: 2px;">50</td> <td style="padding: 2px; color: red;">\$70</td> <td style="padding: 2px; color: red;">\$80.00</td> </tr> <tr> <td style="padding: 2px;">50</td> <td style="padding: 2px;">100</td> <td style="padding: 2px; color: red;">—\$45</td> <td style="padding: 2px; color: red;">\$ 50.00</td> </tr> <tr> <td style="padding: 2px;">101</td> <td style="padding: 2px;">and over</td> <td style="padding: 2px; color: red;">—\$30</td> <td style="padding: 2px; color: red;">—\$35.00</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • E.g. If 85 containers are designated for a customer's Peel Off operation the customer will be charged \$80.00 for each of the 85 containers since it is within the 81 to 100 tier. • E.g. If 145 containers are designated for a customer's Peel Off operation the customer will be charged \$35.00 for each of the 145 containers since it is within the 131 and over tier. <p style="margin-left: 40px; margin-top: 20px;">Clean up service if less than 90% of the targeted Containers are delivered during the Peel Off Fee is per Container for any/all Containers remaining in agreed upon Peel Off operation.</p>	<u>From</u>	<u>To</u>			20	50	\$70	\$80.00	50	100	—\$45	\$ 50.00	101	and over	—\$30	—\$35.00	<p style="color: red; margin-top: 20px;">\$108.67 \$113.54</p>
<u>From</u>	<u>To</u>																
20	50	\$70	\$80.00														
50	100	—\$45	\$ 50.00														
101	and over	—\$30	—\$35.00														

SECTION EIGHT	Item No.
MISCELLANEOUS RATES	
Terminal Management in its sole discretion will determine which containers are eligible for Peel Off. The operation plan and applicable charges will be confirmed with Customer prior to commencement of vessel discharge operations. Agreement to provide Peel Off Service does not constitute a guarantee that all containers targeted for Peel Off will make the final Peel Off list. The final list is subject to vessel stowage integrity. Consideration will be given for any delays caused by APM Terminals.	
SHIPPER OWNED CHASSIS – REEFER CARGO TRANSACTIONS	961
Fee applies to all reefer transactions where a shipper owned chassis is used; Flip charge to be paid in advance of transaction.	\$ 92.33 \$96.47
Fee applies to all reefer transactions where a shipper owned chassis is used, however the Flip Fee was not paid in advance of the transaction.	\$ 196.19 \$204.99
LATE CONTAINER RECEIVING FEE	962
Fee to be assessed per container to accommodate the receiving of a container following the cut-off of receiving containers. Per Container	\$ 253.90 \$265.29
EARLY CONTAINER RECEIVAL FEE	963
Fee to be assessed per container to accommodate the early receipt of a container prior to the normal receiving window. Dry Container	\$ 253.90 \$265.29
Reefer Container	\$ 427.00 \$446.15
SHIPPING LINE REQUESTED BLOCK ON RECEIVAL OF EMPTY CONTAINERS	964
The charge per instance will be assessed to a Shipping Line each time it is requested the terminal blocks the receipt of a Carrier's empty equipment.	\$ 288.51 \$301.45
TERMINAL LANDSIDE CHARGE	965
To be advised.	
DUNNAGE/WASTE INSIDE EMPTY LOAD CONTAINERS	973
When loading empties, charge per unit that is supposed to be empty, but holds cargo/bracing and/or packing material etc.. still inside.	\$962
BOTTOM WELL	975
Charge per unit upon request when container must be stowed in the bottom well to secure door lock (40FT container only)	\$250

APPENDIX I

Standard Task Tariff & Rate Schedule for Equipment Maintenance and Repair

Effective July 01, 2025.

Man-Hour Rates

<u>1st Shift</u>	<u>2nd Shift</u>	<u>1st & 2nd Shift</u>	<u>3rd Shift</u>	<u>3rd Shift O/T</u>
<u>S/T</u>	<u>S/T</u>	<u>O/T</u>	<u>S/T</u>	
\$ 273.79	\$ 324.44	\$ 365.46	\$ 384.75	\$ 406.46
\$286.60	\$339.62	\$382.56	\$402.76	\$425.48

Spare Parts

Spare parts used for Maintenance and Repair shall be charged at list price plus 15%.

Repair Limits

Contractor has the right to make repairs without prior authorization from the equipment owner if the total charge is below the following thresholds:

- Containers - \$500
- Gensets - \$500
- Chassis – 3 Man-Hours of work, plus 3 tires, plus Preventive Maintenance (PM)
- Reefer “Live Load” repair - \$500

Note: Live Load repairs are performed on active reefer units to prevent potential cargo loss. These repairs are performed outside the normal business hours where the container representative is not immediately available to approve before repairs are made.

Repair Estimates

Estimates provided which do not result in a subsequent repair shall be charged at 30 minutes at the prevailing Man-hour rate.

At Risk Reefer Testing And Scrapping Charges

a. Testing of At-Risk Reefer

	<u>Passed(1)</u>	<u>Failed(2)</u>
Test Services per unit – ST	\$ 305.83 \$319.23	\$ 684.81 \$714.80
Test Services per unit – OT	\$ 374.18 \$390.57	\$ 754.35 \$787.39

(1) For test samples that pass initial test indicating not contaminated. These samples are not sent to a third party for analysis.

(2) For test samples that fail the initial test indicating contamination. These samples are sent to a third party for analysis.

b. Reefer scrap/reclamation.....~~\$ 4755.23~~ \$4963.51

PICTURES FOR DAMAGED EQUIPMENT

Charged per instance (per picture).....~~\$ 120.94~~ \$126.24

Standard Task Tariff

PMI Reefer Tariff

Item ID	Item Description	Labor Hours
0914	INTERNAL CLEANING FEE	1.33
0917	HANDLING/TRUCKING CHARGE	1.50
0940	PRE-TRIP INSP FEE, INCL. INT CLEANING	1.67
0960-FOT	AT RISK FAIL OT	\$478.09
0960-FST	AT RISK FAIL ST	\$434.63
0960-POT	AT RISK PASS OT	\$236.63
0960-PST	AT RISK PASS ST	\$193.17
0980	ADD R134a TO SYSTEM	0.10
1936	EVACUATE, RECYCLE & RECHARG SYST	0.20
6980	ADD R404a TO SYSTEM	0.10
8980	ADD R23 TO SYSTEM	0.10
EST	ESTIMATE	1.00
T-M	T & M LABOR	0.00
X111	FRAME (4)	1.50
X112	RETAINER, CABLE	0.50
X113	RESCURE/REINSTALL SCREW-BOLTS	0.20
X114	REPAIR/REPLACE HANDLE (2)	0.40
X115	BROKEN BOLT EXTRACTION (10)	0.20
X122	REPL LOWER/UPPER REAR PANEL (2)	0.40
X141	R&R REEFER UNIT COMPLETE	2.00
X151	REPR/REPL EVAP ACCESS DOOR	0.20
X152	REP/REPL HEATER ACCESS DOOR	0.20
X153	REPAIR/REPLACE DOOR HINGE (3)	0.40
X154	REP/REPL DOOR LATCH (3)	0.20
X155	REP/REPL CATCH FOR DOOR LATCH (3)	0.10
X161	REPL GRILL SCREEN / GRILL DOOR	0.40
X162	REPAIR GRILL SCREEN/GRILL DOOR (5)	0.20
X163	REPL GUARD CONDENSER COIL	1.00

X164	REPL FRONT PLATE CABLE	0.20
X165	REPL BLANK PANEL / GUARD	0.20
X171	REPL CONTROL BOX COMPLETE	4.50
X172	REPLACE CONTROL BOX DOOR	0.40
X173	REPAIR CONTROL BOX DOOR	0.20
X174	REPL CONTROL BOX DOOR HINGES (2)	0.20
X175	REPLACE DOOR LATCH	0.40
X176	REP/REPL BRKT CONTROL BOX (10)	0.10
X210	REPR PIPE, ECONOMIZER SIDE (10)	0.20
X211	REPAIR PIPE, SUCTION SIDE (10)	0.20
X212	REPAIR PIPE, DISCHARGE SIDE (10)	0.20
X215	REPLACE FILTER DRIER	1.00
X216	REPLACE MOISTURE & LIQUID INDICATOR	0.50
X218	LEAK CHECK	1.00
X221	REPL SUCTION SERVICE VALVE	1.50
X222	REPL DISCHARGE SERVICE VALVE	1.17
X223	REPLACE LIQUID LINE VALVE	1.17
X224	REPLACE VALVE CAPS	0.20
X225	REPL SCHRADER VALVE	0.10
X226	REPL ECONOMIZER SERVICE VALVE	1.17
X229	REPL SERVICE VALVE GASKET (2)	0.50
X231	REPL SUCTION PRESSURE GAUGE	0.20
X232	REPL DISCHARGE PRESSURE GAUGE	0.20
X235	REPLACE GAUGE BRACKET, INCLUDING GAUGES	0.50
X236	REPLACE ANY TRANSDUCER LINE	0.50
X242	REPL ECONOMISER HEAT EXCHANGER	1.50
X248	REPL DISCHR PRESSURE REGULATOR	2.33
X251	REPLACE THERMAL EXP VALVE EVAP	1.50
X252	REPLACE QUENCH EXPANSION VALVE	0.67
X253	THERMAL EXPANSION VALVE,ECONOMISER	0.70
X254	CLEAN/ADJUST TXV	0.10
X261	LIQUID LINE SOLENOID VALVE	1.90
X262	REPAIR/REPLACE DEFROST SOLENOID VALVE	3.83
X263	SMV, STEPPER TYPE	1.50
X264	LIQUID INJECTION (QUENCH) SOLENOID VALVE	1.17
X265	SUCTION BY-PASS VALVE, REPAIR KIT	1.50
X266	HMC, SOLENOID VALVE	0.70
X267	REPL HOTGAS SOLENOID VALVE	1.50

X268	ECONOMIZER SOLENOID VALVE (ESV)	0.70
X269	REPLACE DIGITAL CONTROL VALVE	0.83
X271	REPLACE STEPPER MOTOR ELECT EXPANSION	0.50
X272	REPL STEPPER MOTOR	0.50
X273	REPL POWER PACK FOR STEPPER MOTOR	0.33
X274	REPL ANY SOLENOID COIL	0.40
X275	REPL COIL DIGITAL CONTROL SOLENOID VALVE	0.20
X283	REPL THREE HEATERS	0.90
X285	REPL FIVE HEATERS	2.00
X286	REPL SIX HEATERS	2.33
X288	REPL HEATER BAR BRKT	0.50
X289	REPL WIRING FOR HEATERS (10)	0.20
X291	REPR / REPL AIR VENT (10)	0.30
X292	REPLACE DRAIN HOSE (10)	0.20
X293	INSTALL VENT SEAL & RECORD INFO	0.20
X294	RECORD VENT SEAL INFORMATION	0.10
X295	REPL POTENTIOMETER AIRVENT (VPS) (AVL)	0.40
X310	REPL ANY SENSOR HOUSING	1.00
X311	REPL SUPPLY AIR SENSOR (2)	0.50
X312	REPL RETURN AIR SENSOR	0.50
X313	REPL EVAP. COIL SENSOR	0.50
X314	COND. COIL SENSOR	0.20
X315	REPL COMPRESSOR DISCHARGE SENSOR	0.50
X316	REPL/REPR WIRING ANY SENSOR (5)	0.30
X317	REPL COMPRESSOR SUCTION SENSOR	0.50
X318	REPLACE AMBIENT SENSOR	0.40
X319	REPL/REPR WIRING ANY SENSOR	0.50
X321	KLIXON, 130F, HTT	0.50
X322	KLIXON, DEFROST TERMINATION DTT	0.40
X332	COMMERCIAL SET-UPS (4)	0.10
X333	REPL/REP CARGO SENSOR SOCKET	0.50
X335	REPL HUMIDITY SENSOR	0.50
X341	CONDENSER PRESSURE TRANSDUCER	0.50
X342	REPL DISCHARGE PRESSURE TRANSDUCER	0.40
X343	REPL SUCTION PRESSURE TRANSDUCER	0.50
X351	REPLACE HP-SWITCH	0.50
X354	REPL LP SWITCH	0.50
X361	REPLACE ON-OFF SWITCH	0.50

X363	REPL CONDENSER FAN OFF (WATER COOLING)	0.50
X364	EPT AND SPT RELOCATION	1.50
X371	REPLACE POWER CABLE	1.50
X372	REPAIR POWER CABLE	0.50
X373	REPLACE POWER PLUG	0.50
X374	REPL GASKET POWER PLUG	0.20
X381	REPL TERMINAL BLOCK	0.40
X382	REPR/REPL BURNED OUT WIRING	0.20
X383	CLEANING WIRING (5)	0.20
X384	REPL CONNECTING CABLES CTRL-MRB	0.10
X386	TROUBLESHOOT	0.50
X411	REPL EVAP COIL, INCL. R&R OF UNIT	12.00
X412	REPAIR OF EVAPORATOR COIL (20)	0.20
X413	Clean the ICE on Evap Coil	0.10
X414	REPL/REPR GRILL/GRAT'G, REAR OF UNIT(10)	0.20
X431	REPL CONDENSER COIL, INCL WIRING/DRIER	4.67
X432	REPAIR CONDENSER COIL (20)	0.20
X433	CLEANING OF CONDENSER COIL/FRAME	0.40
X451	REPL RECEIVER TANK	1.00
X452	REPL RECEIVER TANK, INCL. R/R OF FITTING	3.83
X453	REPL COUPLING WCC RECEIVER TANK (2)	0.40
X454	REPL DUST CAPS ON WATER COOLED CONDENSER	0.17
X455	REPL RECEIVER SIGHT GLASS	0.20
X456	REPL FUSIBLE PLUG/RUPTURE DISK	0.40
X511	REPL LEFT EVAP MOTOR INC. FAN (1)	1.17
X512	REPL BEARINGS PR EVAP FAN MOTOR (2)	1.67
X514	REPL EVAP. FAN (2)	1.17
X515	REPLACE WIRING FOR EVAP FAN MOTOR	0.20
X516	REPR/REPL EVAP FAN MOTOR FOUNDATION (10)	0.20
X518	REPL RIGHT EVAP MOTOR INC. FAN (1)	0.40
X519	REPL MIDDLE EVAP MOTOR INC. FAN (1)	0.70
X521	REPL CONDENSER FAN MOTOR, INCL FAN	2.00
X524	REPL CONDENSER FAN	0.50
X525	REP/REPL WIRING HARNES FOR CON MOTOR 5	0.50
X609	REPL TK MpD POWER MODULE	0.50
X611	REPLACE KEYPAD MPC2000/MP-3000	1.00
X612	REPLACE PC/CT BOARDS	1.00
X613	REPL CONTROLLER HATCH COMPLETE	1.00

X614	REPLACE DISPLAY/LED PCB	0.70
X615	REPL POWER MEAS PCB	1.00
X617	REPL MPC (I/O OR LOGIC BRD), CARRIER	1.00
X618	REPL TERMINAL BLOCK I/O PCB	1.00
X619	REPLACE CONTROLLER	0.70
X631	REPL MAIN CIRCUIT BREAKER	1.00
X632	REPL ANY CONTROL CIRCUIT BRKR	0.20
X633	REPLACE ANY CONTROL FUSE	0.20
X641	REPL EVAP/COND OR HEAT CONTACTOR (2)	0.40
X642	REPL COMPRESSOR CONTACTOR (2)	0.40
X643	REPL PHASE DIRECTION CONTACTOR (2)	0.40
X644	REPL SOCKET RELAYS (3)	0.10
X651	REPL CONTROL TRANSFORMER	0.50
X652	REPL CURRENT LIMIT TRANSFORMER	0.50
X653	REPL POTENTIAL TRANSFORMER	0.50
X711	REPL COMPRESSOR, INCL WIRING/DRIER	4.67
X712	REPL FREQUENCY CONVERTER INCL WIRING	1.50
X713	REPL/REP COMPRESSOR TERMINAL BOX	0.30
X714	REPAIR COMPRESSOR FOUNDATION (5)	0.20
X715	INSPECTION OF VALVE PLATE	1.00
X716	REPLACE VALVE PLATE/VALVE REEDS (2)	2.00
X718	REPL OIL PUMP/BEARING ASSY GASKET	1.00
X719	REPL COMPRESSOR TERMINAL BLOCK	1.50
X721	REPL DV CARRIER COMPRESSOR	2.50
X728	REPL COMPRESSOR SIGHT GLASS	1.17
X913	REPLACE RECORDER POWER ELEMENT	1.00
X921	REP/REPL OF BACKUP BATTERY/CHRGR ML1	0.50
X922	REPL RECORDER BATTERY FOR DATALOGGER	0.80
X923	REPL BACKUP BATTERY FOR DATACORDER	0.10
X924	REPLACE RETRIEVER RECEPTACLE DATALOG	1.00
X933	ADD COMPRESSOR OIL (5)	1.00
X935	DECONTAMINATE SYSTEM ONLY	6.50
X937	RECLAIM & EVACUATE ONLY	0.70
X941	TIME USED BEYOND STS ONBOARD VESSEL (20)	0.10
X999	UPGRADE SOFTWARE ANY MPC CONTROLLER	0.50

PMI Container Tariff

Item ID	Item Description	Labor Hours
0005	PREP TIME	Open
0912	Wash Out	1.33
0951	Replace decal of type 4 letters e.g. MAE	Open
1111	Manufacture and mounting of patch incl.	Open
1221	Replace roof stringer	Open
1223	Replacement / repair of tarp bow neck	Open
1311	Manufacture and mounting of patch incl.	Open
1321	First intermediate panel	Open
1322	Adjacent panels 1220 mm	Open
1323	Starter panel in front or rear	Open
2321	Replacement of transition profile	Open
2324	Replacement of bottom flap	Open
2325	Replacement of side flap	Open
2371	Kick Plate or Front Pan Plate	Open
2381	Straighten front / rear bottom rail	Open
2624	Replacement of Front Corner Post	Open
2724	Front Corner casting Replacement	Open
3351	Sectioning of hanger rail	Open
3382	Straightening of stainless steel inner I	Open
3383	Straightening of stainless steel inner I	Open
3443	Manufacture and install insert	Open
3551	Replacement of section of bottom rail 12	Open
3811	REPAIR OUTER LINING	Open
3911	Manufacture and mounting of patch incl.	Open
4441	Manufacture and install insert 150 mm	Open
4481	Straighten	Open
4821	Cam keeper, per piece	Open
5112	EXTERNAL DOOR PANEL PATCH 200X450	Open
5121	Replacement, incl. removal and replaceme	Open
5124	door hold back (per piece)	Open
5141	Replace section in door frame 300 mm	Open
5221	Door hinge, per piece (incl. refoaming a	Open
5222	Hinge pin, per piece	Open

5224	Replace twist lock for inter linking	Open
5225	Replace hinge wedge plate for twist lock	Open
5227	Replace adjusting plate for post in rais	Open
5262	REPAIR DRAIN BOOTS	0.80
5270	Free up both doors and hardware	Open
5271	Free up both doors and hardware	Open
5272	Free up frozen Graaff doors	Open
5281	Straightening hinge (per piece)	Open
5321	Reinstall door lining	Open
5323	Replace holder and eye bolt type JINDO	Open
5421	Locking rod assembly, per piece	Open
5481	Locking rod, per piece	Open
5521	Top/bottom guide plate, per piece	Open
5522	Lock rod guide, per piece (incl. refoami	Open
5524	Cam, per piece	Open
5525	Rubber bumper, per piece	Open
5527	Door Handle, per piece	Open
5528	cam (per piece)	Open
5621	Seal plate, per piece (incl. refoaming)	Open
5622	Uni-tie plate, per piece (incl. refoamin	Open
5680	Lap or uni-tie plate, per piece	Open
5720	Replacement of door inner lining	Open
5723	Partial replacement 600 mm	Open
5724	Replace gasket complete	Open
5728	Repair cut by means of lap joint	Open
5872	Refoaming of door panel and/or lining	Open
5920	Repair / Replace Back-up Battery / Charg	Open
6172	Caulking of floorboard	Open
6221	Replacement of T-menber (2 pieces)	Open
6241	Sectioning (partially) 320 x 300 mm	Open
6242	Sectioning (partially) 320 x 600 mm	Open
6262	T-Members rear	Open
6281	Straightening or repair of T-member	Open
6521	Replace floor partially (including seali	Open
7121	Crossmember (alu)	Open
7122	Crossmember (steel)	Open
7183	Straighten and reweld steel crossmember	Open
7221	T-Clip	Open

7351	Sectioning of formed tunnel plate 350 mm	Open
7356	Insert/straighten tunnel rail 350 mm	Open
7357	Insert/straighten tunnel rail 700 mm	1.00
7421	Replacement of outrigger	Open
7891	Welding and painting of cut/cracks <= 50	Open
7892	Welding and painting of cut/cracks > 500	Open
7893	Re-welding of T-floor	Open
8481	STR TOP RAIL HEADER	1.00
9113	Prepare and apply patch, incl. cleaning	Open
EST	ESTIMATE	1.00
T-M	T & M LABOR	Open
X113	Resecure / Reinstall screws-bolts	Open
X115	Broken Bolt Extraction	Open
X121	REP/REPL REAR DOORS	Open
X162	Repair Grill Screen / Grill Door	Open
X386	Trouble Shooting	1.00
X414	REPL BAFFLE	Open
X415	REPAIR BAFFLE	Open
X481	STR TOP RAIL HEADER	1.00
X644	Replace Socket Relays	Open
X941	TIME USED BEYOND STS ONBOARD VESSEL	Open
X942	RESTENCIL CONTAINER (MARKINGS)	Open

PMI Genset Tariff

Item ID	Item Description	Labor Hours
0357	TROUBLE SHOOT	0.50
0509	COMMISSIONING AFTER INSTALLATION	0.40
0511	GPS HEALTH CHECK	0.20
0512	REMOVE GPS HARDWARE FROM POS GENSET	0.50
0911	STEAM CLEAN	1.00
0950	PRETRIP INSPECTION	0.50
0952	1000 HOUR PREVENTIVE MAINTENANCE	3.50
0955	DRAIN FUEL TANK FOR CONTAMINATED FUEL	0.20
0960	NEUTRALIZE FOR SALE	0.40
X110	REPLACE FIRST SHOCK MOUNT	0.80
X111	REPL SHOCK MOUNTS 2 THRU 8 (7)	0.40
X113	REPAIR FORK POCKET (20)	0.20
X114	REPAIR OF GENERATOR MOUNTING WINGS (15)	0.20
X115	REPLACE MOUNTING BOLT LANYARD (2)	0.20
X116	REPLACE MOUNT BOLT PLATE (2)	0.40
X117	REPLACE MOUNTING BOLTS (2)33-5130	0.20
X118	REPAIR CONTROL PANEL (15)	0.20
X119	BOLT EXTRACTION (10)	0.20
X120	REPLACE DECALS (5)	0.20
X121	REPAIR ENGINE ACCES DOOR (3)	0.40
X122	REPLACE ENGINE ACCESS DOOR (3)	0.50
X123	REPAIR BATTERY BOX DOOR	0.40
X124	REPLACE BATTERY BOX DOOR	0.40
X125	REPAIR DOOR HINGE (5)	0.20
X126	REPLACE DOOR HINGE (5)	0.40
X127	REPAIR DOOR LATCH (2)	0.20
X128	REPLACE DOOR LATCH (4)	0.20
X129	REPLACE CONTROL BOX DOOR	2.83
X130	REPAIR MOUNTING PLATE (2)	0.20
X131	REPLACE BUMPER PAD (2)	0.40
X133	REPAIR ENGINE COVER/HOOD (15)	0.20
X134	REPAIR OF CLAMPING DEVICES (2)	0.80
X135	REPLACE CLAMPING DEVICES (2)	0.80

X136	REPLACE BACK COVER / GRILL	0.20
X138	REPLACE QUICK CLAMPS (4)	0.40
X139	REPLACE MOUNTING CLAMPS / BOLTS (4)	0.20
X210	REPLACE GENERATOR ON UNDERMOUNT GENSET	0.00
X212	REPLACE GENERATOR	8.00
X213	REPL GENERATOR ASSY	5.67
X222	REPLACE DIODE RECTIFIER	1.00
X226	REPAIR WIRING (10)	0.10
X227	REPLACE WIRING (10)	0.20
X236	REPAIR OF BATTERY CHARGER	0.10
X243	REPLACE 460V RECEPTACLE	0.80
X245	REPLACE 460V CABLE FOR RECEPTACLE BOX	0.80
X255	REPLACE BOOT TOGGLE SWITCH (2)	0.50
X261	REPL TOGGLE SWITCH BOOTS (3)	0.20
X311	REPLACE STARTER MOTOR	1.00
X315	REPLACE STARTER SOLENOID	0.83
X316	REPL. 25 AMP BREAKER	1.00
X320	REPLACE VOLTAGE REGULATOR	0.33
X321	REPLACE 12 VOLT DC ALTERNATOR	1.00
X322	REPL 3 AMP CIRCUIT BREAKER	0.33
X324	CLEAN OUTPUT STUD 12VDC ALTERNATOR	0.80
X330	RECHARGE BATTERY	0.20
X331	REPLACE BATTERY	0.40
X332	REPL BATTERY CABLE ENDS (2)	0.40
X335	REPL BATTERY CABLES (2)	0.40
X336	REPAIR BATTERY CHARGER (10)	0.20
X337	REPLACE BATTERY CHARGER	1.50
X340	REPLACE THROTTLE SOLENOID	0.50
X343	REPLACE STOP SOLENOID	0.80
X344	REPLACE SPEED SOLENOID	0.80
X349	REPLACE FUEL HEATER	1.00
X351	REPLACE LINKAGE PIVOT	0.50
X360	REPLACE MPC	1.50
X363	REPLACE RELAY BOARD	0.50
X364	REPLACE PC BOARD INTERCONNECTING	0.20
X365	REPL RELAYS ON RELAY BOARD	0.20
X368	REPLACE BEZEL (2)	0.20
X370	REPL EXCITER BOARD ASSY	1.00

X375	REPLACE TIMER MODULE ON TK GENSET	0.40
X409	REPLACE CYLINDER HEAD GASKET	2.17
X410	REPLACE VALVE COVER / GASKET	0.70
X411	REPL ENGINE INTAKE/EXHAUST MANIFOLD (2)	1.50
X412	R/R ENGINE EXHAUST PIPING (2)	0.50
X413	REPL. MUFFLER	1.00
X414	REPLACE FLEXIBLE EXHAUST	0.50
X415	REPL ENGINE COVER/PANEL ASSY (5)	0.20
X416	REPLACE COMPLETE ENGINE	0.00
X417	REPLACE AIR CLEANER HOUSING	1.00
X418	REPL AIR CLEANER HOSES (2)	0.50
X419	ENGINE AIR CLEANER ELEMENT	0.40
X420	PURGE/PRIME FUEL SYSTEM	0.20
X421	REPL FUEL FILTERS (2)	0.20
X424	REPL FUEL LINES / HOSES (10)	0.20
X425	REPLACE FUEL PRIMING PUMP	0.50
X426	REPL FUEL INJECTION PUMP	2.17
X427	REPLACE FUEL INJECTORS (4)	0.50
X428	REPL FUEL SHUTOFF VAVLE	0.50
X430	REPL WATER SEPERATOR	0.80
X431	REPLACE RADIATOR	2.17
X432	R/R COOLING SYSTEM FAN	0.50
X433	REPLACE RADIATOR HOSES (3)	0.40
X434	REPL WATER PUMP	1.50
X435	REPL RADIATOR PETCOCK	0.40
X436	FLUSH RADIATOR	0.83
X437	REPLACE THERMOSTAT / GASKET	0.83
X438	REPLACE RADIATOR OVERFLOW BOTTLE	0.40
X439	REPLACE BLOWER SHIELD	0.50
X443	REPL RADIATOR CAP	0.10
X450	ADJ B BELT BY USE OF SHIM ON TK GENSET	0.80
X451	REPLACE V-BELT (2)	0.40
X453	REPLACE PULLEYS (1)	0.80
X466	FRONT OIL SEAL	3.50
X470	ADJ ENGINE RPM ON TK ECO POWER GENSET	0.20
X481	REPLACE LUBE OIL FILTER (2)	0.20
X482	REPLACE LUBE OIL INCL OIL FILTER	0.80
X485	REPL OIL FILTER MOUNTING BRACKETS (2)	0.50

X488	REPL OIL LINES / DRAIN HOSES (3)	0.50
X489	REPLACE DIPSTICK TUBE	0.17
X510	REPAIR OF FUEL TANK (40)	0.20
X511	REPLACE FUEL TANK	0.50
X514	REPLACE FUEL VENT (2)	0.20
X516	REPLACE FUEL CAP (2)	0.10
X610	REPLACE SENSOR FOR OIL GAUGES	0.40
X611	REPLACE SENSOR FOR WATER TEMP GAUGE	0.40
X612	REPLACE SENSOR FOR HOT WATER TEMP CUTOFF	0.40
X614	REPLACE OIL PRESSURE SWITCH	0.40
X615	REPLACE LOW OIL LEVEL SENSOR	0.40
X618	REPLACE RPM SENSOR	0.50
X710	REPLACE OIL PRESSURE GAUGE	0.50
X711	REPLACE WATER TEMP GAUGE	0.50
X712	REPLACE HOUR METER	0.50
X713	REPLACE AMP METER	0.50
X718	REPLACE FUEL GAUGE (2)	0.50
X719	REPLACE BOTTOM FUEL GAUGE	0.80
X904	REPLACE FUEL PICK UP TUBE	0.80
X930	REPL ALL PANELS ON TK GEN SGCO2000-151	1.50
X931	NUT STRIP REWORK (4)	0.20
X955	UPGRADE T.K. GENSET	0.50
X997	TOTAL LABOR COST/HOURS	0.00
X999	UPGRADE SOFTWARE	0.20
DISMOUNT	GENSET DISMOUNT	1.00
MOUNT	GENSET MOUNT	1.00
EST	ESTIMATE	1.00
LOAD	LOAD GENSETS	0.17
UNLOAD	UNLOAD GENSETS	0.17
LOAD C	LOAD GENSET ON CONTAINER	1.20
T-M	T & M LABOR	0.00

PMI Chassis Tariff

Item ID	Item Description	Labor Hours
0930	FHWA ANNUAL INSPECTION	1.00
0933	BIT INSPECTION CALIFORNIA	0.50
0942	FHWA ANNUAL INSP FOR 3 AXLE	2.00
0981	DECAL/LOGO/CONSP TAPE	0.50
0983	REMARK CHASSIS	0.50
1123	REPLACE KINGPIN STIFFENER	2.67
1124	REPLACE KINGPIN	7.00
1221	REPLACE MUD FLAP	0.40
1224	REPLACE MUD FLAP BRACKET	0.67
1225	STR/WELD MUD FLAP BRACKET	0.40
1460	REP/REINFORCE SLIDER TUBE 23'	1.33
1481	REP/STR MAIN RAIL	0.00
1482	STR/WELD CROSS MEMBER	0.67
1483	REPL CROSS MEMBER	0.67
2121	REPLACE U-BOLT	1.17
2141	TORQUE U-BOLT	1.00
2221	REPLACE SPRING HANGER	4.00
2223	REPLACE RADIUS ROD	1.33
2224	REPLACE TORQUE ARM	1.33
2421	REPLACE EQUALIZER/BRACKET	4.67
2422	REPLACE EQUALIZER	4.00
2521	REPLACE LEAF SPRING	2.67
2522	REP/REPL SUSPENSION SUP	0.17
3121	REPLACE COMPLETE AXLE	10.50
3123	REPLACE SPRING SEAT	1.33
3211	ALIGN AXLE	1.33
3310	STR/WELD SLIDER STOPS	0.40
3311	REPL SLIDER STOP 23' OR 40/45'	1.33
3313	REP SLIDER RELEASE HANDLE BRCKT	0.30
3314	REP SLIDER LINKAGE ASSY	0.20
3315	REP SLIDER GUIDE PLATE	0.20
3318	WELD PIN IN 45 POSITION	0.50
3321	REPL SLIDER LOCKING PIN	0.50

3322	REP/REPL SLIDER RELEASE HANDLE	0.40
3331	REPLACE SLIDER FITTING BULKHEAD	0.60
3332	REPAIR SLIDER FITTING BULKHEAD	0.50
4124	REPLACE HUBCAP	0.50
4125	CHECK/FILL OIL IN ALL HUBCAPS	0.20
4134	REPL WHEEL/DRUM ASSY	1.00
4136	REPLACE BEARING RACE	0.67
4231	REPL OIL SEAL/BEARING ASSY	1.33
4421	REPLACE WHEEL STUD	0.20
4620	AIR ALL TIRES	0.30
4622	DISMOUNT/MOUNT TIRES ON RIM	0.80
4675	REPLACE MOUNTED TIRE	0.50
5121	REPL/DISARM SPRING BRAKE	1.50
5123	REPLACE BRAKE CHAMBER BRACKET	1.00
5221	REPLACE RELAY VALVE	1.33
5225	REPL ECU & VALVE ASSY ABS	1.33
5226	REPL ABS SENSOR ASSY	0.67
5227	REPL ABS SENSOR LEAD	0.40
5228	REPLACE ECU ELECTRICAL MODULE ONLY	0.50
5318	TIGHTEN GLAD HANDS OR FITTINGS	0.30
5320	REPLACE AIR TANK BRACKET	0.50
5321	REPLACE AIR TANK	1.83
5322	REPLACE GLADHAND	0.37
5323	REPLACE BOTH GLADHAND SEAL	0.20
5324	REPAIR AIR LINE	0.50
5325	REPLACE BRAKE HOSE	0.50
5326	REPLACE HOSE	0.60
5410	REP/WELD AIR TANK BRCKT	0.17
5411	ADJUST BRAKES ON BOTH AXLES	0.67
5413	REPLACE BULKHEAD FITTING	0.50
5414	REPLACE PETCOCK	0.40
5421	REPLACE BRAKE SHOES ALL WHEELS	7.83
5422	REPL BRAKE SHOE PER WHEEL	2.00
5522	REPLACE BRAKE RETURN SPRING	0.50
5621	REPL/ADJ SLACK ADJUSTER	0.67
5622	FREE FROZEN SLACK ADJUSTER	0.33
5721	REPLACE CAMSHAFT/BUSHING	1.33
5722	REPL CAMSHAFT SUPPORT BRACKET	0.67

5823	REPLACE DRUM STANDARD	0.67
5951	TROUBLE SHOOT BRAKES	0.20
5953	DE-ICE BRAKE SYSTEM	0.50
6023	HANDLE REQUIRES WELDING	0.50
6122	STRAIGHTEN LOCK HANDLE	0.20
6123	REPL INDEX PIN/TWLOCK HANDLE	0.40
6126	REPLACE SAFETY LATCH	0.33
6127	REPL COMPL INDEX PIN ASSY	0.67
6129	REPL RISER BLOCK ASSY/GUIDE TUBE	1.33
6181	STR/WELD FRONT BOLSTER	0.20
6183	REPL BULKHEAD PLATE	2.33
6185	INSTALL REGISTRATION HOLDER COVER	0.30
6186	REPLACE ICC BUMPER HORIZONTAL CHANNEL	0.00
6222	REPL COMPL TWISTLOCK ASSY	1.83
6281	STR/WELD REAR BOLSTER	0.30
6282	STR/WELD ICC BUMPER	0.00
6285	REPLACE REGISTRATION HOLDER	0.33
6286	REPL ICC ASSY	2.67
6287	REPL/REFASTEN LICENSE PLATE	0.30
6290	STR/WELD TAIL LAMP OUTRIGGER HOUSING	0.30
6381	REPL REAR BOLSTER	8.00
6382	REPL FRONT BOLSTER	8.00
6383	REMOVAL OF SUSPENSION FOR REFRAME	1.33
7121	REPL TAIL LIGHT/STOP LIGHT	0.33
7523	REPAIR ELECTRICAL WIRING	0.30
7524	REPLACE COMPLETE 20' WIRE HARNESS	2.00
7525	REPLACE COMPLETE 40' WIRE HARNESS	2.67
7621	REPL GROM MOUNT LIGHT/REFL/BULB/LEN	0.30
7622	REPL SCREW MOUNTED LIGHT	0.33
7624	REPLACE PIGTAIL	0.30
7721	REPLACE 7-WAY RECEPTACLE	0.80
8121	REPL COMPLETE LANDING LEG	2.67
8122	RETIME LANDING LEGS	0.50
8123	REFASTEN LEG BRACE	0.20
8181	STR/WLD LAND LEG/BRACE/G. BOX/SKIRT	0.20
8321	REPL SAND SHOE/AXLE/WHEEL	0.67
8323	REPL SAND SHOE AXLE HOUSE/T-STAMP	1.00
8420	REPL SHIFTER HSG ASSY JOST LEG	0.50

8421	REPL CRANK SHAFT	1.33
8422	REPL CROSS SHAFT	0.75
8520	REPL CRANK HANDLE HOLDER	0.50
8521	REPL GEAR BOX COVER ASSY	0.67
8621	REPL CRANK HANDLE	0.33
8718	REPL GEAR MOUNT BRKT& SKIRT ASSY	4.67
8720	REPLACE LANDING GEAR MOUNTING BRKT (2)	4.00
8722	REPLACE LEG EAR	0.50
8723	REPLACE LEG BRACE BRACKET	0.50
8821	REPLACE LEG BRACE	0.67
8920	REPLACE LEG COVER INCL STR (2)	0.20
EST	ESTIMATE	1.00
T-M	T & M LABOR	0.00