



Schedule of Port Fees

Fraser River Port Authority

Effective January 1, 2007
Revised December 1, 2007

Fraser River Port Authority
SCHEDULE OF PORT FEES

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1000 PREFACE

1010 SHORT TITLE

This Schedule of Port Fees is issued by the Fraser River Port Authority (hereinafter called “the Port Authority”) and may be cited as the "Port Tariff" or “Fee Schedule” and is generally referred to as the "TARIFF" of the Port Authority.

1020 APPLICATION

The Schedule of Port Fees is published by the Port Authority in accordance with the *Canada Marine Act* and may be amended, revoked or replaced by the Port Authority upon sixty days notice. The Schedule of Port Fees applies to all navigable waters and property under the control of the Port Authority as defined in Schedule A of the Port Authority’s Letters Patent.

1030 NOTICE TO PUBLIC

The fees, rules, terms and definitions contained in the Schedule of Port Fees apply to all users of the Port including vessels, cargo, goods and traffic. Information pertaining to the application of the Schedule of Port Fees, the use of Port property, facilities and navigable waters may be obtained at the following address:

Fraser River Port Authority
400 – 625 Agnes Street
New Westminster, BC V3M 5Y4

Telephone: 604.524.6655
Fax: 604.524.1127
Email: info@frpa.com
Website: www.frpa.com

1040 EXEMPTION

A Canadian warship, naval auxiliary ship or other ship under the command of the Canadian Forces, a ship of a visiting force within the meaning of the *Visiting Forces Act* or any other ship while it is under the command of the Royal Canadian Mounted Police are exempted from paying the vessel fees contained in the Schedule of Port Fees issued by the Port Authority.

1050 MAXIMUM FEES

The fees assessed by the Port Authority shall not exceed the fees published in the Schedule of Port Fees issued by the Port Authority.

1060 USE OF PORT DEEMED ACCEPTANCE

The Schedule of Port Fees issued by the Port Authority is binding upon any person using the Port. Use of the Port constitutes complete acceptance of the Schedule of Port Fees, its revisions or supplements and the terms and conditions set forth therein.

1070 CHARGES GENERALLY

The charges prescribed by the Schedule of Port Fees are in addition to any other tariff, notice or law, or any other charges that may be owing to the Port Authority.

The charges are due as soon as they are incurred.

All fees and charges are payable by the owner for whose use port arrangements, services and facilities are assigned to perform services or to use property controlled by the Port Authority.

The fees prescribed in the fee schedules are subject to the *Goods and Services Tax Act*.

1080 CHARGES IN CANADIAN FUNDS

All fees are quoted in Canadian dollars.

1090 CHARGES PAYABLE TO WHOM

All fees are payable directly to the Port Authority or to the assigned Operator of the port property at which the vessel, cargo, containers or goods are handled. The Operator of the port property acts as the collecting agent of fees payable to the Port Authority by vessels, cargo, containers and goods that use the port property assigned to the Operator.

1100 GRANTING OF CREDIT

When credit approval is granted by the Port Authority, the charges prescribed by this Schedule of Port Fees are payable by the date due as shown on the invoice and, where any charge is not paid within that time, an additional charge of one and a half (1.5) percent (simple interest) of the unpaid charges shall be imposed for each month or portion thereof such charges remain unpaid.

1110 CALCULATION AND PAYMENT OF CHARGES

Except when otherwise specified, where a charge imposed by the Port Authority in respect of cargo is calculated on the basis of tonnage, it shall be calculated on the weight or measurement of the cargo, whichever is greater.

All invoices issued by the Port Authority for fees as provided in the Schedule of Port fees shall be subject to a minimum billing charge of \$35.00.

1120 WEIGHTS AND MEASUREMENTS

Weights and measurements shown on shipping documents are subject to verification by the Port Authority and the actual scale weight or measurement of the shipment as determined by the Port Authority will govern rating and billing.

Except as otherwise provided, charges named on a weight basis are applied to the actual gross weight of the cargo and rates named on a measurement basis to the gross cubic measurement of the cargo, but in no case shall the amount be less than the minimum to which the rates are subject.

1130 COMPOSITION OF THE SCHEDULE OF FEES

The Schedule of Port Fees is issued as a complete document. All changes to the document will be made by reissuing an updated Schedule of Port Fees.

1140 SCHEDULE OF PORT FEES EFFECTIVE

The fees, tolls, rules and regulations named in the Schedule of Port Fees shall apply to all traffic and cargo on or after the effective date as shown on each page of the Schedule of Port Fees.

1150 ITEM NUMBERS

The Schedule of Port Fees provides an item reference code starting at Item number 1000 and ending at 10030.

1200 CONVERSION FACTORS

The following conversion factors will be used when converting weight and measurement or other values when applying the fees contained in the Schedule of Port Fees:

Metre	= 3.2808 feet
Kilogram	= 2.2046 pounds
Litre	= 0.2200 imperial gallons or 0.2642 U.S. gallons
Metric tonne	= 1,000.00 kilograms
	= 2,204.6 pounds
	= 1.1023 short tons (2,000 pounds)
	= 0.9842 long tons (2,240 pounds)

Cubic metre	= 1,000.00 litres = 35.315 cubic feet = 0.8830 measurement tons (40 cubic feet) = 0.4238 MFBM (thousands of board feet) = 220.00 gallons (Imperial) = 27.50 bushels (Imperial) = 6.290 barrels (42 U.S. gallons) = 0.154 MFBM Scribner
MFBM	= 1,000 board feet of lumber (FBM) (1 board foot = 12" x 12" x 1")
MFBM Scribner	= 6.5 cubic metres

2000 HARBOUR DUES*

2001 For a vessel that has a gross registered tonnage of more than ten tons:

\$0.05 per GRT per vessel call;

2002 For a vessel that has a gross registered tonnage of ten tons or less:

\$10.00 per calendar year; and

2003 For a vessel that has no gross registered tonnage or where the gross registered tonnage of the vessel is not available:

\$0.05 per GRT per vessel call calculated on the gross registered tonnage as determined by the Port Authority.

2004 Where a vessel has two gross registered tons, the larger tonnage shall be used for the purpose of determining Harbour dues to be paid.

2005 Harbour dues are payable for each of the first ten calls of a vessel in a calendar year.

2006 Harbour dues are payable by the owner of the vessel.

* For further information on harbour dues see item #8030.

3000 BERTHAGE FEES*

Berthage shall be charged to all vessels with the following exceptions:

- a) a tug that is docking or undocking another vessel;
- b) a barge that is loading or unloading cargo to or from any vessel that is paying berthage charges; or
- c) a barge that is loading or unloading cargo that is to be loaded to or that has been discharged from a vessel paying berthage charges to the Port Authority.

Berthage is payable by the Operator of the vessel for the period of time commencing when the first line of the vessel is made fast and shall terminate when the last line of the vessel is cast off except when a vessel is ready for departure and must remain at berth to await a rising tide, in which case the berthage period shall end when the vessel is ready for departure and the vessel informs the Port Authority or the terminal operator of this fact.

3010 COASTAL VESSELS

For each hour or part thereof, per metre of LOA	\$0.11
Minimum charge per vessel	\$70.00

3020 TUGS, FISHING VESSELS AND PRIVATE YACHTS

For each hour or part thereof, per metre of LOA	\$0.11
Minimum charge per vessel	\$50.00

3030 ALL OTHER VESSELS

3031 During working periods as defined in the collective agreement between the International Longshoremen's and Warehousemen's Union (ILWU) and the British Columbia Maritime Employers Association:

For each hour or part thereof, per metre of LOA	\$0.40
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Minimum charge: 8 hours or \$300.00, whichever is greater

3032 During non-working periods as defined in the collective agreement between the International Longshoremen's and Warehousemen's Union (ILWU) and the British Columbia Maritime Employers Association:

* For further information on berthage fees see item #8020.

For each hour or part thereof, per metre of LOA \$0.22

Minimum charge: 8 hours or \$300.00, whichever is greater

The non working periods are presently Labour Day, noon Christmas Eve to Midnight Christmas Day and noon New Years Eve to Midnight New Year's Day.

4000 WHARFAGE FEES*

	Unit	Rate
4010 BREAKBULK CARGO		
4011 Cargo not otherwise specified	W/M	\$1.10
4012 Logs	MFBM Scribner	\$3.00
4013 Lumber	MFBM	\$1.25
4014 Metal ingots and steel products	W	\$1.10
4015 Vehicles		
a) Automobiles, including SUVs and pickup trucks	Each	\$4.00
b) Commercial vehicles, including bulldozers, excavators, logging trucks, etc.	W	\$1.00
4016 Woodpulp	W	\$1.10
4020 BULK CARGO		
4021 Dry	W	\$0.55
4022 Liquid	W	\$0.40
4030 Minimum charge per bill of lading		\$25.00
4040 CONTAINERS		
4041 Laden Inbound (import)		
January 1, 2007	TEU	\$15.00
January 1, 2008	TEU	\$16.00
January 1, 2009	TEU	\$17.00
January 1, 2010	TEU	\$18.00
4042 Laden Outbound (export)		
January 1, 2007	TEU	\$10.00
January 1, 2008	TEU	\$11.00
January 1, 2009	TEU	\$12.00
January 1, 2010	TEU	\$13.00

* For further information on wharfage fees see item #8060.

- 4050 Wharfage shall be assessed once only during the transit of cargo and containers through the Port, except when cargo and containers are removed from and later reshipped over Port Authority property or are altered in form or composition while remaining on Port Authority property, in which case wharfage shall be assessed on both the inbound and outbound transit of the cargo and containers.
- 4055 In the case of transshipment cargo and laden containers, wharfage shall be assessed once only at the applicable export rate.
- 4060 When cargo or containers are transferred overside on the offshore side of a vessel from vessel to vessel, unloaded overside from vessel directly to the water or loaded from the water directly to a vessel, the wharfage fee on these containers and cargo shall be reduced by 50%.
- 4070 Wharfage shall not be imposed on ship's stores and bunker fuel which is used by a vessel nor shall wharfage be imposed on passengers, repair materials and ballast used solely by a vessel or on empty containers except when carried as chargeable freight by a vessel.
- 4080 Laden inbound (import) high cube containers: In the case of laden inbound (import) high cube containers, a 10% surcharge shall be added to the container wharfage charge set forth in Item 4041.
- 4090 Wharfage charges for laden containers are payable by the owner of the vessel. All other wharfage charges are payable by the owner of the cargo.

5000 OTHER CHARGES

5100	APPLICATION FEES*	Rate
5101	Tenure (lease, licence or permit)	\$200
5102	Filming permit	\$200
5103	Waterlot construction	\$200
5104	Dredging	\$200
5105	Barge loading / unloading	\$300
5106	Upland construction	
	a) Value under \$100,000	\$2,500
	b) Value over \$100,000	\$5,000
5110	Applications will not be accepted until payment of the application fee has been made.	
5120	Application fees are non refundable.	
5130	In the case of applications that require legal, engineering or other services to process the application, cost for these services are in addition to the application fee and shall be paid directly by the applicant.	
5200	UTILITY LICENSE	variable
5300	SITE USAGE FOR FILMING	
5301	When filming	\$1,000 per day or part thereof
5302	When preparing / wrapping or on hold	\$375 per day or part thereof
	A fee equal to 1% of the total site usage charge incurred (maximum \$50) will be added to each invoice towards an environmental contingency fund that addresses unresolved, historical environmental problems within the properties administered by the Port Authority.	
5400	LAY-BY MOORAGE	\$3.30 per metre LOA per day

* For further information on application fees see item #8010.

5500 SERVICE FEES*

5501 Sub leases, assignment, amendments, and mortgages \$200

When an amendment requires a survey, the costs to perform the survey are in addition to the service fee and shall be paid directly by the applicant.

5502 Deviation from standard lease \$200

5503 Review of environmental testing / analysis \$200

Service fees must be submitted with testing / analytical results prior to commencement of the review.

5504 Riparian consent Market rate

Service fees must be paid at time of document execution. This item includes consent for log storage.

5600 LOG CLEANUP FEE*

Timberland Basin \$0.25 per MFBM Scribner

Calculation of charge is based on Scribner as declared on shipping documents. When a cubic measurement is provided, the amount shall be converted to MFBM Scribner by the Port Authority.

* For further information on services fees see item #8010.

* For further information on log cleanup fees see item #8040.

6000 DEFINITIONS OF TERMS USED

In this Schedule of Port Fees:

- 6010 **Berth:** means a wharf, pier, other marine structure or property used for mooring vessels.
- 6020 **Bill of Lading:** means the bill of lading issued by the ocean carrier to distinguish a single shipment of goods or cargo carried by the vessel.
- 6030 **Break-bulk Cargo:** means cargo which transits Port Authority property in units or packages not in containers between vessels and inland carriers or vice versa, vessel to vessel, vessel to water or vice versa, to or from a warehouse or between inland carriers or by water.
- 6040 **Bulk Cargo:** means any liquid, nodule, particle or granulated cargo which transits Port Authority property in bulk without packaging.
- 6050 **Cargo:** means all cargo other than goods and containers.
- 6060 **Containerized Cargo:** means cargo which transits Port Authority property in containers between vessels and inland carriers or vice versa, vessel to vessel, to or from a warehouse or between inland carriers in a container.
- 6070 **Container:** means a freight container complying with ISO standards which has been designed for the carriage of goods and cargo by one or more modes of transport. It is a single rigid, intermodal, dry cargo, insulated, refrigerated, flat rack, platform, liquid tank, or open-top container unit, demountable, without wheels or chassis attached, furnished with unique identification numbers and markings. Containers have construction fittings and fastenings, compatible with the lifting beams of container handling equipment, to be able to withstand, without permanent distortion, all of the stresses that may be applied when lifted by container handling equipment.
- 6080 **Coastal Vessel:** means any vessel that operates within the coastal waters of British Columbia and Puget Sound.
- 6090 **Goods:** means non-manifested personal property, effects, vehicles and other movables, including materials and handling equipment owned or controlled by operators used to perform services on Port Authority property.
- 6100 **Inland Carrier:** means a railway company, rail carrier, truck carrier, cartage company, tug and barge company operating within the coastal waters of British Columbia, a private carrier, or any other transport vehicle that receives or delivers containers, cargo or goods discharged from or to be loaded to vessels.
- 6110 **Carrier:** means a party engaged in the transport of cargo, containers and goods.

6120 **Inbound / Outbound:**

Inbound: means the movement of containers, cargo or goods from a vessel to a place of rest on Port Authority property, and its subsequent transfer to an inland carrier.

Outbound: means the movement of containers, cargo or goods from an inland carrier to a place of rest on Port Authority property and its subsequent transfer onto a vessel.

6130 **Ocean Carrier:** means vessel owners, their agents, employees or charterers.

6140 **Operator:** means an organization that is registered with the Port Authority as the authorized party to perform cargo and container handling activities on Port Authority-controlled property and facilities. An Operator includes lessees and service and management contractors of port property.

6150 **Owner:** means in the case of:

A vessel: the vessel, agent, charterer or master of the vessel.

Cargo and goods: the agent, importer, shipper, sender, consignee or bailee of the goods, and the carrier of such goods or cargo to, upon, over or from any Port Authority property.

6160 **Port Authority:** means the Fraser River Port Authority and includes the officers, employees, servants and agents of the Fraser River Port Authority.

6170 **Port:** means the navigable waters, properties and facilities as defined in Schedule A of the Fraser River Port Authority's Letters Patent.

6180 **Property:** means those lands, waters and facilities which are managed, operated or owned by the Fraser River Port Authority as defined in Schedule A of the Fraser River Port Authority's Letters Patent.

6190 **Scribner:** means the quantity of one inch boards (Board Measure, abbreviated to BM) of sawn lumber configured in the cross section of a log measured at its smallest end, allowing for ¼ inch saw kerf between each board, multiplied by the length of the log to the nearest full foot. The sum of the calculation is the quantity of BM of sawn lumber contained in the log as determined by a certified log scaler.

6200 **Shipment:** means a single consignment of cargo and goods tendered on one shipping document at one time from one point of origin by one shipper for one consignee to one point of destination. A shipment which is transported by a vessel is distinguished by a separate bill of lading issued by the ocean carrier.

6210 **Stores:** means vessel supplies.

6220 **Tonne:** means, with reference to weight, one thousand (1,000) kilograms, and, with reference to measurement, one cubic metre.

In the case of charges for cargo not otherwise specified (NOS), the charges in this tariff shall be calculated on whichever of the weight or measurement of the cargo yields the greater revenue.

6230 **Transshipment:** means the transfer of containers, cargo or goods from one vessel to a place of rest on Port Authority property to be reloaded to an alternate vessel for on-carriage to another port.

6240 **Vehicle:** means any vehicle on Port Authority property.

6250 **Vessel:** means any ship, yacht, barge, raft or other watercraft that is presented for berthing. Any reference to a vessel in the Schedule of Port Fees includes, without exception, its owner, charterer, agent, operator and employees.

6260 **Wharf:** means a pier or other marine structure, property, facility or an anchorage used for the transfer of cargo and goods.

7000 ABBREVIATIONS

The abbreviations in this Schedule of Port Fees carry the following meanings:

CFS	container freight station
CY	container yard
DAY	calendar day or part thereof
GRT	Gross Registered Tonnes (sometimes called Gross Tonnes and abbreviated to GT)
LOA	the registered length overall of the vessel as stated on the certificate of registry or an alternate certified document which declares the registered length of the vessel
M	number of tonnes is calculated by measurement in cubic metres
N.O.S.	not otherwise specified, specifically in reference to goods and cargo
TEU	twenty-foot equivalent unit or the equivalent of a twenty-foot container
UNIT	charges are calculated by the number of units in the shipment
W	number of tonnes is calculated by weight in metric tonnes

8000 DESCRIPTION OF FEES

8010 APPLICATION AND SERVICE FEES

Application and service fees are charged for services by the Port Authority to evaluate and process applications and to facilitate services for the use of Port Authority property and facilities.

8020 BERTHAGE

Berthage is a charge for the use of the berth by a vessel including vessels which are made fast to or are tied up alongside any other vessel occupying a berth at Port Authority property.

Berthage is assessed on the registered overall length (LOA) of the vessel, commencing from when the first line is made fast and shall terminate when the last line is cast off.

The LOA of a vessel is the linear distance in metres from the most forward point at the stem to the aftermost part of the stern of the vessel, measured parallel to the base line of the vessel. The Port Authority shall determine the overall length of any vessel that does not have a registered length, and any length so determined shall be regarded as the overall length of that vessel for the purposes of calculating berthage.

8030 HARBOUR DUES

Harbour dues are a charge made against vessels for the use of the waters controlled by the Fraser River Port Authority towards the cost of harbour operations, dredging and the management and maintenance of navigation channels and navigational aids used by vessels.

8040 LAY-BY MOORAGE

Lay-by moorage is a charge against vessels for the use of the waters, properties, and facilities of the Fraser River Port Authority at a location except a berth.

8050 LOG CLEAN-UP FEE (TIMBERLAND BASIN)

Log clean-up fees are a charge against the owner of a log raft that transits the Timberland Basin towards the cost of clean-up, management and maintenance of the Timberland Basin.

8055 SITE USAGE FOR FILMING

Site usage for filming is a fee for the use of the waters, properties, and facilities of the Fraser River Port Authority related to filming and for similar usages.

8060 WHARFAGE

Wharfage is a charge made against cargo and containers for the use of Port Authority property and facilities situated adjacent to a vessel or an inland carrier which is used to accomplish the transfer of containers and cargo.

Wharfage contributes to the management, ownership, operation and maintenance of infrastructure controlled by the Port Authority.

Wharfage is a charge solely for use of infrastructure and does not include any other service or facility.

9000 GENERAL TERMS AND CONDITIONS

9010 RIGHT TO REFUSE CARGO, CONTAINERS OR GOODS

The Port Authority reserves the right, without responsibility for demurrage, loss, or damage attaching, to refuse to accept, receive, unload or to permit Operators, ocean and inland carriers to discharge:

- a) Cargo, containers or goods for which previous arrangements for space, receiving, unloading or removal from Port Authority property have not been made.
- b) Cargo, containers or goods which are deemed to be extra offensive, perishable or hazardous.
- c) Cargo, containers or goods, the value of which may be determined as less than the probable charges to be incurred.
- d) Cargo or goods which are not suitably packaged to withstand the ordinary handling incident to its transportation and transfer through the Port.

Cargo, containers or goods during a period of severe congestion or other emergency, when, in the judgement of the Port Authority, the circumstances then prevailing will prevent providing usual care and custody.

9020 COMPULSORY REMOVAL OF GOODS

The Port Authority may, by written notice to the assigned Operator of cargo, containers or goods that are on port property, require the removal of the cargo, containers or goods at the Operator's expense and risk. Upon receipt of such notice, the Operator shall remove the cargo, containers or goods forthwith from port property.

The Port Authority may, at the risk and expense of the Operator, either remove or transfer to another location within the Port any cargo, containers or goods, which in the opinion of the Port Authority is offensive or hazardous, or which, by its very nature, is liable to endanger persons, port property or facilities, or to damage other cargo, containers or goods situated on Port Authority property.

9030 SECURITY

Operators, ocean and inland carriers, and other users of the Port shall require their members to comply with any security procedures established by the Port Authority while on or using the Port.

9040 LIABILITY

Cargo, Containers and Goods: The Port Authority shall not be liable for any loss or damage to cargo, containers or goods, nor for any injury which results from animals, insects, rodents or vermin; nor from decay, deterioration, evaporation, shrinkage or loss of quantity, quality or value from inherent vice of product; nor from fire, leakage or discharge from fire protective sprinklers, oxidation or rusting; nor from civil disorder, insurrection, riot, strike or worker stoppage; nor from other cause, no matter how caused, unless:

- a) The loss, destruction or damage occurred solely as a result of the negligence of an officer or employee of the Port Authority while acting within the scope of their duties or employment; and
- b) Legal proceedings to enforce a claim for such loss, destruction or damage are instituted within one (1) year from the time the loss, destruction or damage was incurred.

Injury to Persons (Including death): The Port Authority shall not be liable for the death of or personal injury to any person, including but not limited to persons in the employ of the Operator, persons associated with the transfer and handling of cargo, containers or goods, and/or vessel passengers and crew, visitors, invitees and other person unless such personal injury or death occurs directly and solely as a result of the proven negligence or wilful misconduct of the Port Authority, or an officer or employee of the Port Authority while acting within the scope of their duties or employment.

9050 EXPLOSIVES AND OTHER HAZARDOUS CARGO OR GOODS

The acceptance, handling or storage of explosives, excessively flammable and other hazardous cargo and goods within the Port is subject to obtaining prior approval from the Port Authority through application to the assigned lessee, service or management contractor responsible for the operations of the port property on which the explosives and other hazardous cargo/goods are proposed to be handled or stored, and making special arrangements for their handling and care as governed by the rules and regulations established by the Government of Canada and other authorities for the transportation and handling of dangerous and hazardous cargo / goods.

A detailed description of the hazardous cargoes and goods must be presented to the Port Authority through application to the assigned lessee or service or management contractor responsible for the operations of the port property on which the explosives and other hazardous cargo/goods are proposed to be handled or stored in advance of entering the Port. The description is to include the International Maritime Organization (I.M.O.) code and rating for each hazardous commodity.

All shipments must display appropriate hazardous / dangerous goods placards as approved by IMO. A dangerous goods statement, a safe packing statement and an

emergency response form (where applicable) must be provided to the assigned lessee, service or management contractor responsible for the operations of the port property on which the explosives and other hazardous cargo/goods are to be handled or stored in advance of presenting hazardous cargo to the Port.

10000 INFORMATION TO BE SUPPLIED TO THE PORT AUTHORITY

10010 CARGO

In the case of cargo, Operators are required to furnish the Port Authority with one complete copy of manifests showing cargo descriptions and quantity, the names of consignees and shippers, and the weight and measurement of all cargo to be loaded or discharged at the Port, including:

- a) In the case of cargo that is discharged:
 - The port of origin and transshipment port of loading.
- b) In the case of transshipment cargo:
 - The port of origin, the transshipment port of loading and the port of final destination.
- c) In the case of cargo that is loaded:
 - The port of discharge and port of final destination.

In lieu of manifests, certified cargo or container lists or certified copies of bills of lading containing all information as described above will be accepted.

10020 CONTAINERS

In the case of containers, Operators are required to provide the Port Authority with the following additional information:

- The quantity of containers loaded to each vessel designated by the port of discharge and port of final destination, size and status (full or empty).
- The quantity of containers discharged from each vessel designated by the port of loading and port of origin, size and status (full or empty) of each container.
- The quantity of transshipment containers loaded and discharged to/from each vessel designated by the port of origin, port of discharge and port of final destination, size and status of each container.

The quantity of reefer containers discharged and loaded to each vessel.

10030 HAZARDOUS

In the case of hazardous cargo, Operators are required to provide the Port Authority with online access to a hazardous cargo/container list which identifies the International

Maritime Dangerous Goods (IMDG) code and the product identification number (P.I.N.) number for each shipment and container laden with hazardous cargo and the actual location of each shipment/container that is on port property.