

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

Marine Terminal Schedule No. 011408

NAMING RULES, REGULATIONS AND COMMODITY RATES CARGO MOVING IN CONTAINERS/BREAKBULK

Effective Date: October 1, 2021

This schedule is issued by the New York Terminal Conference, together with the participating terminal operators set forth below, individually and collectively hereafter referred to as "NYTC" under authority of the Federal Maritime Commission Agreement No.008005-009 and supersedes all previously issued schedules.

The schedule shall be applicable at any terminal facility within the Port of Greater New York and New Jersey and vicinity in which Participating Members of the New York Terminal Conference operates.

PARTICIPATING TERMINAL OPERATORS:

Red Hook Container Terminal, LLC (RHCT) Port Newark Container Terminal (PNCT)
138 Marsh Street 241 Calcutta Street
Port Newark, NJ 07114 Port Newark, NJ 07114

GCT Bayonne LP (GCT B) APM Terminals Elizabeth, LLC (APMTE)
302 Port Jersey Boulevard 5080 McLester Street
Jersey City, NJ 07305 Port Elizabeth, NJ 07207

GCT New York LP (GCT NY)
300 Western Avenue
Staten Island, NY 10303

SYSTEM USED AND TELEPHONE NUMBERS:

TERMINALS	OPERATOR	PHONE	TYPE SYSTEM
Brooklyn:			
Red Hook Container Terminal	(RHCT)	718-875-0777	Combination
Port Newark:			
Berths 2, 4, 6	(RHCT)	973-522-0999	Combination
Berths 51, 53, 55, 57, 59, 61	(PNCT)	973-522-2200	Combination
Port Elizabeth:			
Berths 88, 90, 92, 94, 96, 98	(APMTE)	908-558-6000	Combination
Jersey City:			
GCT Bayonne LP	(GCT B)	201-451-5200	Combination
Staten Island:			
GCT New York LP	(GCT NY)	718-568-1801	Combination

PUBLISHED BY:
New York Terminal Conference
c/o J. Michael Cavanaugh or Gerald Morrissey, as Agents Holland & Knight LLP 800 17th Street NW
Suite 1100 Washington, D.C. 20006
Phone: 202.955.3000
Fax: 202.955.5564

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

TABLE OF CONTENTS

SECTION I RULES AND REGULATIONS

NYTC Operations

Table of Contents

Definitions

Holidays

Liability

Delinquent Invoice

SECTION II TRUCK, RAIL, & LIGHTER LOADING & UNLOADING

Application of Truck Loading/Unloading Rates

Collection of charges for Services Rendered

Heavy Lifts

Special Handling

Settlement of Disputes

Terminal Services Rates

Rolling Stock Including POV's and Commercial Vehicles

Schedule of Equipment, Carpentry, and Lashing Rates

Railcar Loading/Unloading

Lighter Loading/Unloading

Reefer/Temperature Controlled Units

SECTION III EXPORT DEMURRAGE

Free Time and Demurrage on Export Cargo

SECTION IV IMPORT DEMURRAGE

Free Time and Demurrage on Import Cargo

SECTION V DEMURRAGE EMPTY CONTAINERS, CHASSIS, & GENSETS

Free Time and Demurrage on Equipment

SECTION VI MISCELLANEOUS RATES

Supply water to vessels, Dockage, Miscellaneous Rates

SECTION VII TERMINAL THROUGHPUT RATES

Terminal Throughput Rates

SECTION VIII Vessel Operations and Cargo Handling Agreement

Vessel Operations and Cargo Handling Agreement

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

SECTION I

RULES AND REGULATIONS SYMBOLS AND DEFINITIONS

DEFINITIONS:

1. **CONTAINER** – Refers to any fully enclosed, reusable freight container of rectangular configuration, used for the repeated shipping of a number of smaller packages or bulk material. Said container may be collapsible, rigid or mobile; however, it must be susceptible to being handled in transit as a unit, and must meet ISO standards.
2. **HEAVY LIFT** – Refers only to single packages weighing 10,001 lbs. or more; provided, however, that individual airplanes, boats, containers and metals shall not be deemed heavy lifts.
3. **INTACT CONTAINER** – A reusable non-disposable shipping container for intact movement requiring no stripping or stuffing of contents by the NYTC.
4. **OPEN FLAT BED TRUCK (OFBT)** – Refers to a truck having no sides and tailgate, as well as to one from which the sides and tailgate have been removed by the truck driver prior to loading and/or unloading operations.
5. **OTHER TRUCK** – Refers to closed top or rack-open top truck (unless racks are removed by driver, prior to receiving service).
6. **PACKAGE** – Shall also include pieces, unpackaged customary freight units and all articles of any description except goods shipped in bulk.
7. **PIER CONTAINER** – A reusable, non-disposable shipping container requiring stripping or stuffing of contents by NYTC or other agreed third party.
8. **SKIDDED PRE-UNITIZED AND PALLETIZED CARGO** – Refers to packages mounted on a prepared platform (and, in the case of pre-unitized cargo, strapped together) in such a way as to form a single unit, which may be handled at the terminal facility by a 5-ton forklift. To be acceptable, the platforms must be made of wood, plastic, paper or metal, and shall rest on, and be fastened to, runners of steel or wood, with openings wide enough to permit free access of forklift blades and so spaced as to provide a balanced load when lifted. In addition, the dimensions of the total unit (i.e. platform with packages) shall not exceed 48 inches in width, 60 inches in length and 84 inches in height.
9. **TEMPERATURE CONTROLLED CARGO** – Refers to cargo that must be maintained at a specific temperature or range of temperatures.
10. **TERMINAL FACILITY** – One or more structures comprising a terminal unit and including, but not limited to, wharves, warehouses, covered and/or open storage space, cold storage plants, grain elevators, and/or bulk cargo loading and/or unloading structures, landings, and receiving stations, used for the transmission, care and convenience of cargo and/or passengers in the interchange of same between land and water carriers or between two water carriers. Terminal Operator refers to NYTC.
11. **THE PORT OF GREATER NEW YORK AND NEW JERSEY AND VICINITY** – All of the geographical areas designated in “The Port of New York District” map issued by the Port Authority of New York and New Jersey.
12. **TON** – Refers to a net ton of 2,000 pounds.
13. **TROUBLE TICKET** – Refers to a extra step in the Trucker transaction process generated as a result of a paperwork or documentation problem discovered, a problem that could have been avoided if the trucker had pre-checked the shipment.

RULES AND REGULATIONS STRAIGHT TIME RATES AND OVERTIME CHARGES

The rates provided hereinafter are for work performed during the hours from 8:00 a.m. to 12 noon and from 1:00 p.m. to 5:00 p.m., Monday to Friday, inclusive. All ILA holidays specified in the collective bargaining agreement are in effect in the Port of New York governing the employment of longshore labor being excepted.

Services performed by NYTC for the convenience of the carrier, shipper or consignee outside the aforementioned hours and services performed on Saturdays, Sundays and ILA holidays specified in the collective bargaining agreement in effect in the Port of New York governing the employment of longshore labor, shall be subject to a surcharge on the applicable rate.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

RULES AND REGULATIONS ILA HOLIDAYS

The following are the I.L.A. Holidays for the period 10/1/2021 – 9/30/2022

<u>Holiday</u>	<u>Date Observed</u>
1. Columbus Day	Monday October 11, 2021
2. Election Day	Tuesday November 2, 2021
3. Veterans Day	Thursday November 11, 2021
4. Thanksgiving Day*	Thursday November 25, 2021
5. Christmas Eve	Friday December 24, 2021
6. Christmas Day*	Saturday December 25, 2021
7. New Year's Eve	Friday December 31, 2021
8. New Year's Day*	Saturday January 1, 2022
9. Martin Luther King's Birthday	Monday January 17, 2022
10. Lincoln's Birthday	Saturday February 12, 2022
11. President's Day	Monday February 21, 2022
12. Gleason's Birthday	Thursday March 17, 2022
13. Good Friday	Friday April 15, 2022
14. Memorial Day	Monday May 30, 2022
15. Independence Day *	Monday July 4, 2022
16. Labor Day *	Monday September 5, 2022

* No Work ILA Holidays

Work on non-working holidays shall cease at 06:00 AM on the day of the holiday unless Carrier and Contractor agree the prior day to complete a berthed vessel by 09:00 AM on the day of the holiday. In the event a vessel works to completion beyond 06:00 AM Carrier shall guarantee Contractor three hours at double the overtime rate. **For the avoidance of doubt Easter Sunday shall be treated as a non-working holiday.**

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

RULES AND REGULATIONS

LIABILITY

LIMITATION OF LIABILITY – “Liability for loss or damage to cargo resulting from our failure to exercise due and proper care in performing the services provided for herein, incurred during the handling, loading, unloading, receipt, delivery, or storage of such cargo on the terminal at any time, including applicable free time, shall not exceed \$500.00 (US) per package or customary freight unit, unless the value of the cargo has been declared and other arrangements made with NYTC prior to its taking custody of, or assuming responsibility for the cargo.”

No provision contained in this schedule shall relieve NYTC from liability for its own negligence nor require any user to indemnify or hold harmless NYTC for liability for its own negligence.

NYTC shall be liable only for damage resulting from its failure to exercise due and proper care in performing the services provided for herein. In no case shall NYTC be liable for a sum in excess of \$500.00 per package or per customary freight unit unless the trucker, shipper, cargo owner or consignee or their representatives, prior to the commencement of such services, declares in writing a higher value and NYTC has agreed to accept such increased limits prior to NYTC taking custody of, or assuming responsibility for the cargo, or other arrangements are made in writing with NYTC prior to its taking custody of or assuming responsibility for the cargo.

RULES AND REGULATIONS

DELINQUENT INVOICE

- a) Invoices as issued by NYTC for services rendered are due and payable upon presentation.
- b) Unless otherwise stated herein, any invoice for any charge or charges prescribed for which full payment is not received by NYTC within thirty (30) calendar days from the date of the invoice is delinquent and shall be placed on the delinquent list.
- c) A delinquent invoice or delinquent charge is subject to a late payment charge consisting of simple interest of 1.5 % per month.
- d) Penalty charges prescribed in other items of this Tariff are separate and distinct from the delinquent payment charge assessable under this item.

SECTION II

RULES AND REGULATIONS

TRUCK LOADING AND UNLOADING

1. DEFINITIONS

A. ITTruck Loading – Shall mean the service of moving cargo from a place of rest on the terminal facility, elevating the cargo onto the truck and stowing of the cargo in the truck, but shall not include, among other things, special stowage, sorting or grading of, or otherwise selecting, the cargo for the convenience of the trucker or the consignee, nor the loading of cargo onto consignee’s pallets.

B. ITTruck Unloading – Such service shall consist of removing cargo from the body of the truck to place of rest on the terminal facility designated by NYTC. Truck unloading shall be performed by NYTC at the request of the motor carrier.

2. RIGHT TO LOAD AND UNLOAD TRUCK

A. Truck loading shall be performed solely by the agents, servants and employees of NYTC in accordance with the rules, regulations and practices contained in this schedule. Such services shall be performed with the assistance, and under the supervision, of the driver of the truck.

B. Truck unloading shall be performed by NYTC only upon request of the motor carrier, its agents, servants and/or employees; provided that there is sufficient labor readily available to NYTC to perform said services at the time of said request and provided, further, that the cargo is so situated on the truck that said services may be rendered by NYTC in one continuous operation, without interruption, until completion of the desired services. Said truck unloading services shall be performed with the assistance, and under the supervision, of the driver of the truck.

C. Only trucks properly registered and licensed will be serviced by NYTC. Equipment used for truck loading and unloading will be exclusively by NYTC; no lift trucks, pallet jacks, cranes, etc., other than those supplied by NYTC, will be permitted on the terminal facility.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

3. SAFETY

A. The motor carrier, shipper or consignee shall provide a vehicle, which is adequate and suitable for safe loading and unloading.

B. Dray Carrier Reactivation after Second Violation/Ban for Safety or Security Violations.

A re-activation fee will apply to any truck driver regaining access to any NYTC marine terminal after being cited and/or banned twice within one (1) calendar year for operating their truck in an unsafe manner or for violating any specific NYTC marine terminal traffic safety and security rules. Notwithstanding the reactivation fee, the marine terminals have sole discretion concerning all decisions to reactivate a driver, including but not limited to, a joint safety meeting and any additional training. \$70.52

4. APPLICATION OF RATES

Rates are quoted in cents per 100 lbs., unless otherwise noted.

Rates in this schedule apply only where NYTC is not requested to select cargo by individual marks or identification such as chop marks, brands, type, size, etc. If selecting is desired, and such service thereafter rendered, the rates will apply plus the service charge applicable under "Special Handling" under Item 13.

5. MISPLACED EQUIPMENT/CARGO BY A MOTOR CARRIER

Provide clerking, checking and draying services including equipment to locate and correct misparked equipment/cargo by a motor carrier, per occurrence

\$229.45

6. COLLECTION OF CHARGES FOR SERVICES RENDERED

A. Unless the shipper or consignee shall have made definite arrangements with NYTC for the payment of loading or unloading charges, the motor carrier shall assume full responsibility for the payment of the charges for such service.

B. Invoices are due at the address shown of invoice no later than ten (10) working days after rendition of truck loading and/or unloading services. Failure to remit within the period above prescribed will result in withdrawal of credit. Thereafter and until such time as credit is re-established, all charges and/or invoices shall be paid in cash by the driver after completion of said services and before departure of the truck from the terminal facility. The driver shall be given a receipt for each such payment.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

C. If a motor carrier fails to pay the charges specified herein and/or if a motor carrier is extended credit pursuant to the above provisions, and fails to pay said charges, the shipper or consignee shall become liable for such charge.

D. Existing credit listing maintained by NYTC will continue to be recognized and companies listed thereon shall continue to be extended credit in accordance with the provisions of Paragraph B. above subject to revocation as provided therein.

E. Companies not presently approved for credit by NYTC may make application therefore in writing directly to NYTC. Until such time as approval for credit is granted, all charges and/or invoices shall be paid in cash by the driver after completion of services and before departure of the truck from the terminal facility. The driver will be given a receipt for each such payment.

F. Checks from companies having established credit with NYTC will be accepted under the following provisions:

1) Any company check returned for Non-Sufficient Funds (NSF) will be assessed a fee for each occurrence of

\$99.46

2) Any company that has two (2) checks returned for NSF within a six-month period will be subject to

3) Cash payment will be required for companies for which check acceptance privileges have been cancelled.

4) NYTC may elect to establish a maximum dollar amount for any checks to be accepted. Payment in excess of this amount must be a certified check, cashier's check or wire transfer prior to release of cargo and/or providing services.

7. RECEIPT AND DELIVER OF BREAKBULK OR RO-RO CARGO AT AN APPOINTMENT TERMINAL

Appointments for service will be made available at terminals designated as appointment terminals. Scheduling of appointments should be made by 11:00 a.m. of the preceding business day with NYTC. Special equipment loading or discharging must be arranged at the time of making appointments. Appointments may be made with NYTC for delivery of cargo only after the steamship company has provided a freight release. Trucks arriving after the time of scheduled appointment may be denied service. A truckman will be deemed to have missed his appointment if for any reason the vehicle or the cargo is not in every aspect ready to work at the appointment time.

Trucks arriving after the time of scheduled appointment and those failing to appear for their appointments shall be subject to a charge of

\$61.96

8. RECEIPT AND DELIVERY OF CARGO AT A NON-APPOINTMENT TERMINAL

NYTC shall make provisions for servicing of non-appointment trucks that arrive at the terminal before 3:00 p.m. Non-appointment trucks will be assigned service periods. Those trucks not wishing to wait for their assigned service period may elect, not more than thirty (30) minutes after receipt of gate pass, to receive a preference slip entitling the trucker to service on the next business day. Trucks arriving at a marine terminal before 3:00 p.m. but after the capacity of said terminal has been reached, may be turned away but will be issued preference slips for service the next day.

9. RECEIPT AND DELIVERY OF CARGO AT A COMBINATION TERMINAL

All rules applicable to appointment facilities shall be applicable to the appointment portion of a combination non-appointment/appointment terminal operation.

10. OTHER SERVICES

Nothing contained herein shall be construed as requiring NYTC to perform, without charge, any service not specifically provided for herein.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

11. RESPONSIBILITY OF MOTOR CARRIERS EMPLOYEES IN TRUCK LOADING AND UNLOADING

When truck driver does not assist in the loading and unloading of his truck, NYTC shall make as surcharge in addition to the applicable schedule rate, the time to be computed on the basis of each fifteen (15) minute period or fraction thereof. Equipment is additional per schedule of equipment rates illustrated in Section II, Item 19.

Straighttime man hour	\$168.42
Overtime man hour	\$258.32
Meal time man hour	\$343.56

12. HEAVY LIFTS

The handling of heavy lifts shall be limited to the capacity of NYTC's equipment at that terminal facility. The schedule rates set forth herein for other than heavy lifts are applicable to single packages weighing 10,000 lbs. or less.

Heavy lifts will be handled only at the discretion of NYTC. Heavy lifts on other than OFBT will be charged at triple the heavy lift rate, except that heavy lifts on freely moving wheels will be charged at the rates shown for heavy lifts on OFBT.

13. SPECIAL HANDLING

If, after cargo has been either sorted, graded and stowed and/or assembled on the terminal awaiting delivery as per Bill of Lading, the consignee, thereafter, desires additional sorting, grading, and/or specific selection of said cargo in connection with subsequent rail car loading thereof, a written request detailing the nature of the special services desired must be submitted in advance of rail car loading to NYTC. If NYTC agrees to perform these additional services or any other services not included in this Rate Schedule, an extra charge shall be assessed, said charge to be computed on the basis of each fifteen (15) minutes or fraction thereof. The use of each piece of cargo handling equipment used in connection with special services shall be charged per schedule of equipment rates illustrated in Section II, Item 19.

Straighttime man hour	\$168.42
Overtime man hour	\$258.32
Meal time man hour	\$343.56

14. DELAYS AT CONTAINER TERMINAL

NYTC agrees to the payment of penalty charges to motor carriers who are delayed at Container Terminals in accordance with the following schedules and conditions:

A. Free-time:

Containers, single move	150 minutes
Containers, double move	210 minutes

Computation of Time

Computation of time will be based upon the truck's arrival at the terminal, at the first point of processing. Terminal time will terminate when the trucker exits the outbound gate of the terminal.

B. Exclusions:

NYTC will not be responsible for delays caused by severe weather or delays resulting from the aftermath and cleanup required due to a severe weather occurrence, and/or delays caused by a disruption of power, telephone, shortage of containership line equipment, chassis or data services such as those supplied to U.S. Customs, which are beyond the control of NYTC. NYTC member MTO's will not be responsible for terminal delays resulting from a vessel's delayed arrival, not on time with their pro forma schedule. The force majeure exclusions will not include delays due to failure(s) of NYTC's member computer systems.

Motor carriers have an obligation to utilize technologies and services which are made available by NYTC to pre-check or pre-clear a shipment prior to dispatching a driver to the terminal. If a paperwork or documentation problem is discovered, a problem that could have been avoided if the trucker had pre-checked the shipment, a Trouble Ticket will be generated resulting in a Trouble Ticket administrative fee. The terminal time will start upon resolution of the Trouble Ticket.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

NYTC may deny payments of detention penalties to truckers, who on a regular basis, fail to pre-check prior to the arrival at terminals, or fail to follow terminal procedures which result in delays to themselves or other truckers.

Detention payments will not be paid to motor carriers arriving at the terminal facility with a bare chassis upon which they request a container, which is already on a chassis, to be placed unless the terminal operator shall have been notified of the intended method of removal of the container from the terminal facility prior to the vessel's discharge.

Detention payments will not be paid to motor carriers requiring genset mounting/dismounting to or from a container whether the container is full or empty.

Detention payments will not be paid with respect to any transaction if the motor carrier requests clerical assistance for such transaction. This includes transactions which may require such assistance, e.g. documentation for hazardous cargo and motor vehicles.

Detention payments will not be paid unless submitted to the terminal operator by the motor carrier who performed the move within 30 days of the transaction. All requests for payment of detention must be individually specified on such forms and in such a manner as may be specified by the terminal operator.

If any employee, agent or representative of a Motor Carrier (or any other person with actual or implied consent of the Motor Carrier) is found to have stolen, pilfered or vandalized and chassis component(s) or other property belonging to the terminal operator., its customers or other persons present on the terminal with the consent of the terminal operator the Motor Carrier will be held fully responsible for the cost of repairing or replacing said equipment. The Motor Carrier will also forfeit its ability to submit any invoicing pertaining to trucker detention at the terminal.

C. Payment of Penalties:

When the power vehicle is delayed beyond the allowable free time, NYTC shall be charged per 15 minutes at a rate of

\$12.50

However, there shall be no penalties paid for detentions of less than twenty-nine (29) minutes. False or unsubstantiated claims for detention reimbursements filed by a motor carrier are subject to a processing fee to such motor carrier and denial of claim per each occurrence of

\$73.52

Claims shall be filed within thirty (30) calendar days from the date on which the claim arose or said claim shall be barred.

D. Settlement of Disputes

All disputes arising pursuant to this provision shall be arbitrated pursuant to the Commercial Arbitration Rules of the American Arbitration Association.

15. PREREQUISITE FOR PALLETIZED, PREUNITIZED, AND SKIDDED RATE

In addition to any other requirements specified elsewhere, the following rules shall apply:

A. Wherever rates in this schedule are based upon cargo being palletized, preunitized or skidded, said rates are applicable in the case of truck unloading only if the cargo is situated on the truck so the terminal's forklift truck blades may be directly inserted without any necessity of shifting cargo prior to such insertion. If the cargo is not so situated on the truck, triple the truck unloading rates will be charged. Cargo must be deemed suitable for safe handling.

B. In both loading and unloading situations, N.O.S. shall apply if the pallets, platforms, skids, etc. are not serviceable and safe to handle.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

16. U.S. GOVERNMENT AGENCY INSPECTION, OTHER INSPECTION/SAMPLING AND MISCELLANEOUS TERMINAL SERVICES

<p>A. Any U.S. Government Agency whose regulations cause the Marine Terminal Operator to be required to supply specific terminal handling or segregation operations for a container/unit to be moved to an off dock CES service provider for the performance of NII, AQI and any other related container/unit inspection, will be assessed a per container/unit terminal handling charge.</p>	\$160.80
<p>B. Any U.S. Government Agency requiring the Marine Terminal Operator to provide services to a container/unit for any on terminal inspection, inclusive of grounding/mounting. This rate does not include applicable warehouse exam charges, detention or overtime surcharge or additional reefer plug/unplug charge.</p>	\$632.45
Detention and overtime surcharge	
Weekday	\$154.74
Weekend and holiday	\$168.42
Additional reefer plug/unplug charge applicable for all reefer containers	\$88.85
<p>C. A charge per transaction will be applicable when an over-the-road driver requires a chassis change, or container off-load or on-load to/from a chassis. This would include containers beyond standard dimensions of 8'06" or 9'06" in height, and 8'00" in width, or tanks of any size, or containers requiring special yard handling and/or segregation (i.e. pallet-wide containers).</p>	\$125.24
<p>D. Security charge per loaded container, loaded and/or discharged, only once on transshipped containers, will be assessed the carrier.</p>	\$4.49
<p>Security charge per ton of 2000 lbs. will be assessed the carrier on breakbulk cargo loaded and/or discharged, will be assessed the carrier.</p>	\$0.24
<p>E. Switching out of gauge cargo that is received or delivered on FCL basis to/from flat bed or trucker's owned equipment, as requested per occurrence.</p>	\$594.91
<p>F. Hazardous Cargo Surcharge Receiving or Delivery</p>	
Container/Unit	\$40.38
Breakbulk or LCL per truck	\$40.38
<p>G. AQI requests for Sampling, Seal checks, or other Government Agency Requested miscellaneous services:</p>	
<p>1. Wheeled units, minimum charge of 1 man hour per container/unit</p>	
Straighttime man hour	\$168.42
Overtime man hour	\$258.32
Meal time man hour	\$343.56
<p>2. Grounded units, mounting/grounding as requested/required plus minimum charge of 1 man hour per container/unit</p>	
Mount or Ground per occurrence	\$175.05
Straighttime man hour	\$168.42
Overtime man hour	\$258.32
Meal time man hour	\$343.56
<p>3. Other containers/units, minimum charge of 1 man hour per container/unit</p>	
Straighttime man hour	\$168.42
Overtime man hour	\$258.32
Meal time man hour	\$343.56
<p>H. 1) Resolution of a Trouble Ticket in accordance with Section II, Item 14, Paragraph B</p>	
Administrative Fee per Trouble Ticket	\$65.15
<p>2) No driver may leave a marine terminal without receiving a final exit ticket at the out gate. Any driver receiving a trouble ticket (i.e., an exit ticket with any unresolved items), or no ticket at all, must report to the trouble window for resolution. If the driver leaves the terminal without the final ticket with all items resolved, the trucking company will be subject to a penalty per occurrence</p>	\$83.40

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

		<u>1 - 24 pcs.</u>	<u>25 - 50 pcs.</u>	<u>Over 50 pcs.</u>
	10,001 - 25,000 lbs.	327	266	181
	25,001 - 60,000 lbs.	383	292	199
Mail			Per bag or package	\$319
Metals		LOT SIZES - SEE NOTE		
		<u>Under 100 Tons</u>	<u>100 - 500 Tons</u>	<u>Over 500 Tons</u>
	Ingots, Pigs, Slabs Billets, Bars, and Cigars (up to six (6) ft.)	OFBT	181	74
	Blisters, Anodes, Cakes, Buttons, Cathodes, Sheet in Coils, Skidded Packages of Tinplate	OTHER	267	267
	Angles, Bars, Channels, Flat Plates, Rods, Sheets, Structural Steel, Tubing Pipe Rods, and Wire in Coils	OFBT	197	119
	Said metal items in cases, boxes, or crates	OFBT	197	106
	Fittings, Flanges, Bundled when handled by forklift	OFBT	157	157
	Truck only, dumped to open truck, no other servicing or handling required		210	210
	NOTE: The term "Lot sizes" refers to quantities shipped to or from one ultimate shipper/consignee on one vessel requiring no special or additional sorting, selecting or handling.			
	Palletized, Preunitized and Skidded Cargo – Dimensions not to exceed 48 inches in width, 60 inches in length and 84 inches in height (subject to a minimum of ten units per truck) (Units over 10,000 lbs. will be charged heavy lift rates). (This item does not include vans, containers, pallet containers, convex boxes, pipe on skids.)		per unit	\$42.10
	Paper rolls – over 700 lbs. each (closed trucks when stowed one high on the roll)		per roll	\$39.46
Pipe			<u>Up to 22 feet</u>	<u>Over 22 feet</u>
	Pipe, Non-Metalic Bundles	OFBT	205	276
	Loose, 4 inches & over inside diameter	OFBT	205	276
	Loose, under 4 inches inside diameter	OFBT	205	437
	Reels – Containing Wire Cable, etc. minimum weight per reel, 500 lbs., except those requiring special handling	OFBT		205
	Railroad Ties - Strapped in bundles	OFBT		107
	Rubber in Bales		When dumped into open top trucks	143
			Other trucks	419
	Tea - In chests, carton or bags, in truckload lots from one ocean Bill of Lading			279
	Trucks and Autos – Knocked down and skidded in such a way to permit handling by a forklift only, shipped to one consignee on one vessel in quantities of not less than 100 units and with a maximum weight per unit of 7,500 lbs.	OFBT, per unit		\$55.95
	Waste Paper - Bales, 1,500 lbs. minimum per bale		per bale	129
	Wood Pulp - Bales		per bale	129
	Wood Pulp - Unitized minimum of 3,300 lbs. per unit		per unit	74

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

18. Rolling Stock

DRIVABLE ROLLING STOCK – DELIVERING DRIVER IS RESPONSIBLE FOR DRIVING OFF.

Minimum gate charge per delivering carrier. (Driver Drive Offs)		\$184.23
75,000 lbs. and up	per unit	\$415.78
50,000 lbs. up to 74,999 lbs.	per unit	\$277.53
6,000 lbs. up to 49,999 lbs.	per unit	\$201.32

Vehicles with steel treads will only be handled by LIFT-OFF as they cannot be driven on the terminal. (Rubber tread can be driven off)

Privately owned passenger vehicles or commercial passenger vehicles individually driven for delivery or receipt to or from a terminal facility.	per unit	\$137.53
---	----------	----------

19. SCHEDULE OF HOURLY EQUIPMENT RATES

Mobile Crane (house) per lift		\$624.01
Container Crane		\$1,487.51
Straddle Carrier		\$413.34
Top Loader (60,000 lbs.)		\$259.59
Forklifts 10,000 lbs.		\$38.27
Forklifts 10,001 lbs. to 15,000 lbs.		\$48.99
Forklifts 15,001 lbs. to 25,000 lbs.		\$83.70
Stacker 35,000 lbs. capacity		\$130.33
Hustler		\$96.77
Flatbeds		\$29.29
Empty Handler		\$277.36
Portable Lights per unit per day		\$267.80
Transtainer (RTG)		\$7779.46
*Mafi, lowboy or trailer rental, per diem		\$40.76
Daily rental charge - Containment Platform Unit (contains liquid cargo spills)		\$432.22

The above hourly and per lift equipment rates are subject to a 10% fuel surcharge

20. SCHEDULE OF LASHING LABOR RATES

Vessels with a total count of 4000, or more, lifts per call are subject to one (1) additional lasher expense per gang.

Lashing Foreman		
Straighttime man hour		\$170.83
Overtime man hour		\$221.90
Meal time man hour		\$260.43
Lashers		
Straighttime man hour		\$168.93
Overtime man hour		\$221.95
Meal time man hour		\$271.50

21. SCHEDULE OF LASHING MATERIAL RATES

Turnbuckles	each	\$38.97
Ratchet belts	each	\$74.39
Wire 3/4"	per foot	\$1.58
Clips 3/4"	each	\$2.92
Wire 5/8"	per foot	\$1.06
Clips 5/8"	each	\$2.24
Shackles	each	\$18.23
Lashing Sticks	each	\$0.96
Wood Sticks	each	\$1.04
Rubber Corners	each	\$12.68
Sisal Rope 1/2"	per lb.	\$3.77
Polyethylene	roll	\$167.95
Speedy Dry	bag	\$13.99

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

22. SCHEDULE OF CARPENTER LABOR RATES

Carpenter Foreman		
Straighttime man hour		\$170.83
Overtime man hour		\$221.90
Meal time man hour		\$260.43
Carpenter		
Straighttime man hour		\$168.93
Overtime man hour		\$218.86
Meal time man hour		\$263.47

23. SCHEDULE OF CARPENTRY MATERIAL RATES

2x4x8	per piece	\$5.70
4x4x8	per piece	\$18.24
4x6x8	per piece	\$23.39
6x8x8	per piece	\$40.10
1/2" plywood 4x8	sheet	\$40.77
Nails	lb.	\$1.31
Polyethylene	roll	\$167.38
Sawdust	bag	\$7.55
1 - 1/2 strapping	per foot	\$0.72
1 - 1/2 strapping seals	per seal	\$0.49
1 - 1/4 strapping	per foot	\$0.53
1 - 1/4 strapping seals	per seal	\$0.38
2" strapping	per foot	\$0.83
2" strapping seals	per seal	\$0.55
Sisal Rope 1/2"	lb.	\$3.76
Auto Chocks (4/unit)	unit	\$36.51
Duct Tape	roll	\$11.21
Cartons	each	\$13.03
Speedy Dry	bag	\$13.99

24. RAILROAD CAR LOADING AND UNLOADING

A. DEFINITIONS

- 1) ITRailroad Car Unloading – Consists of removing cargo from a railcar and placing same on the terminal.
- 2) ITRailroad Car Loading – Consists of removing cargo from the terminal and placing same in or on a rail car.

B. RATES

- 1) Box Car/Flat Car or Gondola:
 - a) Cargo measuring up to and including 100 Cu. Ft. per ton per ton \$89.89
 - b) Cargo measuring in excess of 100 Cu. Ft. per ton per ton \$112.25
 - c) Palletized, preunitized, and skidded cargo per ton \$51.01
 - d) Wood pulp, bales per ton \$24.23
 - e) Palletized fiber board (minimum 250 units on one Bill of Lading, four carloads at one time) per ton \$41.56
 - f) Steel Coils from or to rail cars, including removal of rail car tops, minimum 270 tons per ton \$1.06
 - g) Open cars (for pieces up to 12,000 lbs.) per ton \$37.53
- h) Charges for heavy lift (pieces over 12,000 lbs.) discharging/loading will be charged at rates mutually agreed upon between NYTC and steamship company or other party requesting such service.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

Charges for the loading and unloading of railcars will be assessed the rail carrier or the party ordering the service performed in cases where the railroad is not responsible.

All charges rendered by NYTC for which credit is granted shall be due and payable within seven (7) working days from the date of bill.

C. DELAYS

NYTC will be responsible only for delays, which are shown to have been caused by it, or within its control. NYTC shall not be responsible for delays caused by but not limited to: incomplete documentation, strikes, local work stoppages, weather conditions, force majeure.

D. SPECIAL HANDLING

If, after cargo has been either sorted, graded and stowed and/or assembled on the terminal awaiting delivery as per Bill of Lading, the consignee, thereafter, desires additional sorting, grading, and/or specific selection of said cargo in connection with subsequent rail car loading thereof, a written request detailing the nature of the special services desired must be submitted in advance of rail car loading to NYTC. If NYTC agrees to perform these additional services or any other services not included in this Rate Schedule, an extra charge shall be assessed, said charge to be computed on the basis of each fifteen (15) minutes or fraction thereof. The use of each piece of cargo handling equipment used in connection with special services shall be charged per schedule of equipment rates illustrated in Section II, Item 19.

Straighttime man hour	\$168.42
Overtime man hour	\$258.32
Meal time man hour	\$343.53

25. LIGHTER LOADING AND UNLOADING

A. DEFINITIONS

1. Lighter Loading – Consists of removing cargo from the terminal facility and placing it on the lighter, covered barge, deck scow, etc., excluding containers

2. Lighter Unloading – Consists of removing cargo from the lighter, covered barge, deck scow, etc., and placing same on the terminal facility excluding containers.

B. RATES

1. Loading/Unloading excluding equipment	per ton	\$71.67
2. Loading/Unloading, palletized cargo excluding equipment	per ton	\$46.98

3. The rates specified in A. and B. above to pieces weighing up to 12,000 lbs. Charges for heavy lifts over 12,000 lbs. will be charged at rates mutually agreed upon between NYTC and the steamship company or other parties requesting such service.

C. RESPONSIBILITY FOR CHARGES

Charges for lighter loading and unloading shall be assessed against the operator of the lighter and/or against the party requesting such service to be performed.

D. LIGHTER DETENTION

NYTC will be responsible only for such unusual delays to lighters as are shown to have been caused by it or to have been within its control.

26. REEFER CONTAINER, TEMPERATURE CONTROLLED UNITS

Specific Information regarding all Reefer Containers and Temperature Controlled Units must be transmitted to the NYTC from the Carrier via EDI.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

SECTION III

RULES AND REGULATIONS FREE TIME AND DEMURRAGE ON EXPORT CARGO

1. DEFINITIONS

A. ITFree Time – The specified period during which cargo may occupy space assigned to it on a terminal facility free of demurrage immediately prior to the loading of such cargo on the vessel.

B. ITDemurrage – A charge assessed against the cargo remaining in or on the terminal facilities after the expiration of free time.

2. FREE TIME PERIOD

Free time on export cargo/containers shall not be more than five (5) days (exclusive of Saturdays, Sundays and ILA holidays)

3. COMPUTATION OF FREE TIME PERIOD

Free time on export cargo shall commence at 12:01 a.m. on the day after the said cargo is received at the terminal facility and terminate at 11:59 p.m. on the final day of free time. Consolidation time on export cargo shall commence at 12:01 a.m. on the day following the last day of free time and terminate at 11:59 p.m. on the final day of consolidation time.

4. SCALE OF DEMURRAGE CHARGES

At the expiration of free time period, or if consolidation has been granted, demurrage shall be assessed in accordance with the following rates and provisions.

A. BREAKBULK CARGO

1st Period Demurrage:

	Per 100 lbs or per cubic foot, whichever is greater, per day, or fraction thereof, for the first five (5) calendar days after the expiration of free time.	per 100 lbs.	\$0.09
		per cubic foot	\$0.08
	Minimum Charge	per day	\$34.73

2nd Period Demurrage:

	Per 100 lbs or per cubic foot, whichever is greater, per day, or fraction thereof, for the next five (5) succeeding days.	per 100 lbs.	\$0.11
		per cubic foot	\$0.09
	Minimum Charge	per day	\$55.16

3rd Period Demurrage:

	Per 100 lbs or per cubic foot, whichever is greater, per day, or fraction thereof, for each succeeding day.	per 100 lbs.	\$0.17
		per cubic foot	\$0.10
	Minimum Charge	per day	\$75.97

B. CONTAINERS, MERCHANT HAULAGE OR INTERMODAL/CARRIER CONTROLLED

1. General cargo containers of all dimensions after the expiration of free time:

1 - 4 days	per calendar day	\$172
5 - 9 days	per calendar day	\$222
10 days and above	per calendar day	\$384

2. Temperature controlled containers of all dimensions after expiration of free time:

1 - 3 days	per calendar day	\$404
4 days and above	per calendar day	\$567

3. Special equipment, platforms, flatracks, etc., of all dimensions after the expiration of free time:

1 - 3 days	per calendar day	\$343
4 days and above	per calendar day	\$520

4. Tank containers of all dimensions after expiration of free time:

1 - 3 days	per calendar day	\$254
4 days and above	per calendar day	\$409

Additional charge after expiration of electricity free time for electricity usage	per calendar day	\$61.06
---	------------------	---------

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

C. Saturdays, Sundays and ILA holidays shall be included in computing demurrage. No demurrage shall be assessed after the vessel has commenced to load.

D. Except as otherwise provided in this section, demurrage shall be for the account of the cargo.

E. When the vessel for any reason fails to meet the announced date of sailing, any demurrage accruing after such date shall be assessed in successive periods for the account of the vessel until the vessel commences to load.

F. In the case of a vessel cancellation, cargo on free time, or if a vessel has been designated, cargo on consolidation time, on the announced date of sailing shall be subject to first period demurrage assessed against the vessel commencing on the day when the cargo was received at the terminal facility and terminating on the said announced date of sailing unless the export shipper on or before that date has another vessel designated for loading, removes the cargo from the terminal, or elects storage if same is provided.

G. If the export shipper takes none of the action mentioned in Paragraph F. of this item, demurrage charges in successive periods shall be assessed against the export shipper after the vessel's liability for demurrage has expired. Such demurrage shall likewise terminate upon the export shipper's action as aforesaid. For cargo on demurrage on the cancelled date of sailing, demurrage shall continue for the account of the export shipper until such time as he takes one of said actions. In the event the export shipper has another vessel designated, the provisions of B.1. above shall apply, with the free time for the other vessel commencing on the date that the export shipper has this other vessel designated.

H. The announced date of sailing shall be that date(s) appearing in The Journal of Commerce or The Shipping Digest or any other appropriate publication of general circulation as, from time to time, may be designated in this schedule.

I. ITWhen the loading of cargo into a vessel is prevented by factors beyond NYTC's control, such as, but not limited to, longshoremen's strike, trucking strikes, chassis shortages, rail car shortages or other rail provider caused delays, merchandise which remain at the terminal beyond the designated free time shall remain subject to the demurrage charges in accordance with this section. NYTC may, at its sole discretion, extend the free time allowed beyond the last free day with respect to any merchandise.

J. At the time export cargo is received by the pier facility a receipt shall be issued evidencing receipt of the cargo, which shall show the date of receipt and shall identify the vessel on which the goods are to move. The identification of the vessel is made for the purpose of determining the application of the foregoing Paragraphs E. and I. of this section.

K. Upon request for early receiving of export cargo, more than 7 calendar days prior to vessel ETA, and at the discretion of the NYTC Marine Terminal Operator, cargo may be received early and assessed an Early Receiving Surcharge per Load in addition to the normal gate charge. Free Time periods and Demurrage Terms apply from the date of receipt.

\$182.71

5. TRANSFER OF OWNERSHIP OF CARGO FOR EXPORT

The transfer of ownership of cargo for export after said cargo has been received at a terminal facility shall not entitle such cargo to additional free time.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

6. REMOVAL OF EXPORT CARGO FROM TERMINAL FACILITY PRIOR TO LOADING INTO VESSEL

A. Subject to the provision of Item 4, if export cargo is not loaded into a vessel and is, at any time, removed from the terminal facility, said cargo shall be subject to demurrage charges set forth above, with no free-time allowance. Said charges shall be assessed from the day the cargo was received at the terminal facility to the day of its removal there from. Redelivery gate charge and applicable grounding and mounting each way is applicable.

Redelivery gate charge	\$458.59
Grounding/Mounting each way	\$170.77

B. In addition, said cargo shall be responsible for the receipt and delivery labor costs incurred by NYTC as a consequence thereof.

7. RESPONSIBILITY FOR PAYMENT OF DEMURRAGE AND OTHER CHARGES

A. Except as otherwise provided, demurrage and other charges specified herein, shall be for the account of the cargo.

B. Demurrage and other charges shall be due and payable when service is provided.

C. NYTC has the right to require payment in full of any and all such charges before such cargo leaves the terminal facility.

8. CARGO RECEIVED PRIOR TO EFFECTIVE DATE OF SCHEDULE

All cargo for export which has been received prior, but still remains at a terminal facility on October 1, 2020, shall be deemed to have been received, as noted in the NYTC equipment inventory computer systems, for the purpose of applying this schedule as of said date and free time shall be allowed accordingly.

9. EXPORT ON TERMINAL

A. Cargo which is undelivered and remains at the terminal beyond the expiration of free time, may be placed in public storage at any time thereafter, at the option of NYTC and at the risk and expense of the cargo.

B. Cargo remaining on the terminal in excess of 30 days, will be considered as abandoned and sold for collection of demurrage charges due NYTC. At the time of sale, NYTC makes no representation of the contents of the cargo. All bids are based on a view by the bidders of the contents. All bids are final. Thirty (30) days prior to such sale, a registered receipted letter or e-mail of notice and will be sent to either the carrier or the owner of record. Acknowledgement by the carrier and/or shipper of record prior to the timeframe mentioned above overrides all mentioned requirements for the sale of the cargo. Any monies received beyond the charges due, will be returned to the shipper/carrier if claimed within one year of the mailed notice.

Notwithstanding the foregoing if NYTC, in its sole discretion, shall determine that any cargo remaining on the terminal beyond the expiration of free time is (i) subject to spoilage and/or (ii) subject to rapid devaluation due to the passage of time, then in either of such events such cargo may, at the sole option of NYTC, be considered abandoned as of the expiration of free time and may be sold at any time thereafter by NYTC without notice to the owner of record. Nothing contained in this paragraph shall require NYTC to investigate the nature of cargo remaining on its terminal beyond free time, to take any special actions to preserve such cargo or to take any of the actions contemplated in this paragraph. Nothing in this paragraph shall accord to the owner of record of any other person any right or claim against NYTC for taking any actions permitted in this paragraph, for not taking any such actions or for delaying in the taking of any such actions.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

SECTION IV

RULES AND REGULATIONS FREE TIME AND DEMURRAGE ON IMPORT CARGO

1. DEFINITIONS

- A. ITFree Time – The specified period during which cargo may occupy space assigned to it on a terminal facility free of demurrage immediately prior to the loading of such cargo on the vessel.
- B. ITDemurrage – A charge assessed against the cargo remaining in or on the terminal facilities after the expiration of free time.

2. FREE TIME PERIOD

A. Breakbulk Cargo:

Four (4) days free time exclusive of Saturdays, Sundays and ILA holidays will be allowed for the removal of import cargo discharged from vessels in the Port of New York, except that; green coffee beans in bags and cocoa beans in bags will be allowed eight (8) calendar days and no free time will be allowed on cargo which is of a special nature as to require earlier removal because of local ordinances or other governmental regulations or because piers are not equipped to care for such property for such period, such as, but not restricted to:

- 1) Cargo in bulk
- 2) IT Oils and/or liquids in bulk, in ship's tanks
- 3) Animals and birds, live
- 4) Bullion and treasure
- 5) Dangerous and hazardous cargo
- 6) Jewelry, precious stones, etc.
- 7) Refrigerated cargo

B. Containerized Cargo:

1) For any service contract or other free time extension of ten (10) or more days, demurrage will accrue from the expiration of free time at the final tier rate. If the containership line's tariff provisions are not acceptable or do not provide appropriate coverage, then the following schedules will apply. Any extended periods of free time granted by a containership line's tariffs or service contracts will be at the responsibility and liability of the containership line and/or the cargo.

2) General cargo containers and tank containers:

Four days free time exclusive of Saturdays, Sundays and ILA holidays will be allowed for the removal of containers discharged from vessels in the Port of New York.

3) Refrigerated Containers/Units, Temperature Controlled Containers/Units

Two days free time and electricity to power, exclusive of Saturdays, Sundays and ILA holidays, will be allowed for the removal of containers discharged from vessels in the Port of New York.

4) Flatracks, Platforms, Open Top Containers/units

Two days free time exclusive of Saturdays, Sundays and ILA holidays will be allowed for the removal of Flatracks, Platforms, Open Top Containers/units discharged from vessels in the Port of New York

C. Containers of green coffee beans in bags and cocoa beans in bags will be allowed eight (8) days free time exclusive of Saturdays, Sundays and ILA holidays. Free-time requests received after 8:00 a.m. the morning before the start of the vessel (in case of holidays or weekends, the last work day before) will not qualify for the additional free-time.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

3. COMPUTATION OF FREE TIME PERIOD

Free time on import cargo/containers shall commence at gate opening on the first business day following system update of first point of rest on terminal and will expire on the last day of free time (Saturdays, Sundays and ILA holidays excluded). Cargo/containers updated in the system to first point of rest on terminal after gate opening on a normal business day shall begin free time the following business day and will expire on the last day of free time (Saturdays, Sundays and ILA Holidays excluded).

4. SCALE OF DEMURRAGE CHARGES

The following scale of demurrage rates and provisions will apply to cargo remaining undelivered after the expiration of free time.

A. BREAKBULK CARGO

1st Period Demurrage:			
	Per 100 lbs or per cubic foot, whichever is greater, per day, or fraction thereof, for the first five (5) calendar days after the expiration of free time.	per 100 lbs.	\$0.09
		per cubic foot	\$0.08
	Minimum Charge	per day	\$35.33
2nd Period Demurrage:			
	Per 100 lbs or per cubic foot, whichever is greater, per day, or fraction thereof, for the next five (5) succeeding days.	per 100 lbs.	\$0.11
		per cubic foot	\$0.09
	Minimum Charge	per day	\$56.10
3rd Period Demurrage:			
	Per 100 lbs or per cubic foot, whichever is greater, per day, or fraction thereof, for each succeeding day.	per 100 lbs.	\$0.17
		per cubic foot	\$0.10
	Minimum Charge	per day	\$77.27

B. CONTAINERS, MERCHANT HAULAGE OR INTERMODAL/CARRIER CONTROLLED

1. General cargo containers of all dimensions after the expiration of free time:		
1 - 4 days	per calendar day	\$172
5 - 9 days	per calendar day	\$222
10 days and above	per calendar day	\$384
2. Temperature controlled containers of all dimensions after expiration of free time:		
1 - 3 days	per calendar day	\$404
4 days and above	per calendar day	\$567
3. Special equipment, platforms, flatracks, etc., of all dimensions after the expiration of free time:		
1 - 3 days	per calendar day	\$343
4 days and above	per calendar day	\$520
4. Tank containers of all dimensions after expiration of free time:		
1 - 3 days	per calendar day	\$254
4 days and above	per calendar day	\$409
Additional charge after expiration of electricity free time for electricity usage		
	per calendar day	\$61.06

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

5. UNDELIVERED CARGO

A. Cargo which is undelivered and remains at the terminal beyond the expiration of free time, may be placed in public storage at any time thereafter, at the option of NYTC and at the risk and expense of the cargo.

B. Cargo remaining on the terminal in excess of 30 days, will be considered as abandoned and sold for collection of demurrage charges due NYTC. At the time of sale, NYTC makes no representation of the contents of the cargo. All bids are based on a view by the bidders of the contents. All bids are final. Thirty (30) days prior to such sale, a registered receipted letter or e-mail of notice and will be sent to either the carrier or the owner of record. Acknowledgement by the carrier and/or shipper of record prior to the timeframe mentioned above overrides all mentioned requirements for the sale of the cargo. Any monies received beyond the charges due, will be returned to the shipper/carrier if claimed within one year of the mailed notice.

Notwithstanding the foregoing if NYTC, in its sole discretion, shall determine that any cargo remaining on the terminal beyond the expiration of free time is (i) subject to spoilage and/or (ii) subject to rapid devaluation due to the passage of time, then in either of such events such cargo may, at the sole option of NYTC, be considered abandoned as of the expiration of free time and may be sold at any time thereafter by NYTC without notice to the owner of record. Nothing contained in this paragraph shall require NYTC to investigate the nature of cargo remaining on its terminal beyond free time, to take any special actions to preserve such cargo or to take any of the actions contemplated in this paragraph. Nothing in this paragraph shall accord to the owner of record of any other person any right or claim against NYTC for taking any actions permitted in this paragraph, for not taking any such actions or for delaying in the taking of any such actions.

6. TRANSFER OF OWNERSHIP OF CARGO

The transfer of ownership of cargo after said cargo has been received at a terminal facility shall not entitle such cargo to additional free time.

7. RESPONSIBILITY FOR PAYMENT OF DEMURRAGE AND OTHER CHARGES

A. Except as otherwise provided, demurrage and other charges specified herein, shall be for the account of the cargo.

B. Demurrage and other charges shall be due and payable when service is provided.

C. NYTC has the right to require payment in full of any and all such charges before such cargo leaves the terminal facility.

8. EXTENSIONS OF FREE TIME

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

9. RESERVED

10. TRANSSHIPMENT CARGO

Transshipment cargo must be reported to the terminal before the arrival of each vessel. If no application is made at that time, demurrage accrued after normal free time will be for the account of the cargo/carrier.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

SECTION V

RULES AND REGULATIONS

FREE TIME AND DEMURRAGE ON EMPTY CONTAINERS, CHASSIS, AND GENSETS

1. PURPOSE

The purpose of this part is:

A. To define and set schedule rates and rules applicable to circumstances resulting from the cessation of transportation services by a user of NYTC's facility. Cessation may occur for any reason, including, but not limited to bankruptcy, discontinuance of service, acts of God, acts of Government, force majeure.

B. To insure NYTC receives a fair charge for the use of its facilities, labor and equipment, when containers, chassis or gensets are not being used for commerce.

2. DEFINITIONS

A. A container is defined as a cargo carrying unit usually measuring from 20 feet to 45 feet in length by 8 feet in width and 8 or more feet in height or a platform 20 feet to 45 feet in length by 8 feet in width, designed for the purpose of direct transfer of the unit and its contents to and from sea going vessels. The unit may also be a tank for liquids mounted on a platform, a bin or a bolster used for similar purpose.

B. A chassis is a vehicle designed and built to carry containers or platforms with facility for tractor coupling for transport.

C. Free time is the specified period a container or chassis may occupy space assigned to it on a terminal free of charge.

D. Demurrage is a charge assessed against a container and or chassis after the expiration of free time.

E. Terminal facility user is any person or entity, including but not limited to, vessel operator, vessel owner, container owner, container lessor or lessee utilizing a terminal facility and terminal services.

F. Genset is an abbreviation of generator set which normally is equipped with a generator (alternator) and a driven diesel engine assembled in one package which generates an AC power supply to a temperature controlled container in a place where 3 phase AC power is not available.

3. COMPUTATION AND NOTICE OF FREE TIME ON EMPTY, CONTAINERS, CHASSIS AND GENSETS

Four days free time exclusive of Saturdays, Sundays and ILA holidays will be allowed for the removal of containers discharged from vessels in the Port of New York. Free time on empty Containers/Units/Chassis and gensets shall commence at gate opening on the first business day following system update of first point of rest on terminal and will expire on the last day of free time (Saturdays, Sundays and ILA holidays excluded). Containers/units, chassis or gensets updated in the system to first point of rest on terminal after gate opening on a normal business day shall begin free time the following business day and will expire on the last day of free time (Saturdays, Sundays and ILA Holidays excluded).

4. SCALE OF DEMURRAGE CHARGES

The following scale of demurrage rates and provisions will apply to containers, chassis, and gensets remaining undelivered after the expiration of free time:

A. Empty containers of which no dimension exceeds 20 feet, or chassis for 20 foot containers after the expiration of free time:

1 - 30 days per calendar day	\$72.59
31 days and above per calendar day	\$137.72

B. Empty containers exceeding 20 feet in length or chassis in excess of 20 feet in length after the expiration of free time:

1 - 30 days per calendar day	\$105.71
31 days and above per calendar day	\$206.02

C. Gensets per calendar day after the expiration of free time: \$53.38

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

D. Repair units, containers, chassis, and gensets requiring repair. Upon issuance of an estimate for repairs, containers, chassis, and gensets: 5 free time days.

i) Gensets per calendar day after the expiration of free time:		\$53.38
ii) Containers of which no dimension exceeds 20 feet, or chassis for 20 foot containers after the expiration of free time:		
	1 - 30 days per calendar day	\$71.38
	31 days and above per calendar day	\$135.42
iii) Containers exceeding 20 feet in length or chassis in excess of 20 feet in length after the expiration of free time:		
	1 - 30 days per calendar day	\$105.71
	31 days and above per calendar day	\$206.02

E. Out of Service units. Upon receipt of out of service status, containers, chassis, and gensets: 5 free time days.

i) Gensets per calendar day after the expiration of free time:		\$53.38
ii) Containers of which no dimension exceeds 20 feet, or chassis for 20 foot containers after the expiration of free time:		
	1 - 30 days per calendar day	\$71.38
	31 days and above per calendar day	\$135.42
iii) Containers exceeding 20 feet in length or chassis in excess of 20 feet in length after the expiration of free time:		
	1 - 30 days per calendar day	\$105.71
	31 days and above per calendar day	\$206.02

5. EXTENSION OF FREE TIME

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

6. UNDELIVERED CONTAINERS AND/OR CHASSIS

A. Containers and/or chassis which remain at a terminal beyond the expiration of free time may be placed in public storage at any time thereafter at the option of containers and/or chassis and the terminal users.

B. Containers and/or chassis remaining on the terminal in excess of sixty (60) days will be considered as abandoned and may be sold at public auction for collection of charges due NYTC. Ten days prior to such sale, a registered letter of notice will be sent to the terminal users or NYTC will take other reasonable steps to advise those terminal users of whose interest in the equipment he is aware. Net proceeds of such sale less expense will be held in a separate fund established by NYTC out of which NYTC shall be paid his charges. Monies received beyond the charges due NYTC will be returned to the owner if claimed within one year of the mailed notice.

7. TRANSFER OF OWNERSHIP OF CONTAINERS AND/OR CHASSIS

The transfer of ownership of containers and/or chassis after receipt at the terminal shall not entitle such containers and/or chassis to additional free time.

8. DELIVERY AND MOUNTING CHARGES

On delivery the terminal facility users shall be charged for gate services, mounting of containers on chassis or flat bed trucks and segregating containers from stack as applicable.

9. RESPONSIBILITY FOR PAYMENT OF DEMURRAGE AND OTHER CHARGES

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

- A. Demurrage and other charges specified herein shall be for the account of the terminal facility users.
- B. Demurrage charges shall be due and payable when service is provided.
- C. NYTC has the right to require payment in full of any and all charges before such containers and/or chassis are delivered from the terminal.

10. SCHEDULE OF RATES AND CHARGES

A. Gate charge	per unit	\$90.04
B. Mounting or Grounding Container	per unit	\$175.05
C. Segregating of Containers	Straighttime man hour	\$168.42
	Overtime man hour	\$258.32
	Meal time man hour	\$343.56
	Machine hour rate per Section II Item 19	

11. CONTAINERS AND/OR CHASSIS RECEIVED AT A TERMINAL PRIOR TO THE EFFECTIVE DATE OF THIS SECTION V

All containers and/or chassis which have been received prior to, but still remaining in NYTC on a terminal facility on October 1, 2020, shall be deemed to have been received, as noted in the NYTC equipment inventory computer systems, for the purpose of applying this Section V of this schedule, as of said date and free time will be allowed accordingly

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

SECTION VI

RULES AND REGULATIONS
MISCELLANEOUS RATES

1. Supply water to vessels (per Port Authority Marine Terminals FMC Schedule PA-10)	per short ton	\$4.80
2. When NYTC labor is necessary for furnishing water hook up and/or disconnect	per man hour	\$168.42
Minimum charge (per Port Authority Marine Terminals FMC Schedule PA-10) per month		\$333.00
3. Breakbulk Cargo		
A. Stevedoring		Extra Labor Basis
B. Terminal per 2240 lbs. or 40 cf., whichever is greater		\$69.93
C. Wharfage (per Port Authority Marine Terminals FMC Schedule PA-10)		
D. Escort Fee - One-half (1/2) hour at the prevailing labor man-hour rate		
4. Stevedoring of bananas in cartons	per carton	\$2.96
5. Dockage (per Port Authority Marine Terminals FMC Schedule PA-10)		
A. Vessel loading or discharging: Length of vessel in feet		
<u>Over</u>	<u>Not exceeding</u>	<u>Charge per foot per 24 hour period or part thereof</u>
0	400	\$5.40
401	500	\$6.50
501	600	\$7.50
601	700	\$9.50
701	800	\$10.50
801	900	\$11.20
900 and over		\$13.10
Minimum Charge		\$1,311.00
B. Vessel not loading or discharging: Length of vessel in feet		
<u>Over</u>	<u>Not exceeding</u>	<u>Charge per foot per 24 hour period or part thereof</u>
0	400	\$2.24
401	500	\$3.06
501	600	\$3.37
601	700	\$3.67
701	800	\$4.08
801	900	\$4.69
900 and over		\$5.10
Minimum Charge		\$728.00
6. A terminal security charge for vessels in layup berths, prior to or subsequent to loading or discharging will be assessed:		
	Eight (8) hour straighttime shift or part thereof	\$585.09
	Eight (8) hour overtime shift or part thereof	\$877.64
7. For any services provided outside of rates specifically quoted in this Rate Schedule, the following rates shall apply:		
	Straighttime man hour	\$168.42
	Overtime man hour	\$258.32
	Meal time man hour	\$343.56
8. Fee per invoice if customer requests additional copy(s) to be forwarded after issuance of original invoice.		\$32.57
9. Fee per unit (container or chassis) for customer requested photograph(s)		\$61.25
10. Trucks needing mechanical assistance due to breakdown on terminal or in terminal lanes will be subject to a minimum charge of:		\$250.14
11. Export Hazardous (IMCO) cargoes arriving at the NYTC Marine Terminal Operators gate requiring additional services resulting from incorrect or incomplete documentation required by the NYTC Marine Terminal Operator for receiving such cargo on terminal is subject to a Documentation Surcharge per unit.		\$78.16

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

12. Removal of snow from the top of Containers/Units	per occurrence	\$161.58
13. Requests for sampling, seal checks, or other miscellaneous services:		
1. Wheeled units, minimum charge of 1 man hour per container/unit		
	Straighttime man hour	\$168.42
	Overtime man hour	\$258.32
	Meal time man hour	\$343.56
2. Grounded units, mounting/grounding as requested/required plus minimum charge of 1 man hour per container/unit		
	Mount or Ground per occurrence	\$175.05
	Straighttime man hour	\$168.42
	Overtime man hour	\$258.32
	Meal time man hour	\$343.56
3. Other containers/units, minimum charge of 1 man hour per container/unit		
	Straighttime man hour	\$168.42
	Overtime man hour	\$258.32
	Meal time man hour	\$343.56
14. Removal or replacement of a hazardous placard on a container/unit, inclusive of labor and placard.		
	per placard	\$67.78
15. Miscellaneous Rates and Charges:		
A. Gate Charge	per unit	\$90.04
B. Mounting or Grounding Containers	per occurrence	\$175.05
C. Segregating of Containers	Straighttime man hour	\$168.42
	Overtime man hour	\$258.32
	Meal time man hour	\$343.56
	Machine hour rate per Section II Item 19	
16. Temperature Controlled Services		
A. Occupying electrical outlet slot for refrigerated Containers/Units, heated Containers/Units or tanks, per calendar day or fraction thereof:		\$94.22
B. Charge for any use of outlets for pre-tripping or servicing of Containers/Reefers/Units per calendar day or fraction thereof:		\$94.22
C. Daily monitoring		\$79.75
D. Plug-In or Unplug	per activity	\$88.85
E. Genset Mount/Dismount	per activity	\$153.98
F. Fueling gensets	per activity (not including fuel)	\$61.99
G. Fuel for gensets, subject to availability	per US Gallon	\$5.46
H. Adjusting the temperature on a reefer, when requested	per activity	\$65.79
17. Export containers received at Expressrail Newark (PNCT), Staten Island (GCT NY), Elizabeth (MMR – APMTE), and Port Jersey (GCT B), that arrive into a Conference member Marine Terminal facility prior to ten (10) calendar days of planned vessel loading will be subject to an early receipt fee assessed by the MTO receiving the container.		
	per unit	\$210.35
18. Cold treatment reefers		
	per unit	\$124.11
19. Class #7 (Radioactive Material) Hazardous (IMCO) cargoes arriving at the NYTC Marine Terminal requires additional terminal services. These services include any documentation, systems or planning administration, security escort to and from the gate and/or ship (or both,) secured and segregated storage while on terminal, additional container handling, and coordination with U.S. Government & any other regulatory agencies prior to delivery and/or loading.		
	per unit	\$409.64

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

20. Container Weights

A. Shippers, through their carriers, shall provide NYCT via EDI with a verified gross mass ("VGM") that meets the standards set forth in IMO International Convention for the Safety of Life at Sea ("SOLAS") Chapter VI, Part A, Regulation 2 ("SOLAS Regulations"). NYCT is prohibited from loading any export container without a VGM onto a vessel.

B. IT Containers arriving at the terminal operator's rail ramp with no prior VGM update in the terminal operator's system may be received into the terminal and charged a per container fee.

\$81.63

C. If the terminal operator has not received a VGM EDI message from the bill of lading carrier prior to an export cargo laden container's arrival at terminal operator's over the road gate, then terminal operator will provide a certified VGM weight to the ocean carrier for such container. A fee per transition caused by no VGM at time of arrival at the gate will be charged to the bill of lading carrier.

\$10.88

D. Requests for containers to be drop-weighed, post-gate receiving, may be performed by the NYTC, in its sole discretion, plus applicable mounting and grounding fees.

\$142.99

E. In consideration of NYTC providing VGM compliant weighing service for carriers and shippers, or where NYTC is otherwise required or requested to weigh a container after its arrival, carrier agrees that (i) NYTC provides such weighing service for convenience of carrier and shipper in accordance with IMO Guidelines Regarding the Verified Gross Mass of a Container Carrying Cargo, MSC 1/Circ. 1475, 9 June 2014, Paragraphs 8, 11 and 13.1, (ii) the weight obtained on a terminal operator's equipment may be subject to variance, and NYTC makes no express or implied representation or warranty as to the accuracy of any weight provided, (iii) in obtaining and transmitting such container weight, NYTC is hereby authorized by and acts as the agent for shipper, and not for NYTC's own account, (iv) neither carrier nor shipper will assert any claim against NYTC for any liability, compensation, damages, contribution, indemnification or defense with respect to any delay or inaccuracy of weight or information provided, (v) carrier's giving of a loading instruction or loading of such container for which NYTC has provided weight information is deemed to be confirmation by carrier to NYTC that carrier has received the container VGM in compliance with SOLAS VGM requirements, and (vi) carrier and shipper each will defend, indemnify and hold harmless NYTC, its officers, directors, employees, agents, contractors, advisors, members, and affiliates with respect to any claim against or liability of NYTC by or to any third party, including any carrier, subcontractor, shipper, or cargo interest, with respect to any suits, causes of action, arbitral demands or claims, judgments, assessments, damages, awards, costs of defense, fines or penalties of any nature imposed or arising directly or indirectly in connection with the weight provided or service rendered, NYTC's weighing service, any delay or NYTC's refusal to load any container lacking a VGM document.

21. Destination Changes/Routings – Administration Charge

A. This rule applies to destination changes or routings (e.g., rail to truck, truck to rail, etc.) requiring administrative work to accomplish proper handling. Each change or routing will be assessed one-half (1/2) hour of the prevailing miscellaneous labor rate (Section VI, Item 7)

22. Inter-terminal Drays: Requests for containers/chassis/gensets to be moved within the marine terminal:

1. Wheeled units, minimum charge of 1 man hour per container/unit

Straighttime man hour	\$168.42
Overtime man hour	\$258.32
Meal time man hour	\$343.56

2. Grounded units, mounting/grounding as requested/required plus minimum charge of 1 man hour per container/unit

Mount or Ground per occurrence	\$171.05
Straighttime man hour	\$168.42

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

Overtime man hour	\$258.32
Meal time man hour	\$343.56

23. Line Handling	One tie up/let go per vessel call	\$8,579.08
-------------------	-----------------------------------	------------

24. TWIC Escort

A TWIC Escort must be provided for those individuals, or operations, where an individual (s) without TWIC credentials, are seeking access to a Marine Terminal Operation. TWIC Escort fees will be assessed at the prevailing manhour rates, subject to a minimum charge.

Minimum charge	\$217.67
----------------	----------

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2021

SECTION VII

RULES AND REGULATIONS TERMINAL THROUGHPUT RATES

Terminal Throughput Rate, includes terminal operations and vessel discharge/loading operation, charged per move for an ISO in-gauge Container/Unit (20'/40'/40'HC/45' in length), cargo laden or empty, 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/Unit, loaded or empty, received through the gate from shipper/consignee's authorized personnel into the container yard and loaded onto a vessel during straight time operations. Overtime and Mealhour surcharges apply. The Terminal Throughput Rate includes vessel and terminal operations, detentions (except Standby for Vessel) and non-productive work time (unused ILA guarantee). All other charges are to be invoiced separately. Throughput Rate excludes 48' and 53' Containers/Units, Out Of Gauge Containers/Units, other cargoes.

1. RATE FOR STRAIGHT TIME WORK ONLY	per Container/Unit	\$434.90
2. OVERTIME SURCHARGE		
A. Per Container/Unit discharged or loaded from/to vessels working during regular overtime periods:	per Container/Unit	\$89.91
B. Overtime surcharge for 2300 hours vessel operations starts, per Container/Unit discharged or loaded from/to vessels working during 2300 hour vessel starts:	per Container/Unit	\$117.27
3. DOUBLETIME/MEALHOUR		
A. Per Container/Unit discharged or loaded from/to vessels working during doubletime/mealhour periods:	per Container/Unit	\$207.18
4. SHIFTING AND RESTOWING OF CONTAINERS/UNITS DURING VESSEL OPERATIONS		
A. Direct shifting of Containers on board vessel (1 move) straighttime per Container (1 overtime or doubletime surcharge applies per Container/Unit shifted during overtime or doubletime/mealhour periods)	per Container/Unit	\$305.53
B. Restowing Containers via pier (2 moves) straight time per Container/Unit (2 overtime or 2 doubletime/mealhour surcharges apply per Container/Unit shifted during overtime or doubletime/mealhour periods)	per Container/Unit	\$404.94
C. Reefer shifting/restow, unplug/plug-in surcharge	per Reefer Container/Unit	\$175.47

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2020

SECTION VIII

RULES AND REGULATIONS

VESSEL OPERATIONS AND CARGO HANDLING AGREEMENT (IN ABSENCE OF INDIVIDUALLY NEGOTIATED AGREEMENT)

1. PURPOSE

The purpose of this part is:

A. To define and set rules, terms and conditions applicable to circumstances where an NYTC participating member shall stevedore a vessel and/or receive, store and release cargo in conjunction therewith when a separate written agreement with the carrier operating the vessel does not exist, has lapsed, does not expressly cover a provision or term in this Section VIII or is otherwise not applicable for any reason including, but not limited to bankruptcy, establishment of a new service or discontinuance of service.

B. To avoid ambiguity as to the rights and obligations of an NYTC participating member and a carrier-vessel operator where no written agreement exists between the NYTC member and the carrier-vessel operator.

2. DISCLAIMER:

Nothing contained in the following rules, terms and conditions shall in any way modify or limit any rights of the NYTC member may have to apply and exercise any maritime or other liens which may exist under law (or which are set forth elsewhere in this Marine Terminal Schedule) and/or which may be applied against any vessel, component of a vessel (including cargo containers) or cargo.

3. RULES, TERMS AND CONDITIONS

This **AGREEMENT** will apply where no fully executed agreement exists between the carrier (herein "**CARRIER**"), or vessel operator (herein "**CARRIER**"), and an NYTC participating member (herein "**CONTRACTOR**") as stated above.

SECTION 1: UNDERTAKINGS AND CONSIDERATIONS

For and in consideration of the covenants, undertakings and conditions herein mentioned it is mutually agreed between the parties hereto that **CONTRACTOR** will perform and **CARRIER** will pay for each service as provided for in the appropriate rate schedules and the Amendments, if any, which constitute an integral part of this contract, at **CONTRACTOR**'s terminal in the Port of New York / New Jersey (herein Terminal) for full and empty containers, and satellite facilities for empty containers to be loaded on or discharged from container vessels owned, chartered, and/or operated by **CARRIER**, or operating in any vessel or space sharing agreement, upon the terms, conditions and provisions herein provided for the **CARRIER'S** Service to the Port of New York/New Jersey.

1. The regular or normal working day for both stevedoring and terminal operations shall consist of eight (8) hours from 8:00 a.m. to 12:00 noon, and from 1:00 p.m. to 5:00 p.m., and the regular or normal working week shall consist of forty (40) hours made up of five (5) regular or normal working days from Monday through Friday, inclusive, except legal holidays as specified by the NYS-ILA Agreement. Any other time in excess of the regular or normal working hours mentioned shall be considered overtime.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2020

2. All employees or laborers employed in the performance of services under this **AGREEMENT** shall be employees of **CONTRACTOR**, or its subcontractors, at all times and not of the **CARRIER**.
3. Any slot charter arrangements made by **CARRIER** with third party carriers will necessitate a separate stevedoring and terminal agreement with the **CONTRACTOR**.

SECTION 2: STEVEDORING AND TERMINAL SERVICES

Details and rates contained in appropriate rate schedules most recently presented to the **CARRIER** and/or vessel operator.

CONTRACTOR will provide the following services for the vessels carrying **CARRIER**'s containers:

1. Berthing facilities for the container vessels of the **CARRIER** in Port of New York/New Jersey.
2. Container gantry crane or cranes to handle containers and hatch covers of vessels.
3. Labor, yard hustlers and/or straddle carriers to transport containers to and from the yard and vessel.
4. Labor and supervision to perform the stevedoring operations.
5. Clerks to perform clerical functions.
6. Labor for handling of lines for docking and undocking of vessels.
7. The planning and stowage of containers in accordance with prestow instructions of **CARRIER**. Prepare and furnish to **CARRIER** appropriate container stowage plan and related documents, including container weights, refrigerated cargo, hazardous and uncontainerized cargo and exception lists, prior to vessel's departure. Refrigerated cargo and hazardous cargo lists to be provided to the vessel prior to loading such cargo.
8. After work actually begins and the men are thereafter prevented from working through no fault of the **CONTRACTOR**, the entire duration of all gang detention will be charged at the detention rate on a per gang basis.
9. In the case of work interruption caused by the breakdown of one or more cranes there will be no straight time charge to **CARRIER** during that guarantee period. Overtime differential charges, if any, during that guarantee period, are for **CARRIER**'s account. In such case, **CONTRACTOR** reserves the right to discontinue operations until repairs are completed. If **CARRIER** requests standby beyond the guarantee period when the breakdown occurred, all standby costs, both straight time and overtime will be for the account of the **CARRIER**. In any event, all overtime differential charges during the breakdown period or while the vessel is working, are for **CARRIER**'s account.

SECTION 3: LANE AND YARD SERVICE

CONTRACTOR will provide during straight time hours:

1. Labor, supervision, and equipment to perform yard services, and receiving and delivery of loaded and empty containers and chassis through the container lanes.
2. Labor, supervision and scale to weigh export container loads.
3. Labor and supervision to make visual inspection and record condition of containers, chassis and seals,
4. **CARRIER** authorizes **CONTRACTOR** to honor manifests, dock receipts, delivery orders or information submitted or electronically transmitted in mutually agreeable formats relating to cargo and containers for which **CONTRACTOR** performs service. Import containers shall be electronically freight released by the **CARRIER** or its representative to the **CONTRACTOR** for delivery. **CONTRACTOR** shall screen hazardous cargo documents to assure correctness.
5. Preparation and electronic transmission to **CARRIER** of all documentation incidental to the receipt and delivery of containers and cargo. Documentation shall include daily

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2020

equipment status report, receiving and delivery records, all retrievable electronically when required by the **CARRIER**. The vessel stowage plan shall be delivered to the vessel upon completion of cargo work. Upon **CARRIER**'s request, **CONTRACTOR** will cooperate with **CARRIER** to provide each with an EDI stow plan in EDIfact Baplie 1.5 or 2.0 format.

6. **CARRIER** will limit its receiving of export and empty containers to the first scheduled vessel.

SECTION 4: CONTAINER FREIGHT STATION SERVICE

CFS Services are offered provided **SUB-CONTRACTOR** continues to provide such Services to

CONTRACTOR. If so, **CONTRACTOR** or **CONTRACTOR**'s sub-contractor will provide the following:

1. All necessary supervision, labor, small forklift trucks, pallets, normal cooping and normal watching service.
2. Transport empty and loaded units to and from sub-contractor's facility.
3. Receive and tally all cargoes and record quantity, weight, cube and exceptions.
4. Load cargo in containers according to dock receipts and unload cargo from containers and place same in CFS, ascertain seal condition and note exceptions as to quantity and condition.
5. Make all shipments available to U.S. Government Agencies as required.
6. Sign dock receipts in the name of the **CARRIER** and as agent for **CARRIER** for cargo received and to secure signatures for cargo delivered to consignees, their agents, servants, employees and carriers with appropriate notations of exceptions.
7. **CARRIER** agrees to reimburse **CONTRACTOR** for chocking, bracing, and carpentry services to secure cargo.

SECTION 5: DEMURRAGE, FREE TIME, TRUCK LOADING

1. Free time and demurrage for import and export full containers and loose cargo shall be governed by the regulations and rates contained in the NYTC Marine Terminal Schedule No.011408 in effect and filed with the Federal Maritime Commission. Resulting charges for demurrage shall be collected and retained by **CONTRACTOR**.
2. All revenues for services provided in connection with the loading and discharging of railroad cars, lighters, barges, scows, and motor truck carriers, and any other service provided in the NYTC Marine Terminal Schedule No. 011408 shall be collected and retained by **CONTRACTOR**.

SECTION 6: WATCHING SERVICE

CONTRACTOR will provide twenty four (24) hours per day of normal watching service, which provides for unarmed personnel.

SECTION 7: OBLIGATIONS OF CARRIER

1. Engage **CONTRACTOR**, as its contractor in the Port of New York/New Jersey area for the performance of any and all of the services enumerated herein in connection with all container stevedoring and terminal services provided for **CARRIER**'S service to the Port of New York/New Jersey.
2. Promptly remove its vessel from berth, weather permitting, upon request of **CONTRACTOR** if vessel has completed loading and/or discharging and berth is required by **CONTRACTOR**.
3. Before operations commence, provide **CONTRACTOR** with all necessary information, instructions and forms covering vessel and container, including container load plan, loading, discharging, stowage, vessel's trim, reefer temperature control, hazardous containers, condition of containers, cargo requiring special handling and marking, routing, manifests, and billing instructions to enable **CONTRACTOR** to provide efficient and economical service.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2020

4. Submit to **CONTRACTOR** all necessary documents pertaining to the discharge and loading of vessels as soon as possible but in any case not later than three (3) full normal working days prior to arrival of vessel.
5. Also undertake to deliver export FCL containers and documentation at the Terminal not later than one (1) full normal working day and LCL cargo no later than two (2) full normal working days before arrival of vessel.
6. The **CARRIER** will provide hazardous and label cargo lists pursuant to International, Federal and Local regulations and will arrange that such cargoes be delivered to Terminal not more than forty-eight (48) hours prior to arrival of vessel. The **CARRIER** must assure that all hazardous cargo containers are properly placarded in accordance with existing IMCO International Maritime Dangerous Goods Code and/or U.S. Coast Guard regulations. The **CONTRACTOR** will verify the proper placarding in accordance with the above regulations.
7. **CARRIER** agrees to provide three (3) weight categories (light, medium, heavy), as determined by the **CARRIER**, for the receiving and handling of export loads and to stevedore vessels within these weight parameters.
8. **CARRIER** agrees to sign NYSA/ILA Labor Agreement and/or be a member of the United States Maritime Alliance (USMX) for the period covered by this CONTRACT and to pay the prevailing tonnage assessments and container royalties which may be due.
9. The use of NYTC facilities or services is conditioned upon satisfactory assurance of the NYTC that applicable charges will be paid when due. All charges are due and payable as they accrue or on completion of service or use. Wire payment for all anticipated charges is required in advance unless credit has been arranged with the NYTC
10. **CARRIER** agrees to limit its receiving of empty containers at **CONTRACTOR**'s Marine Terminal to only those empties specifically booked for loading to the first scheduled vessel from date of empty container receipt. Empty containers not specifically booked for loading to **CARRIER**'s vessel may be received at **CONTRACTOR**'s designated satellite facility.
11. **CARRIER** agrees to be a signatory to the prevailing Cooperative Chassis Pool Agreement and to utilize the Co-Op Pool for all business at **CONTRACTOR**'s terminal.
12. Wharfage, wharf demurrage, wharf storage and any other charges in this schedule which are assessed against merchandise are liens against all such merchandise deposited upon any wharf nor other premises under the jurisdiction and control of NYTC. NYTC, it's agents or assignees, may hold possession of any or all such merchandise to secure payment of any or all such charges until paid.

SECTION 8: RESPONSIBILITY FOR DAMAGE OR LOSS

1. The **CONTRACTOR** shall be legally liable for loss of or physical damage to the vessels and their equipment and appurtenances as well as containers for individual losses in excess of \$750.00 USD and for loss of or physical damage to cargo, including loss of cargo oversight, through the negligence of the **CONTRACTOR**, its employees, agents or servants. Unless otherwise specified herein or applicable by law, claims for loss or damage of any nature must be submitted in writing to **CONTRACTOR** 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 **CONTRACTOR**. In any event, **CONTRACTOR** 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 **CONTRACTOR** within one (1) year from occurrence. This one (1) year period also includes claims for indemnity.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2020

2. Containers furnished by the **CARRIER** for loading and/or unloading will be sound, watertight, seaworthy and in compliance with all legal and statutory safety standards, so that **CONTRACTOR** may safely use small forklifts inside the containers while mounted on chassis to perform the vanning and devanning operations. All containers to be hoisted and including hatch covers must have ISO fittings. The **CARRIER** agrees to inspect the stowage of containers to ensure adequacy of stowage prior to the vessel's departure.
3. It is mutually agreed that the **CONTRACTOR** will not be responsible for:
 - a) Claims due to spoilage to perishable goods carried in containers, unless the **CONTRACTOR** failed to render the services customarily required for such cargo, under proper information from the **CARRIER**.
 - b) Loss of or damage to containers and/or cargo where it is found that the container is damaged, has holes, sprung doors, broken seals or locking devices, unless such damages to container are caused by the **CONTRACTOR**.
 - c) Loss of or damage to cargo in containers found upon discharge not to have been properly blocked, chocked and secured.
 - d) Clerical errors or omissions in the dispatch of the cargo.
4. The **CARRIER** agrees to set forth its Bill of Lading a provision which will effectively make available to the **CONTRACTOR** all rights, protections and limitations of liability available to the **CARRIER** under the Carriage of Goods by Sea Act (COGSA) of the United States including but not limited to the \$500 package limitation. The **CARRIER**'s Bill of Lading shall contain a proper "Custody Clause" (Period of Responsibility Clause) which will protect the **CARRIER/CONTRACTOR** from the time the goods are received at the port of loading until delivered at the port of discharge.

It is expressly agreed by the **CARRIER** that should such Bill of Lading provisions not extend the application of the COGSA defenses to the **CONTRACTOR**, the **CARRIER** will indemnify **CONTRACTOR** for those sums that it is liable for over and above the limitation of liability defenses.

When **CARRIER** accepts cargo on an ad valorem basis, the **CONTRACTOR** shall not be responsible for increased liability unless **CARRIER** gives written notice in advance to the **CONTRACTOR** in sufficient time for the **CONTRACTOR** to provide special handling and/or supervision; and extra charges therefore shall be agreed upon between the parties at the time such notice is given. Such notice shall include a description of the quantity, nature and location of the goods.

SECTION 9: INSURANCE

The **CONTRACTOR** shall maintain insurance coverage and furnish to the **CARRIER** certificates of insurance as set forth below:

1. Workmen's Compensation Insurance for its employees as required by applicable Federal and State Laws.
2. Comprehensive General Liability Insurance in the amount of \$10,000,000 for bodily injury.
3. Liability Insurance for loss of or physical damage to vessels, chassis, containers and cargo in the amount of \$10,000,000.
4. Whenever **CARRIER** through its agents, employees or servants invite or permit persons who are not employees of the **CARRIER** to enter Terminal premises or board vessels at the Terminal, the **CARRIER** agrees to defend, indemnify and hold harmless the **CONTRACTOR** from and against any and all claims, demands, actions, suits, proceeding costs, expenses, damages and liability, including attorney's fees, arising out of, connected with or resulting from said persons being permitted on the Terminal

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2020

premises or on board vessels.

CARRIER shall maintain insurance coverage and furnish to the **CONTRACTOR** certificates of insurance as set forth below:

1. Workman's Compensation Insurance for its employees as required by applicable Federal and State Laws.
2. Comprehensive General Liability Insurance in the amount of \$20,000,000 for bodily injury with an endorsement for terrorism.
3. Liability Insurance for loss of or physical damage to property in the amount of \$20,000,000 with an endorsement for terrorism.

SECTION 10: FORCE MAJEURE

CONTRACTOR shall be relieved from liability for any delay in the performance or inability to perform any obligation hereunder which is caused by or otherwise relates to any act of God, act of public enemies, war, warlike acts, terrorism, restraint of governments, princes, or peoples of any nation, riots, strikes, lockouts, insurrections, civil commotion, civil disobedience, floods, fire, pestilence, restrictions due to quarantines, sanctions or radioactivity, epidemics, storms, tempest, typhoon, tsunami or any causes beyond the reasonable control of **CONTRACTOR** for so long as such event of force majeure or the inability to perform continues. **CONTRACTOR** shall not be required under this provision to settle any strike or labor disputes under terms it considers unfavorable to itself.

SECTION 11: OVERTIME AND MEAL HOUR

Overtime and meal hour time in the CFS, CY, Lanes and related outside depots when worked at the specific request and authorization of the **CARRIER** in writing, will be charged and paid at the rates set forth in the appropriate rate schedule. Vessel overtime, ILA deadtime in overtime or Meal Hour, will be paid at rates set forth in the appropriate rate schedule.

SECTION 12: EXTRA LABOR

Whenever **CONTRACTOR** is requested in writing by the **CARRIER** to supply extra labor and/or equipment, charges will be made as provided in the appropriate rate schedules.

SECTION 13: PENALTY WAGES FOR THE HANDLING OF DISTRESSED CARGO

Whenever penalty wages are to be paid pursuant to the provisions of the NYSA/ILA Agreement, such additional penalty costs shall be charged to the **CARRIER** in addition to the applicable rates together with the costs of protective accessories, gear and equipment.

SECTION 14: ADJUSTMENTS

The composite increase or decrease in labor elements such as fringe benefits, payroll related items, assessments, taxes and insurance, coupled with non-labor elements governed by changes in the annual Consumer Price Index (CPI) shall provide the basis for the yearly adjustment effective each October 1st to all rates.

Seventy percent (70%) of the container rate shall be subject to a labor cost increase or decrease. The remaining thirty percent (30%) of the container rate shall be subject to adjustment as per CPI Northeast Region as published annually by the U.S. Department of Labor.

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.

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 New York Terminal Conference Marine Terminal Schedule No. 011408 will be proportionately increased retroactively to the effective date of such increase

SECTION 15: SAFETY REGISTERS AND CERTIFICATES

It is expressly understood that in the event any vessel fails to comply with the provisions of Public Law 91-596 or fails to have on board any other certificates required by law, all charges and penalties arising out of such failure shall be for the account of the **CARRIER**.

NEW YORK TERMINAL CONFERENCE REVISED AUGUST 31, 2020

SECTION 16: ROADABILITY REPAIRS AND MAINTENANCE AND REPAIRS

CARRIER agrees to engage **CONTRACTOR** or approved subcontractor for all roadability repairs performed at the terminal upon **CARRIER**'s containers and chassis, as per terms, conditions and rates mutually agreed upon. **CARRIER** further agrees that it will engage only **CONTRACTOR** or approved subcontractor at **CARRIER**'S direction for any other repairs or maintenance performed at **CONTRACTOR**'S terminal.

SECTION 17: TERMINAL PREMISES RULES AND REGULATIONS

To ensure safety and security **CONTRACTOR** has promulgated regulations governing persons and equipment on the Terminal and the **CARRIER** agrees to cooperate in enforcing such regulations with respect to its agents, employees, servants, contractors, guests and invitees.

SECTION 18: PERIOD OF AGREEMENT

This **AGREEMENT** is effective with the receiving of the first cargo for carrier's vessel or prior to ordering any labor for carrier's vessel and will remain in full force until a separate agreement with the carrier has been fully executed by all parties.

SECTION 19: TERMINAL SECURITY

In the event Governmental authorities impose security or other conditions which result in increased costs for the **CONTRACTOR**, **CARRIER** will not unreasonably withhold approval of security related surcharges, if any.

SECTION 20: CHOICE OF LAW AND FORUM SELECTION

Any dispute arising under and in connection with this Stevedoring and Terminal Agreement shall be governed by the laws of the State of New Jersey and/or New York and determined by the location of the terminal and exclusively in courts located therein both State and Federal. The **CARRIER** submits to the exclusive jurisdiction of the state and federal courts located in the States of New Jersey and New York for any dispute arising out of this Agreement or **CARRIER**'S use of **CONTRACTOR**'S facility and services. The **CARRIER** states that it is not its intention to bind **CONTRACTOR** to the forum selection clause in any of its bills of lading pursuant to cargo which moves through **CONTRACTOR**'S marine terminal.

SECTION 21: NOTICES

Notices by either party to the other, pursuant to this **AGREEMENT** shall be in writing and directed to the following respective addresses, or such addresses as the parties may from time to time designate:

NOTICE TO CARRIERS:

U.S. HEADQUARTERS of CARRIER or DESIGNATED AGENT

NOTICE TO CONTRACTOR:

Red Hook Container Terminal, LLC
138 Marsh Street
Port Newark, NJ 07114
OR
GCT Bayonne LP
302 Port Jersey Boulevard
Jersey City, NJ 07305
OR
GCT New York LP
300 Western Avenue
Staten Island, NY 10303
OR
Port Newark Container Terminal
241 Calcutta Street
Port Newark, NJ 07114
OR
APM Terminals Elizabeth, LLC
5080 McLester Street
Port Elizabeth, NJ 07207