

## A D V I S O R Y

July 21, 2025

Dear Valued Clients,

This is to inform all concerned that in line with the re-issued Advisory 2025-MMT-CN022 titled "Ideal Requirements Related to Proper Packaging, Markings, Stowage, and Vessel Configuration in Shipping of Steel and Other Breakbulk Cargoes", MMT will continue to implement the applicable charges as originally announced, effective 16 December 2022.

All stakeholders are reminded to comply with the requirements and take note of the effective date of implementation.

Please be advised of the following:

### A. Penalty Fees

Type of Charge	Amount	Billable Events
Standby Charges <ul style="list-style-type: none"> <li>On-Board</li> </ul>	\$ 80.84 per gang/hour	<ul style="list-style-type: none"> <li>Waiting for vessel to dock</li> <li>Breakdown of vessel's gear</li> <li>Waiting for cargo/ truck/barges</li> <li>Non-readiness of the vessel</li> <li>Gang cancelled by client due to instances other than the above</li> <li>No operations due to weather for non-sensitive cargoes</li> </ul>
Penalty Charges	\$ 20,000 per vessel	<ul style="list-style-type: none"> <li>Mis-declared crane capacity</li> <li>Bad Cargo Stowage</li> <li>No Nighttime Operations (12H Operations)</li> </ul>
Opportunity Loss	\$ 40,000 per day	<ul style="list-style-type: none"> <li>Extended Berth Stay – attributed to the vessel</li> <li>Non-operating vessel</li> <li>Failure to comply from the scheduled Shifting Order</li> </ul>

**B. Penalty Charges Guidelines:**

1. For Vessel Crane/Gears Breakdown, the terminal will allow repairs or to resolve the issue within 4 hours from the time of breakdown. Standby Charges shall be applied in excess of 4 hours until repair is done, or issues resolved;
2. For Crane Breakdown, replacement Shore Crane should be available after 24 hours of breakdown or before the agreed deployment. Otherwise, vessel will be ordered to vacate the berth and continue the crane repair at anchorage;
3. Opportunity Loss Pro-Rated per day;
4. Standby Charges shall be applied to all Non-Operating Cranes/Holds – “No Gang Request” is not exempted from Standby Charges.

The purpose of the above is to speed up vessel port stay and can be avoided by correct vessel design and as such the ultimate aim is to ensure vessels turn round as quickly as they can be discharged to limit the waiting time for vessels that are properly stowed and designed, which should not be penalized by the occasional vessel that causes delays to all port users.

The terminal will always endeavor to berth on turn of service, however in order to manage the berth and minimize overall vessel waiting times, the terminal will have to berth out of turn to make the berths more productive, but rest assured this is designed to make sure all port users minimize their stay.

MMT Management