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SHIPPING LINE ANCILLARY CHARGES

Effective 01 October 2024 to 30 September 2025

TERMS

- All prices exclude GST
- All rates are quoted in New Zealand dollars
- All rates are effective from 01 October 2024 to 30 September 2025 unless expressly stated
- Rates will be reviewed annually with a 90 days' notice period for changes unless expressly stated

Storage and Demurrage

The total number of containers (empty and/or full) to be held within the terminal at any one time will be decided by the Company (in its sole discretion) based on total terminal capacity and operational requirements and taking account of each user's annual throughputs.

The following storage and demurrage rates will apply.

Demurrage Import Containers

Free days commence from midnight on the day of discharge from vessel

Empty	
First three days	No charge
Day four to seven (per day)	\$5.00 per TEU
From day eight (per day)	\$50.00 per TEU
Full	
First three days	No charge
Per day thereafter	To shipper account

Demurrage Export Containers

Free days commence 10 days prior to vessel arrival. Containers will only be received 7 days prior to the vessel's arrival, with days 8-10 covering vessel delays. Cargo entering the port before the 7-day period will be charged to the shipper's account.

Empty	
First ten days	No charge
From day eleven to sixteen (per day)	\$5.00 per TEU
From day seventeen (per day)	\$50.00
Full	
First ten days	No charge
From day eleven (per day)	\$50.00 per TEU

Transshipment Cargo

Empty	
First seven days	No charge
From day eight to sixteen (per day)	\$25.00 per TEU
From day seventeen (per day)	\$50.00 per TEU
Full	
First seven days	No charge
From day eight (per day)	\$50.00 per TEU

Infrastructure Charge

Port Infrastructure Levy	Charged directly to the Shipping Lines for all full containers stevedored through the Port, excluding transhipments.	\$50.00 per TEU
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Dangerous Goods

Please refer to 'DG Guidelines for Customers: Restrictions & Regulations for Dangerous Goods'. In addition to our standard demurrage charges (as listed in our general pricing tariff), a DG surcharge, as listed below, will also apply. Free storage days for DG goods are determined by the legal regulations of each DG class.

Hazardous Administration Charge (Charged per unit regardless of dwell time)	\$37.00
DG Surcharge per day /per unit	\$130.00
Undeclared or misdeclared DG penalty charge (charged to importer)	\$1034.00
Class 1 DG Special Handling (per Vessel Visit)	\$3,000.00

Other LCT Costs

Container Security Charge (Applied to full containers only)	\$3.00 per container
Internal Container Move	\$48.00 per 20FT
Internal Container Move	\$75.00 per 40FT
Container withdrawn for loading and/or vessel or port of discharge changed after receipt at port (Roll Fee)	\$50.00 per Container
Six-sided inspection of Empties	\$250.00 per container
Change to VGM weight after discharge (per change)	\$155.00 per container
Non-notified Mis-declared VGM Penalty	\$1007.00 per container
Change of Status Fee*	\$30.00 per event
Late CEDO fee	\$50.00 per Container
Reinstatement of container (once removed from load list)	\$150.00 per Container
Move to Repair Area (excludes Repair costs)	2 Moves
Changing temperature settings on reefer containers	\$40.00 per event
MPI Wash	\$155.00 per 20FT
MPI Wash	\$210.00 per 40FT

* Charge for the manual change to any cargo details, including but not limited to ISO (Equipment), Commodity, Temperature, Hazardous Code, and Booking Ref.

Out of Gauge (OOG & Breakbulk Lifts)

OOG cargo, defined by the following parameters. Please note that LPC requires notice 24 hours' prior to the arrival of any OOG unit. Additionally, all OOG units will incur the OOG Move Surcharge.

OOG Lift Parameters

Length: from 12m to 15m, and the cargo must be centred (or maximum of 7.5m from centre of base unit)

Height: from 1cm to 1.6m above the corner lifting pockets

Width: from 2.4m to 3m, and the cargo must be centred (maximum of 30cm overhang each side)

Weight: from a VGM of 36,900Kg to 40,000Kg

NOTE: Corner castings **must be clear**, road transporter/trailer width **must not exceed 3m**

Breakbulk Lift is required where any one of the above OOG parameters is exceeded. All breakbulk lifts require a formal pre-assessment 5 working days prior to arrival – use the Oversize Cargo Cost Request form available from the Related Documents section at <https://www.lpc.co.nz/customer-portal/container-terminal/>

OOG Move Surcharge (applies in addition to standard move charge)	\$75.00 per TEU
Loading, unloading or repositioning oversize, damaged, jammed or racked units	\$160.00 per Unit
Lifts exceeding OOG Parameters (Breakbulk Lift)	Price on request
Undeclared or mis declared Oversize penalty charge	\$1034.00

Direct De-Hire Charge

Direct De-Hire fee	Charged per container to Shipping Lines for all direct de-hire units de-hired to LCT	\$40.00 per unit
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For additional rates, including “Return to Shipper”, please refer to our general pricing tariff, which can be located at <https://www.lpc.co.nz/customer-portal/pricing-conditions/>

Fuel Adjustment Factor (FAF)

LPC uses a monthly Fuel Adjustment Factor (FAF) calculation to compensate our business for increases in diesel fuel prices.

The calculation is based on an index price from January 2019 and uses a tier system to calculate applicable FAF charges depending on the index variation. Data is taken from monthly Ministry of Business and Innovation reported fuel prices.

When the FAF is triggered, an additional fee will be charged to Lines / Vessel operators based on the below schedule. The transition from one tier to another must be for two consecutive months for the FAF tier to change.

LPC FAF Pricing Schedule			
FAF Tier	Threshold to Jan-19 Price	FAF per Tug Used	FAF per Container Unit (across wharf)
Tier 0	Less than 10% above	Nil	Nil
Tier 1	10% - 20% above	\$50	\$1.75
Tier 2	20% - 30% above	\$100	\$2.50
Tier 3	30% - 40% above	\$150	\$3.50
Tier 4	40% - 50% above	\$200	\$4.50
Tier 5+	Greater than 50% above	TBC	TBC

Our FAF calculation is fully transparent and available for review by any customer at any time on request. We reserve the right to review and amend the FAF process at any time, particularly in situations where there are large price fluctuations over short time periods.

Notification of our current FAF level will always be available on our website (link below), and we will send out a customer notice when the FAF tier changes up or down.

<http://www.lpc.co.nz/our-services/pricing-conditions/>

Dredging

Regular hydrographic surveys and environmental monitoring, conducted as part of LPC's maintenance dredging programme, have found that our main channel continues to see historic infill rates.

To ensure that LPC can conduct the required dredging programme and maintain a critical port infrastructure, an annual Dredging Surcharge (DS) has been implemented. This replaces the previous Emergency Dredging Surcharge EDS that ended on December 31, 2023.

The charges are as follows and are effective from 1 January 2024 until 31 December 2024:

Dredging Levy	Charged direct to shipping lines for all containers stevedored through LPC, including import, export, trans-shipment – full and empty containers	\$5.27 per TEU
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Hydrographic surveying will be completed in September 2024. This will determine volumes of dredging over and above our base rate for our 2024 / 2025 dredging campaign. Rates for 1 January 2025 will be advised with 90 days' notice.