



**PORT OF
GUAM**
SINCE 1975



PETITION TO ADJUST THE PORT AUTHORITY OF GUAM'S TARIFF RATE

Jose D. Leon Guerrero
Commercial Port



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Lourdes A. Leon Guerrero
Governor of Guam
Joshua F. Tenorio
Lieutenant Governor

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BEFORE THE GUAM PUBLIC UTILITIES COMMISSION

IN RE: The Port Authority of Guam's)	PAG DOCKET 25-03
 [PAG] Request for PUC)	
 Review of Tariff Adjustment)	
_____)	

**PETITION FOR THE APPROVAL OF THE TARIFF
ADJUSTMENT FOR THE PORT AUTHORITY OF GUAM**

I. INTRODUCTION

The Port Authority of Guam (PAG), an autonomous public corporation charged with operating and maintaining the island's only commercial seaport, respectfully submits this Petition for approval of a proposed adjustment to its terminal tariff rates.

As Guam's primary maritime gateway, the Port plays a vital role in the economic stability and development of the region. It serves not only as the central node for goods entering Guam but also as a critical transshipment hub for the neighboring islands in Micronesia. PAG's operations directly impact the flow of goods, food, construction materials, and commercial supplies essential to island economies throughout the Western Pacific.

In support of its mandate to serve as the lifeline of Guam and the region, the Port is guided by a long-term vision of modernization. This includes upgrading aged infrastructure, enhancing cargo handling efficiency, and ensuring compliance with international standards. To realize this vision and maintain operational resilience, the Port must align its tariff structure with current economic conditions and service delivery costs.

This Petition, submitted in accordance with Public Utilities Commission (PUC) Docket 17-01 and Board Resolution No. 2025-01, seeks to implement a sustainable revenue enhancement methodology that supports both cost recovery and forward-looking investment.

II. PURPOSE OF THE PETITION

This petition seeks the PUC's approval for a tariff rate adjustment designed to:

1. Align labor charge-out rates with actual operational costs.
2. Respond to inflationary pressures experienced since the last tariff adjustment in 2020.
3. Support the phased implementation of infrastructure investments critical to the Port's service delivery.
4. Ensure compliance with tariff revision triggers identified in Docket 17-01 (e.g., CPI exceeding 4%, deviation in throughput, capital asset needs).

III. BACKGROUND

The existing tariff structure was last updated on October 1, 2020, with a modest 1% increase. This was part of a five-year tariff plan adopted under PUC Docket 17-01. However, economic conditions, particularly increased inflation and rising costs of operations, have warranted a reevaluation of the tariff to ensure revenue sufficiency. Guam's CPI has exceeded the 4% trigger condition outlined in Docket 17-01, and infrastructure demands such as crane replacements and wharf upgrades have introduced new fiscal requirements.

IV. SUMMARY OF PROPOSED ADJUSTMENT

The proposed tariff adjustment includes the following key elements:

- A phase-in of increased labor rates to reflect actual costs.
- Adjustments to key service rates that have remained stagnant despite rising operational expenses.
- Revenue impact assessments to ensure that the proposed rates are equitable and sustainable.

Detailed rate tables and financial impact assessments are included in the supporting documents submitted with this petition.

V. JUSTIFICATION AND METHODOLOGY

The Port's Finance Division conducted a comprehensive review and determined that without an adjustment, revenue shortfalls would impact the Port's ability to:

- Maintain compliance with financial covenants;
- Fund capital improvement projects (CIPs), including gantry crane replacements and crane rail upgrades;
- Sustain service levels and cargo handling efficiency.

The proposed rates were calculated based on labor and equipment cost recovery models.

VI. STAKEHOLDER ENGAGEMENT

PAG has engaged with shipping agents, professional organizations and other key stakeholders to ensure transparency and gather feedback on the proposed changes. Board resolutions, public announcements and other analytical reports were provided to explain the rationale and expected impact of the adjustment.

VII. REQUEST FOR RELIEF

PAG respectfully requests that the Guam Public Utilities Commission:

1. Review and approve the proposed tariff adjustment;
2. Authorize the phased implementation plan;
3. Allow for midterm reviews should economic conditions warrant further adjustments.

Dated this 7th day of July 2025.




Rory J. Respicio
PAG General Manager

In the Matter of)	
Port Authority of Guam's Petition for)	
PUC Review of Tariff Adjustment)	Tariff Adjustment Case Petition
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)	
)	

TERRITORY OF GUAM

1. My name is Rory J. Respicio. My office is in Piti, Guam, and I am employed by the Port Authority of Guam as its GENERAL MANAGER.
2. Attached hereto and made a part hereof for all purposes is my Direct Testimony on behalf of Port Authority of Guam, consisting of eight (8) pages, having been prepared in written form for introduction into evidence in the above-captioned docket.
3. I have knowledge of the matters set forth therein. I hereby swear and affirm that my answers contained in the attached testimony to the questions therein propounded, including any attachments thereto, are true and accurate to the best of my knowledge, information and belief.

GUAM, U.S.A.)
) ss
Village of PITI)



Notary Public



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PORT OF GUAM

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Lourdes A. Leon Guerrero
Governor of Guam

Joshua F. Tenorio
Lieutenant Governor

**Testimony of Rory J. Respicio
General Manager, Port Authority of Guam
Before the Guam Public Utilities Commission
Regarding the Port's 2025 Tariff Schedule Adjustment Petition**

July 7, 2025

Dr. Jeffrey C. Johnson
Chairman
Guam Public Utilities Commission
414 W Soledad Ave, Hagåtña, 96910, Guam

Dear Mr. Chairman, and Commissioners:

Thank you for the opportunity to present the Port Authority of Guam's petition to adjust our labor and equipment billing under the current tariff.

This is not a general rate increase. It is a targeted correction based on actual labor and equipment cost data projected for 2025. The update uses the midpoint of pay ranges and includes standard costs for payroll, benefits, and administration. It applies only to vessel operations, including the use of third and fourth gangs, night shift differentials, deployment of a third gantry crane, and supervisor overtime. These services are already being performed by the Port. The petition ensures that they are billed accurately and consistently as specified in the existing tariff.

How the Port's 2025 Tariff Adjustment Is Calculated

Labor Adjustment

The labor portion applies solely to vessel operations. It does not affect administrative or non-vessel labor. The calculation follows these principles:

- Labor rates are based on the midpoint of each job classification's 2025 pay range. The Port is not billing based on the highest-paid employee, but on a standard midpoint.
- Administrative surcharges are applied as authorized in the current tariff. These include:
 - Payroll costs
 - Employee benefits
 - Payroll taxes
 - Overhead and support costs
- The average labor billing adjustment is 14 percent, with variations by position:
 - Cargo Checkers: 12 percent
 - Crane Operators: 8 percent



- Equipment Operators: 7 percent
- Riggers: 11 percent
- Stevedores: 33 percent

Equipment Adjustment

The equipment portion also applies only to vessel operations. It reflects:

- A 20.9 percent increase in replacement and operating costs from 2019 to 2024
- Inflationary pressures, rising maintenance expenses, and capital equipment usage directly tied to vessel service
- No changes to non-vessel equipment or system-wide expansion, only adjustments for continued use of existing vessel-side equipment

Final Average Adjustment

The final 17 percent adjustment cited in the petition is a blended average of the labor and equipment components:

- 14 percent from labor
- 20.9 percent from equipment
- Combined average: 17 percent applied only to specific line items related to vessel operations

This is not a 17 percent increase to a customer's overall Port bill. The adjustment applies only to particular labor and equipment charges tied to vessel activity. Consumer impact is minimal. For example, a can of Spam is expected to see an increase of less than one-tenth of a cent.

This action is authorized by Board Resolution Number 2025-09. The resolution confirms that the Port followed due process, completed internal reviews, secured validation from WSP, who serves as the Port's owner agent, on the structure and methodology of the current tariff model, and notified stakeholders in accordance with the regulatory process.

It also affirms that the petition strengthens revenue collection under the tariff already in place. No new fees are being introduced. The current filing applies that validated framework to actual 2025 labor and equipment cost data to ensure accurate and consistent billing.

Because this petition is narrowly focused and based on a tariff structure that has already been validated, we respectfully ask that the Public Utilities Commission not engage an additional consultant to perform a market or rate impact analysis.

This is not a general rate increase. It is a targeted correction that affects only labor and equipment billing for vessel operations already performed by the Port. Requiring an outside consultant would incur additional costs and delays for the Port and divert operational resources that could be better spent on maintaining service delivery. We believe the record and the analysis presented are sufficient to support action on the petition as filed. We are prepared to explain the petition, walk through its methodology, and justify it in full to seek your approval.

The conditions supporting this petition were established under PAG Docket 17-01. The Consumer Price Index has increased by more than 4 percent, and container throughput has fallen by more than 5 percent. Both thresholds have been met. Although the Port qualifies for a general adjustment, this petition is limited to labor and equipment billing for vessel-related services only.

The Port also honored a request from the Governor not to pursue tariff increases in fiscal years 2022 and 2023. That request was tied to a \$15 million American Rescue Plan grant awarded in fiscal year 2021 by Governor Lou Leon Guerrero and Lieutenant Governor Josh Tenorio.

The proposed adjustment will be phased: 8.5 percent in the first four months, followed by 17 percent thereafter. Going forward, we recommend standardized labor and equipment billing updates every three years based on CPI or applicable government pay scales. This promotes transparency and predictability.

This petition does not stand alone. Since 2019, the Port has taken on increased operational responsibilities without increasing its workforce or monthly allotment. We remained fully operational throughout the COVID-19 pandemic and reopened just three days after Typhoon Mawar. As Guam's only commercial seaport, the Port fulfills a critical dual mission.

We support the uninterrupted flow of commerce and meet national security requirements. We continue to operate under growing demands for readiness, coordination, and regulatory compliance, all while maintaining forty-two-year-old gantry cranes, aging wharves, and decades-old infrastructure.

We have also secured more than \$106 million in federal funding over the past decade for terminal yard expansion, equipment replacement, shoreline protection, lighting and security upgrades, and crane assessments. These projects were achieved without borrowing. Grants were awarded by agencies including the Department of Defense, MARAD, FEMA, the Department of the Interior, and the OLDCC. Each of these investments supports both commercial operations and national security priorities.

The Port respectfully asks the PUC to approve this petition to update labor and equipment billing from 2020 to 2025. This is a responsible and measured action that ensures fair, data-driven billing under the existing tariff. We are not introducing new fees. The petition does not affect wharfage, crane surcharges, lease rates, marina charges, fuel surcharges, or the facility maintenance fee. It is limited only to labor and equipment billing for vessel operations.

We are aligning our billing with the work we are already performing. This is about operating within the current tariff framework while maintaining fiscal stability and exercising responsible stewardship of tariff-based resources.

Thank you again for your time and consideration.

Formal Question and Answer Segment

Q. Please state your name, business address, and position with the Port Authority of Guam.

My name is Rory J. Respicio. My business address is 1026 Cabras Highway, Suite 201, Piti, Guam 96915. I serve as the General Manager of the Port Authority of Guam.

Q. What are your responsibilities in your current position?

As General Manager, I oversee the Port's strategic direction, operational execution, regulatory compliance, and financial stewardship. I am responsible for ensuring that the Port functions as Guam's commercial lifeline and meets national and regional security responsibilities.

Q. Have you ever testified in a proceeding before the Guam Public Utilities Commission and if so, in what capacity?

Yes. I have testified in my capacity as General Manager on issues related to Port operations, finances, and infrastructure oversight.

Q. Has the testimony you are providing been prepared by you or under your direction?

Yes, it has been prepared by me.

Q. What is the purpose of your testimony in this proceeding?

The purpose is to support the Port's petition to adjust our labor billing rates under the existing tariff. This correction is based on current labor cost data for 2025 and ensures consistent and fair billing for vessel operations.

Q. What is the primary issue before the Public Utilities Commission in this proceeding?

The issue is whether to approve updated billing rates for vessel-related operations. These include third and fourth gangs, night shift differentials, third gantry crane deployment, and supervisor overtime. These services are already authorized under the existing tariff. This petition does not introduce new charges. It updates the rate schedule to ensure the Port is billing accurately for work it is already performing.

Q. What is the Port requesting in this petition?

We are requesting approval to implement a phased labor billing correction under the existing tariff. The adjustment ensures proper billing for services we already provide, without introducing new fees or expanding the tariff's scope.

Q. How does this filing differ from prior filings?

This filing is more narrowly tailored. Although the Port qualifies for a general adjustment based on CPI and container throughput triggers, we are limiting this request to labor and equipment billing tied specifically to vessel operations. This targeted approach balances fiscal responsibility with customer impact.

Given the limited scope and the fact that the current tariff structure has already been validated by WSP, the Port's independent consultant and designated owner agent, we respectfully suggest that a separate economic consultant is not necessary. The Port's calculations use actual 2025 labor and equipment cost methodologies. These figures were developed and reviewed by our internal finance team. The data is verifiable and aligned with tariff provisions already in place. Requiring a new consultant would increase costs, delay implementation, and divert Port resources that are better used to support operations.

To promote consistency and transparency moving forward, the Port also recommends that labor and equipment billing rates be updated every three years if the Consumer Price Index increases or if the Port's government pay scale changes. This will ensure the tariff remains accurate and predictable without requiring repeated regulatory proceedings.

Q. What is the purpose for developing a tariff adjustment?

To align our labor billing with the actual cost of service. This ensures we maintain service quality, support infrastructure, and continue operating efficiently without drawing from reserves or delaying capital projects.

Q. What types of financial information has the Port developed in support of the tariff rate adjustment filing?

The Port used actual 2025 midpoint pay ranges, payroll overheads, benefits, and administrative cost data. Independent consultant WSP validated the model. The petition is also backed by historical CPI and throughput trends as required by PAG Docket 17-01.

Q. What are the essential components underlying the Port's request to establish a tariff rate adjustment in its petition?

The request is based on seven core components:

1. Compliance with the Consumer Price Index and container throughput thresholds set forth in PAG Docket 17-01. Both triggers have been met.
2. Board Resolution Number 2025-09, which confirms that the Port followed due process and completed both internal review and external validation.
3. Independent report by WSP on current labor and equipment billing methodology aligns with the tariff's authorized structure and provisions.
4. A phased implementation that provides advance notice to customers and allows time for operational alignment.
5. A data-based calculation of labor and equipment charges tied strictly to vessel operations, using actual 2025 cost data developed and reviewed by the Port's finance team.
6. A recommendation to review and update labor and equipment billing rates every three years based on changes to the Consumer Price Index or applicable government pay scales. This ensures rates remain fair, consistent, and aligned with actual costs over time.
7. A recommendation that the PUC does not engage an economic consultant to perform a market or rate impact analysis. This petition is a targeted update, not a general rate increase. It relies on actual data and an already validated methodology. Requiring

additional analysis would delay implementation, incur costs, and divert Port resources that could be better utilized to meet operational needs.

The 17% adjustment figure is an average derived from two components: labor and equipment.

The labor portion is based on the midpoint of each job classification's 2025 pay range, not on actual employee salaries. Standard administrative surcharges, such as payroll taxes, employee benefits, and overhead, are applied in accordance with the existing tariff. This results in an average labor billing adjustment of 14%, with individual classifications ranging from 7% to 33%.

The equipment component reflects a 20.9% increase in replacement and operational costs from 2019 to 2024. This figure is based on inflationary trends and rising capital expenses, and it applies only to equipment used directly in vessel operations, not yard-wide or administrative assets.

When averaged, these labor and equipment factors yield the overall 17% adjustment cited in the petition. Importantly, this adjustment applies only to specific labor and equipment charges tied to vessel servicing. It does not affect wharfage, fuel surcharges, facility maintenance fees, marina rates, lease charges, or crane surcharges.

Because of this narrow scope, the impact on consumers is minimal, less than a tenth of a cent for everyday goods such as a can of Spam.

Q. Please describe the financial condition of the Port.

The Port's financial condition is stable, resilient, and based on sound fiscal management. We have not increased our monthly allotment since 2019.

During that time, we have taken on additional responsibilities, including cruise ship disembarkation, military surge offloads, expanded MARSEC coordination, and cybersecurity compliance, all without increasing our workforce or requesting additional funds.

Despite major challenges, including natural disasters and global supply chain disruptions, the Port remained fully operational. We reopened just three days after Typhoon Mawar. We maintained 100% operations throughout the COVID-19 pandemic. We have continued delivering reliable services while keeping costs under control.

What makes our approach unique is our ability to secure federal support without borrowing. Over the past decade, the Port has obtained more than \$106 million in federal funds for capital improvements. These include wharf and facility repairs, terminal yard expansion, yard equipment upgrades, gantry crane assessments, shoreline protection, cybersecurity systems, and perimeter fencing. Various agencies, including the Department of Defense, MARAD, FEMA, the Department of the Interior, and the OLDCC, provided all of these funds.

We also completed our migration from JD Edwards to Oracle Enterprise One, which provided us with tighter financial controls and stronger internal accountability. Across all divisions, we continue to meet performance benchmarks.

In summary, the Port has successfully grown in responsibility while maintaining its financial strength. We have avoided debt, maximized federal funding, and remained disciplined. This petition reflects that same commitment to fairness, transparency, and responsible stewardship.

Q. How will the Port benefit from reaching these financial goals?

This adjustment helps bridge the operational expense gaps in vessel-related services for the Port. While the Port recognizes that the tariff is not a full-cost recovery tool, the consistent application of labor billing provisions allows us to manage rising expenses tied to active operations. These include payroll costs, equipment usage, and overtime, all of which have increased since 2019. At the same time, we are seeing financial gaps created by non-cash audit adjustments, such as post-employment benefit liabilities and pension costs, which appear on our books but do not reflect actual cash availability. Ensuring we bill properly for services already being performed helps stabilize our finances, avoid deeper operational deficits, and continue delivering critical port services without rate unpredictability or service interruption.

Q. What are the major recommendations that you developed in this testimony?

First, I recommend, together with Port Chief Financial Officer Jojo Guevara, that the PUC approve the Port's labor billing correction as submitted. It is based on actual cost data, follows the requirements of PAG Docket 17-01, and is limited to vessel operations. The phased implementation provides stability and fairness for customers.

Second, I recommend that the PUC affirm the methodology used to determine the labor charge-out rates. This includes using the midpoint of pay ranges and applying the standard costs of payroll, benefits, and administration.

Third, I recommend that labor billing rates be reviewed and updated every three years if the Consumer Price Index increases or if there are changes to the Port's government pay scale. This approach keeps the tariff in line with actual labor costs, allowing for structured and predictable updates.

Q. Are there any recommendations regarding the regulatory review process itself?

Yes. Because this petition is narrowly focused and applies a billing framework that has already been validated under the current tariff structure, I respectfully recommend that the Public Utilities Commission consider not engaging an additional economic consultant to perform a market or rate impact analysis.

This is not a general rate increase or a comprehensive tariff revision. It is a targeted update to labor and equipment billing for vessel operations. These services are already performed by the Port and are already authorized in the tariff. The Port's calculations are based on actual 2025 cost

data, developed by our internal finance team and reviewed for accuracy and alignment with authorized billing provisions.

Adding this additional layer would create unnecessary cost and delay. Since the Port would be responsible for the expense, it would divert limited operational resources from other pressing needs. We believe the petition is narrowly scoped, technically sound, and ready for review and approval based on the record already submitted.

Q. What are your conclusions on the central issues addressed in your testimony?

This petition does not introduce new fees or expand the tariff. It applies existing labor billing provisions already authorized by the PUC and updates them from 2020 to reflect 2025 cost conditions. It ensures the Port is billing properly for vessel services that are already being performed. The filing reflects sound fiscal discipline, supports our ability to meet operational costs without disruption, and helps preserve the Port's long-term sustainability as a self-sustaining public agency serving both commercial activity and national security priorities.

Q. Does that conclude your testimony?

Yes, it does. Thank you, Mr. Chairman and Commissioners, for the opportunity to present our testimony. This petition reflects the Port's disciplined approach to financial management, our commitment to applying the tariff as it was intended, and our readiness to support Guam's long-term commercial and national security needs.

Very truly yours,



Rory J. Respicio
General Manager

CC: PAG Chairperson and Board of Directors
PAG Deputy General Managers
PAG Chief Financial Officer
PAG Staff Attorneys
PAG Division Heads

In the Matter of)
Port Authority of Guam's Petition for)
PUC Review of Tariff Adjustment) **Tariff Adjustment Case Petition**
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TERRITORY OF GUAM

1. My name is Jose B. Guevara, III. My office is in Piti, Guam, and I am employed by the Port Authority of Guam as its CHIEF FINANCIAL OFFICER.
2. Attached hereto and made a part hereof for all purposes is my Direct Testimony on behalf of Port Authority of Guam, consisting of ten (10) pages, having been prepared in written form for introduction into evidence in the above-captioned docket.
3. I have knowledge of the matters set forth therein. I hereby swear and affirm that my answers contained in the attached testimony to the questions therein propounded, including any attachments thereto, are true and accurate to the best of my knowledge, information and belief.

Dr. D. Inuzua

GUAM, U.S.A.)
) ss
Village of _____ PITI)

Subscribed and sworn to before me this 11 day of July 2025, by Jose B. Guevara, III.

Alton

Notary Public



LEONORE V. LEON GUERRERO
NOTARY PUBLIC
 In and for the Territory of Guam, U.S.A.
 My Commission Expires: **JUL 05, 2026**
 317 Santa Cruz Drive Chalan Pago GU 96910

**TESTIMONY OF
JOSE B. GUEVARA III
RATE CASE PETITION**

Q. PLEASE STATE YOUR NAME, BUSINESS ADDRESS, AND POSITION WITH PORT AUTHORITY OF GUAM (PAG).

My name is Jose B. Guevara III. My business address is 1026 Cabras Highway Suite 201, Piti, Guam 96915. I serve as the Chief Financial Officer of the Port Authority of Guam.

Q. WHAT ARE YOUR RESPONSIBILITIES IN YOUR CURRENT POSITION?

As Chief Financial Officer, I oversee the Port's financial planning, budgeting, regulatory compliance, and reporting. I manage all fiscal matters, including accounting, billing, revenue collection, insurance, risk management, debt servicing, and financial audits, ensuring alignment with Generally Accepted Accounting Principles and public accountability standards.

Q. PLEASE DESCRIBE YOUR EDUCATION AND EXPERIENCE, INCLUDING YOUR EMPLOYMENT HISTORY WITH PAG.

I hold a Professional MBA from the University of Guam and a Bachelor's degree in Commerce, majoring in Accounting, from the University of Santo Tomas. I am a Certified Government Financial Manager (CGFM), Project Management Professional (PMP), and Maritime Port Executive (MPE). I began my career with PAG in 1997 as an Accountant I, then served as General Accounting Supervisor (1999–2003). From 2003 to 2023, I was the Financial Affairs Controller, leading the Finance Division. In July 2023, I was appointed Chief Financial Officer. My background reflects a strong foundation in financial management and deep institutional knowledge of PAG operations.

Q. HAVE YOU EVER TESTIFIED IN A PROCEEDING BEFORE THE GUAM PUBLIC UTILITY COMMISSION AND IF SO, IN WHAT CAPACITY?

Yes, I participated in PAG's petition for interim rates in 2010 and the 2012 filing for new tariff regulations and rates.

Q. HAS THE TESTIMONY YOU ARE PROVIDING BEEN PREPARED BY YOU OR UNDER YOUR DIRECTION?

I prepared this testimony.

Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY IN THIS PROCEEDING?

The purpose of my testimony is to support PAG's petition for a phased 17% tariff rate adjustment focused on labor and equipment-based charges. Since the last increase in 2020, operational costs have risen sharply due to inflation and salary escalations. PUC's 2017 order required a tariff review if Guam CPI exceeded 4% or cargo volumes deviated by over 5% from projections—both conditions have been met since 2022.

This petition ensures service cost recovery, maintains infrastructure, and aligns rates with actual economic conditions.

Q. WHAT IS THE PRIMARY ISSUE BEFORE THE PUBLIC UTILITIES COMMISSION IN THIS PROCEEDING?

The primary issue before the Public Utilities Commission (PUC) is whether to approve the Port Authority of Guam’s request to adjust its tariff rates to accurately reflect the current cost of providing labor- and equipment-based services.

The last tariff rate increase was implemented in October 2020, and since then, inflation and rising operational costs—particularly employee salaries and equipment expenses—have significantly impacted the Port’s cost of service. A core component of this adjustment involves calculating labor charges based on the salary scale of Port employees directly involved in vessel operations, such as stevedores, riggers, checkers, and equipment operators. One of the conditions of the PUC commissioners when they passed the 5-year tariff rate increase in 2017 was for PAG to return to PUC if the Guam CPI exceeds 4%.

Starting in 2019, below is the annual Guam CPI:

Guam Consumer Price Index

2019	1.8%
2020	1.7%
2021	3.8%
2022	7.9%
2023	8.7%
2024	4.1%
TOTAL	28.0%

Based on the Guam CPI PUC requirement, PAG could have returned to PUC for a tariff review in the years 2022, 2023 and 2024.

Another requirement for the PAG to return to PUC is when the cargo throughput exceeds or falls short of the current projected growth rate with more than a 5% variance. In the report submitted by Slater & Nakamura (S&N) to Guam PUC in 2017, S&N concurred to the baseline for cargo container throughput that was developed by Parsons Brinkerhof (P-B). P-B based their analysis on a decade-long history of shipping data.

Year	Local No. of Containers handled	Transshipped No. of Containers handled	Total No. of Containers handled
2007	67,766	31,854	99,620
2008	68,946	30,962	99,908
2009	64,966	29,107	94,703
2010	66,279	30,673	96,952
2011	65,854	30,211	96,065
2012	63,858	28,889	92,747
2013	65,421	25,382	90,803
2014	66,251	19,445	85,696
2015	64,822	25,940	90,762

2016	67,493	36,337	103,830
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Based on the historical numbers, the PAG Consultants (P-B) recommended to use the 2015 volumes as the base numbers and further recommended an acceleration of 1.1 percent annual growth rate between 2016 and 2020, and a more conservative .9 percent growth rate in 2021 and beyond. S&N also reported that “Historically, cargo throughput and applied tariff rates have been the major factors of determining PAG operating income and commercial revenues. Errors in the projected cargo throughput have, on occasion, directly and negatively impacted PAG cash flow”. Despite the S&N conclusion that P-B’s projection was extremely conservative, the comparative results of the P-B projection was compared to the actual cargo throughput:

PB (WSP) Projection		2016-2020	1.10%	ACTUAL PAG Container Throughput Handled					
		2021 and beyond	0.90%						
Year	Local No. of Containers handled	Transshipped No. of Containers handled	Total No. of Containers handled	Year	Local No. of Containers handled	Transshipped No. of Containers handled	Total No. of Containers handled	# Variance	% Variance
2015	64,822	25,940	90,762						
2016	65,535	26,225	91,760	2016	67,732	35,420	103,152	11,392	12%
2017	66,256	26,513	92,769	2017	64,413	31,642	96,055	3,286	4%
2018	66,985	26,805	93,790	2018	65,316	25,607	90,923	(2,867)	-3%
2019	67,722	27,100	94,822	2019	67,761	17,193	84,954	(9,868)	-10%
2020	68,467	27,398	95,865	2020	67,028	18,115	85,143	(10,722)	-11%
2021	69,083	27,645	96,728	2021	69,253	17,541	86,794	(9,934)	-10%
2022	69,705	27,894	97,599	2022	67,984	21,068	89,052	(8,547)	-9%
2023	70,332	28,145	98,477	2023	64,637	20,990	85,627	(12,850)	-13%
2024	70,965	28,398	99,363	2024	68,576	16,682	85,258	(14,105)	-14%

Based on the comparative table between the projection and actual numbers, the Port’s cargo throughput numbers have decreased by more than 5% since Fiscal Year 2019 up to the current fiscal year (2025). This is another justification for PAG to return to PUC for a tariff review.

This proceeding centers on the question of whether the proposed phased-in tariff adjustment—8.5% initially, increasing to 17%—is justified to ensure the Port can sustainably recover its service costs, continue investing in critical infrastructure, and maintain operational and financial stability in the face of rising economic pressures.

Q. WHAT IS PAG REQUESTING IN THIS PETITION?

PAG is requesting the Commission’s approval for a tariff rate adjustment that updates labor and equipment usage rates from 2020 levels to 2025 levels. The proposed adjustment excludes charges such as wharfage, fuel surcharges, facility maintenance fees, crane surcharges, and leases. This selective approach ensures that the increase is narrowly tailored to reflect actual cost increases in services driven by labor and equipment expenses. The overall goal is to align tariff charges with actual operational costs, bolster revenue needed to support essential capital projects in the Port Master Plan, and build reserves to position PAG for future bond issuance and investment-grade credit rating.

Q. HOW DOES THIS FILING DIFFER FROM PRIOR FILINGS?

This filing differs from prior tariff filings in both its depth of analysis and its cost-based approach to rate development. Rather than applying a general percentage increase across all tariff line items and apply

this general percentage to annual cargo projections as the expected revenue growth, this filing is grounded in a comprehensive financial and operational assessment that ties the proposed rates directly to actual service delivery costs, including labor, benefits, overhead, and inflation-adjusted equipment expenses.

Key differences include:

1. Cost-Based Labor Rate Analysis:

Unlike previous filings that increased rates uniformly, this filing incorporates a detailed review of labor classifications, calculating new labor charge-out rates using median wages, a 47.23% benefit factor, and standard overhead and markup formulas approved in past dockets (e.g., Docket 11-01). Each rate reflects the real cost of providing services—position by position—ensuring accuracy and fairness.

2. Cargo Throughput Adjustment Based on Functional Roles:

The filing quantifies labor cost impact by isolating positions directly involved in cargo handling (e.g., stevedores, crane operators, riggers), producing an average labor-driven rate adjustment of 14%. This analytical approach ensures that only the most relevant charges are adjusted.

3. Inflation-Based Equipment Rate Adjustment:

The proposal also includes a 20.9% equipment rate inflation adjustment, based on verified inflation data from 2019–2024. This ensures that equipment-related service rates remain sufficient to cover capital and maintenance costs.

4. Phased Implementation Plan:

To mitigate customer impact, this filing proposes a phased implementation:

- Phase 1: 8.5% increase during the first four months
- Phase 2: Full 17% increase thereafter

This measured rollout is responsive to stakeholder concerns and provides a more manageable transition.

5. Focused Scope of Adjustment:

Unlike past filings that applied broad rate changes, this petition does not propose increases to charges such as wharfage, fuel surcharge, facility maintenance fee, crane surcharge, or leases. The adjustment targets only tariff items tied to labor and equipment usage—those areas where the Port has a demonstrated cost-revenue imbalance.

6. Tariff Compliance and Revenue Capture Alignment:

This filing is also informed by findings from the Tariff Revenue Opportunity Analysis, which identified revenue leakage due to misaligned billing practices, unbilled labor, and gaps in service definitions. Corrective measures are now being integrated as part of a broader Tariff Simplification Plan, which will accompany future filings to improve consistency and enforceability.

In summary, this filing represents a data-driven, and financially disciplined approach to tariff rate setting—ensuring the Port can sustainably recover costs, maintain infrastructure, and continue serving as Guam’s commercial and strategic gateway.

Q. WHAT IS THE PURPOSE FOR DEVELOPING A TARIFF ADJUSTMENT?

To align rates with current costs, ensure cost recovery, support capital investments, and maintain financial sustainability. Rising wages, insurance, fuel, and maintenance costs necessitate this adjustment. A phased and targeted approach minimizes customer impact while securing PAG’s financial future.

Q. WHAT TYPES OF FINANCIAL INFORMATION HAS PAG DEVELOPED IN SUPPORT OF THE TARIFF RATE ADJUSTMENT FILING?

In support of the tariff rate adjustment filing, the Port Authority of Guam (PAG) has developed and submitted a broad set of financial information that collectively supports the need for the proposed adjustment. This information provides a comprehensive view of the Port's financial position, cost recovery requirements, and future capital obligations. Specifically, PAG has prepared and analyzed the following key financial components:

A. Revenue Requirement Analysis

PAG performed a revenue requirement analysis to determine the level of revenue necessary to cover its full cost of operations, including personnel costs, maintenance, debt service, and reserves. This analysis ensures that the proposed tariff rates align with the actual revenue needed to sustain safe and reliable port operations.

B. Historical and Projected Revenues

The Port compiled detailed historical revenue data (FY 2018–2024) as well as projections under current and proposed rates. This includes a breakdown of revenue by vessel type and service category to demonstrate how the tariff adjustment will impact total receipts and address under-recovery of operational costs.

C. Operating Expenses

A full accounting of operating expenses—including salaries, benefits, fuel, materials, contractual services, and equipment maintenance—was presented to show the rising cost pressures faced by PAG. The Port also included depreciation and other non-cash charges that affect financial sustainability.

D. Comparative Billing Analysis

PAG conducted a side-by-side comparison of current versus proposed tariff billing across various vessel types and cargo scenarios. The analysis included a per-unit breakdown (e.g., per container, per vehicle) and demonstrated that while service-specific increases average 11–17%, the overall billing impact to customers is moderate and narrowly targeted.

E. Determination of Labor Charge-Out Rate

One of the central financial analyses involved recalculating labor charge-out rates using actual pay ranges, a benefits rate of 47.23%, and standard overhead and markup percentages. This aligns with cost recovery methodologies approved in prior PUC dockets (e.g., Docket 11-01), ensuring fairness and consistency.

F. 2018 Net Debt Service Coverage

To support the Port's ongoing financial obligations, PAG presented historical and projected net revenue available for debt service. With a strong FY 2024 debt service coverage ratio of 1.93, PAG demonstrated that tariff adjustments are necessary to maintain favorable bond coverage, protect credit ratings, and ensure long-term access to capital markets.

G. Internally and Externally Funded Capital Construction

The filing includes a schedule of capital improvement projects (CIPs), some of which are funded internally through Port revenues and others through external grants or financing. This includes major efforts like the Wharf Service Life Extension, crane rail upgrades, and the procurement of new ship-to-shore gantry cranes. These CIPs rely on stable revenue streams to proceed without delay or disruption.

Collectively, this financial information forms the backbone of PAG's justification for the tariff rate adjustment. It reflects a responsible, data-driven approach to rate setting, cost recovery, and infrastructure reinvestment—ensuring the Port remains sustainable, modernized, and ready to meet future challenges.

Q. WHAT ARE THE ESSENTIAL COMPONENTS UNDERLYING PAG'S REQUEST TO ESTABLISH A TARIFF RATE ADJUSTMENT IN ITS PETITION?

The Port Authority of Guam's (PAG) petition to establish a tariff rate adjustment is supported by several essential components grounded in fiscal responsibility, operational alignment, and stakeholder accountability. These components include:

1. Cost-Based Justification

The adjustment is based on a detailed financial analysis of increased operational costs, particularly in labor and equipment usage. Direct labor rates for key cargo-related positions have increased by an average of 14%, and equipment-related costs have risen by 20.9% due to cumulative inflation from 2019 to 2025. These cost increases are not currently reflected in the existing tariff rates, which were last updated in 2020.

2. Phased Implementation Plan

PAG is proposing a two-stage increase:

- 8.5% increase during the first four months
- Followed by the full 17% increase starting from the fifth month

This approach balances the need for revenue enhancement with sensitivity to customer impact.

3. Targeted Scope

The adjustment is narrowly applied to services involving labor and equipment. Charges such as wharfage, fuel surcharge, facility maintenance fee, crane surcharge, and leases are excluded from this rate increase, making the proposal focused and equitable.

4. Revenue Enhancement Methodology

The petition is aligned with Board Resolution No. 2025-09, which establishes a comprehensive methodology for revenue enhancement. This includes stakeholder engagement, financial analysis, transparent communication, and performance monitoring to ensure that the Port's tariff structure remains sustainable and data-driven.

5. Strategic Financial Planning

The revenue generated from the adjustment will be used to:

- Support operational expenditures
- Fund capital projects outlined in the Port Master Plan
- Build operating reserves necessary for achieving investment-grade credit ratings that will enable future bond financing

6. Regulatory Compliance and Transparency

PAG is following the established regulatory process through the PUC, ensuring full transparency and public participation. Multiple public hearings will allow customers and stakeholders to provide feedback on the proposed adjustment.

These components collectively ensure that the tariff adjustment is not only necessary but responsibly structured to support PAG's long-term financial and operational objectives.

Q. PLEASE DESCRIBE THE FINANCIAL CONDITION OF PAG?

The financial condition of the Port Authority of Guam is stable, with strong liquidity, sound debt management, and consistent reinvestment in infrastructure. As of Fiscal Year (FY) 2024, the Port's net position increased to \$34.3 million—up from \$31.0 million in FY 2023—reflecting an 11% year-over-year growth and underscoring the Port's resilience amid operational and economic challenges. Over the past seven fiscal years, the Port has steadily strengthened its financial position, nearly tripling its net position from \$11.9 million in FY 2018. This upward trend, however, has been shaped by external shocks and one-time revenue support. In FY 2022, the Port recorded a significant \$12.6 million increase in net position, due largely to the receipt of \$15.0 million from the American Rescue Plan Act (ARPA) Fiscal Recovery Funds. These funds reimbursed COVID-related expenses and helped the Port mitigate the negative economic impacts of the pandemic. In FY 2023, the Port received \$2.0 million in insurance proceeds as part of its claim following the widespread damages and business interruptions caused by Typhoon Mawar.

In FY 2024, the Port's operating revenues decreased by \$1.9 million to \$58.7 million, driven by a slight decline in container and breakbulk cargo volumes. At the same time, operating expenses rose to \$61.9 million, a \$5.8 million increase, primarily due to higher insurance premiums, increased maintenance costs, and actuarial adjustments related to pension and retiree healthcare benefits. Despite an operating loss of \$10.2 million, non-operating revenues of \$12.9 million, including the \$5.0 million insurance recovery, and capital contributions of \$563 thousand resulted in a \$3.3 million increase in net position. The Port's debt service coverage ratio remains strong at 1.93, well above the 1.25 covenant requirement, and credit ratings remain favorable at 'A' from S&P and 'Baa2' from Moody's, both with stable outlooks. Liquidity remains a core strength, with \$125.9 million in cash and cash equivalents.

Port Financial Performance Summary (in thousands)							
Category	2024	2023	2022	2021	2020	2019	2018
Operating Revenues	\$58,667	\$60,815	\$57,698	\$55,059	\$54,627	\$55,236	\$54,330
Operating Expenses (before depreciation)	\$61,856	\$56,042	\$54,553	\$52,007	\$49,331	\$41,589	\$44,534
Operating (Loss) Income Before Depreciation	(\$3,189)	\$4,573	\$3,145	\$3,052	\$5,297	\$13,647	\$9,796
Depreciation	\$6,974	\$6,189	\$6,144	\$6,258	\$6,361	\$6,766	\$6,210
Operating (Loss) Income (after depreciation)	(\$10,163)	(\$1,615)	(\$2,999)	(\$3,206)	(\$1,064)	\$6,881	\$3,586
Non-Operating Revenues (Expenses), Net	\$12,936	\$4,416	\$15,016	\$754	(\$825)	(\$4,051)	(\$3,922)
Contributed Capital	\$563	\$1,794	\$561	\$219	\$2,481	\$697	\$233
Increase (Decrease) in Net Position	\$3,336	\$4,595	\$12,578	(\$2,233)	\$592	\$2,830	(\$103)
Net Position at Beginning of Year	\$30,976	\$26,381	\$13,803	\$16,036	\$15,444	\$11,917	\$12,019
Net Position at End of Year	\$34,312	\$30,976	\$26,381	\$13,803	\$16,036	\$15,444	\$11,917

While the Port remains fiscally sound, it continues to face cost pressures associated with aging infrastructure, deferred capital needs, and global inflation. Critical investments, such as the replacement of the 42-year-old gantry cranes, require sustainable long-term funding. A tariff rate adjustment is necessary to ensure that the Port can continue providing essential services efficiently, maintain its infrastructure, support military logistics, and fulfill its mandate as Guam's sole commercial seaport and a strategic hub in the Western Pacific.

Q. HOW WILL PAG BENEFIT FROM REACHING THESE FINANCIAL GOALS?

Achieving the Port Authority of Guam's financial goals through the proposed tariff adjustment will allow the Port to fully recover its operational costs, reinvest in critical infrastructure, and maintain financial stability while continuing to deliver reliable, uninterrupted port services to the people and businesses of Guam.

This tariff proposal is the result of a comprehensive and methodical financial review, focused specifically on labor and equipment rates where cost recovery has not kept pace with inflation or actual expenditures. In line with Board Resolution 2025-01, the proposed 17% adjustment is limited in scope and will be phased in to minimize stakeholder impact.

To illustrate this, the Port performed a line-by-line comparison of billing across different vessel and service types, summarized in the table below:

Comparison of Current and Proposed Tariff Billing by Operation Type

Type of Operation	Current Billing	Proposed Billing	\$ Variance	% Variance	Per Cargo Unit Increase
Container Vessel 1 (770 containers)	\$412,618.44	\$460,058.93	\$47,440.49	11%	\$61.61
Container Vessel 2 (835 containers)	\$476,713.15	\$530,095.96	\$53,382.81	11%	\$63.93
Container & Breakbulk Vessel	\$121,210.05	\$137,025.05	\$15,815.00	13%	—
RoRo Vessel (107 Vehicles)	\$18,881.68	\$20,585.90	\$1,704.22	9%	\$15.93
Passenger Vessel (843 Passengers)	\$22,647.15	\$31,846.95	\$9,199.80	41%	\$14.31
Open Gate Overtime (8 hrs)	\$8,527.76	\$9,934.72	\$1,406.96	17%	—
Open Gate Holiday (8 hrs)	\$9,279.20	\$10,826.72	\$1,547.52	17%	—
Devan Straight Time (2 hrs)	\$2,861.94	\$3,372.18	\$510.24	18%	—
Devan OT (2 hrs)	\$3,814.04	\$4,109.20	\$295.16	8%	Gantry Used
Devan POV	\$2,140.83	\$2,515.55	\$374.72	17%	—

Benefits to PAG from Reaching Financial Goals

By implementing this data-informed tariff adjustment, PAG will gain:

1. **Full Cost Recovery**

The adjustment aligns labor and equipment billing rates with current wage structures, benefit costs, and inflation-adjusted overheads, ensuring that service provision is no longer subsidized by reserves or deferred capital needs.

2. **Support for Infrastructure Modernization**

Increased revenues will be directed to projects essential for maintaining service reliability and reducing operational risks.

3. **Minimal Stakeholder Impact**

The average increase per cargo unit (e.g., \$61–64 per container, \$15 per vehicle) reflects a measured approach. Non-labor and non-equipment charges (like wharfage, lease rates, and surcharges) remain untouched. Based on the analysis, the proposed rate increase will impact commodities such as canned beverages by \$0.0011, canned goods by \$0.0011, lettuce heads by \$0.0034, 20 lb. bag rice by \$0.0246, and lumber (2x4x8) by \$0.0158.

4. **Regulatory Alignment**

The methodology used aligns with prior Public Utilities Commission (PUC) decisions and includes full transparency in rate determination, including per-position cost modeling, CPI-based inflation indexing, and phased implementation.

This tariff adjustment is essential for the Port to continue fulfilling its mission: to serve as Guam's economic lifeline and a critical link in the nation's Indo-Pacific logistics chain.

RECOMMENDATIONS:

Q. WHAT ARE THE MAJOR RECOMMENDATIONS THAT YOU DEVELOP IN THIS TESTIMONY?

Based on the comprehensive financial analysis, cost recovery modeling, and stakeholder impact assessment, the following are the major recommendations in support of the Port Authority of Guam's petition for a tariff rate adjustment:

1. Approve the Proposed 17% Tariff Rate Adjustment with Phased Implementation

The proposed increase is the result of a detailed, data-driven review of labor and equipment costs. The adjustment targets only the charges that require cost recovery, namely, labor-related and cargo throughput services, while holding constant other tariff items such as wharfage, fuel surcharge, facility maintenance fee, crane surcharge, and lease rates. A phased implementation (8.5% for the first four months, then full 17%) provides fairness and predictability for stakeholders.

2. Align Labor Charge-Out Rates with Actual Operational Costs

The updated labor charge-out rates are based on current median wages, benefits (47.23%), operational overhead, and administrative markup, consistent with previously approved PUC methodologies (e.g., Docket 11-01). This alignment ensures that the Port can sustain service levels and support workforce compensation without deficit operations.

3. Support Financial Readiness for Capital Investment

The tariff adjustment will enhance the Port's ability to fund necessary infrastructure projects without compromising its debt service coverage or bond ratings. Stronger financial footing positions PAG to leverage federal grant opportunities and co-funding requirements more effectively.

4. Maintain Transparency and Fairness in Rate Setting

The Port's approach has been transparent, equitable, and analytically sound. We applied actual pay schedules, inflation indices (20.9% cumulative equipment inflation), and operational metrics to calculate rate adjustments. The comparative analysis shows the average impact per container or vehicle is modest (e.g., \$61–64 per container, \$15 per vehicle) and justified.

In conclusion, I respectfully recommend that the Public Utilities Commission approve the Port's proposed tariff rate adjustment as submitted. It is a fiscally responsible, stakeholder-sensitive, and operationally necessary step to secure the Port's long-term sustainability and service mission.

CONCLUSIONS:

Q. WHAT ARE YOUR CONCLUSIONS ON THE CENTRAL ISSUES ADDRESSED IN YOUR TESTIMONY?

In conclusion, the central issues addressed in my testimony focus on the Port Authority of Guam's ability to sustain reliable operations, recover rising operational costs, and ensure long-term financial

stability through a prudent and targeted tariff rate adjustment. Based on detailed financial, operational, and tariff assessments, I offer the following conclusions:

1. **The proposed tariff rate adjustment is necessary and justified.**

The 17% proposed increase—focused solely on labor and equipment-based charges—is grounded in a thorough cost recovery analysis based on actual pay schedules, benefit costs, and inflation-adjusted overhead. Current charges fall below the cost to deliver services, posing risks to the Port’s long-term viability.

2. **The methodology is sound, transparent, and consistent with PUC precedent.**

The labor charge-out rate calculations are consistent with cost models adopted in prior PUC dockets (e.g., Docket 11-01) and align with economic realities such as a 28% cumulative increase in Guam’s CPI since 2019 and 20.9% inflation in equipment costs. The rate development process follows best practices in utility cost recovery and public accountability.

3. **The impact to stakeholders is reasonable and mitigated.**

The proposed changes are projected to increase average shipping invoices by 11%, with per-unit costs increasing modestly (e.g., \$61 per container, \$15 per vehicle). A phased implementation—beginning with 8.5% and rising to the full 17% after four months—further cushions the impact on customers and cargo owners.

4. **The adjustment enhances PAG’s financial resilience and infrastructure readiness.**

This increase supports urgent capital needs, including the replacement of 42-year-old gantry cranes and investments in service reliability. It enables PAG to maintain strong debt service coverage, pursue federal grants, and operate without reliance on general fund subsidies.

5. **Delaying this adjustment increases operational and financial risk.**

Continued under-recovery would exacerbate billing inconsistencies and jeopardize the Port’s ability to respond to emergencies or meet growing demand. The Tariff Revenue Opportunity Analysis revealed more than \$900,000 in missed revenue from outdated billing practices, underscoring the need for action.

6. **Going forward, a CPI-based escalation mechanism should be adopted.**

To avoid the need for frequent manual tariff adjustments, I recommend that the Public Utilities Commission authorize a methodology to automatically escalate labor charge-out and equipment-related rates. From 2005 to 2024, the median Guam CPI was approximately 2.6% annually, which would support a standard 7% increase every three years for labor and equipment tariff items. This approach promotes rate stability, reduces administrative burden, and keeps rates aligned with economic conditions over time.

For these reasons, I fully support the Port’s petition. The proposed tariff rate adjustment is equitable, data-driven, and necessary to preserve PAG’s essential role as Guam’s primary logistics gateway and a strategic hub for regional commerce and security.

Q. DOES THAT CONCLUDE YOUR TESTIMONY?

Yes.

SCHEDULE A

Revenue Requirement

Schedule A

PORT AUTHORITY OF GUAM
Summary of Revenue Requirement

Row #	Description	FY-2024 ACTUAL	FY-2025 CURRENT	FY-2026	
				PROJECTED	WITH REQUEST
1					
2	OPERATING REVENUES				
3	CARGO REVENUES	48,294,621	45,509,035	45,964,125	50,696,768
4	FACILITIES REVENUES	10,097,206	11,415,025	13,176,248	13,176,248
5	OTHER FEES & SERVICES	235,076	191,237	191,237	191,237
6	MISCELLANEOUS REVENUES	-	66,505	66,505	66,505
7					
8	Total Revenues	58,626,903	57,181,802	59,398,115	64,130,758
9	General & Administrative Expenses				
10	Salaries & Wages	23,919,366	26,151,464	27,987,108	27,987,108
11	Insured Benefits	3,128,516	4,039,896	3,265,001	3,265,001
12	Retirement Benefits	7,048,000	7,517,177	6,401,975	6,401,975
13	Other Benefits	2,015,495	2,118,389	60,087	60,087
14	Other Personnel Costs	58,000	219,380	62,464	62,464
15	Communications	83,106	69,166	214,098	214,098
16	Leases/Rentals	-	-	-	-
17	Utilities	2,181,593	2,031,848	1,609,517	1,609,517
18	General Insurance	4,936,673	5,563,203	5,492,239	5,492,239
19	Repairs & Maintenance	-	-	-	-
20	Repairs & Maintenance	1,230,404	1,000,737	797,456	797,456
21	Repairs & Maintenance-Subic Cr	-	-	-	-
22	Repairs & Maintenance-POLA Cranes	560,196	421,019	582,501	582,501
23	Depreciation & Amortization	6,974,319	7,351,886	6,889,288	6,889,288
24	Damage, Shortage, Writedown &	(50,286)	-	15,615	15,615
25	Supplies	1,328,148	1,330,916	1,328,961	1,328,961
26	Miscellaneous	199,432	100,440	301,228	301,228
27	Advertising	-	-	-	-
28	Agency & Management Fees	1,345,998	998,075	955,717	955,717
29	Professional Services	823,554	572,981	1,219,171	1,219,171
30	Contractual Services	8,605	4,791	252,463	252,463
31	Other Contractual Services	302,516	232,016	413,156	413,156
32	Overhead Allocation	-	-	1,463,948	1,463,948
33	Other Expenses	763,651	385,764	219,018	219,018
34	Total Operating Expenses	56,857,285	60,109,150	59,531,012	59,531,012
35					
36					
37	Earnings from Operation	1,769,618	(2,927,348)	(132,897)	4,599,746
38					
39	Other Income & Expense				
40	Other Income		-	-	-
41	Interest Income	6,124,160	4,592,692	4,758,029	5,681,445
42	Other Expense	25,495	32,152	33,310	(865,804)
43	Interest Expense	(2,691,289)	(2,590,172)	(2,683,418)	(2,935,857)
44	Claims Settlement		-	-	-
45	Retirement Govt Contribution	(3,426,467)	(3,914,470)	(4,055,391)	(3,027,278)
46	Federal Reimbursement	5,148,479	4,851,386	5,026,036	2,217,513
47	Federal Expenses	(32,293)	(100,139)	(103,744)	(36,439)
48	Gain <Loss> on Asset Disposals	(67,210)	(2,995)	(3,103)	(10,410)
49	Impairment Loss-Capital Assets		-	-	-
50	Other Income & Expense	5,080,876	2,868,455	2,971,720	1,023,170
51					
52	OTHER INCOME (EXPENSE)	5,080,876	2,868,455	2,868,456	2,868,456
53					
54	NET INCOME (LOSS)	6,850,495	(58,893)	2,735,559	7,468,202

SCHEDULE B

Revenues

Schedule B

**PORT AUTHORITY OF GUAM
Revenues**

DESCRIPTION	FY-2024 ACTUAL	FY-2025 ANNUALIZE	FY-2026	
			PROJECTED	WITH REQUEST
CARGO THROUGHPUT REVENUES				
CT- CHASSIS	20,678,686	19,250,255	19,442,757	22,197,148
CT-GROUND	2,374,998	2,247,203	2,269,675	2,591,212
CT-BREAKBULK	1,305,134	903,421	912,455	1,041,720
CT-UNITIZED	24,862	20,211	20,413	23,305
CT-RO/RO	1,250,782	938,133	947,515	1,081,746
CT-STUFFING/DEVAN	21,500	13,760	13,898	15,866
CT-HEAVYLIFT	88,019	32,285	32,608	37,227
CT-LONGLENGTH	23,610	1,567	1,582	1,807
OUT-OF-GAUGE CARGO (OOG)	141,807	127,340	128,613	146,833
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CARGO THROUGHPUT REVENUES	25,909,398	23,534,174	23,769,516	27,136,864
OTHER CARGO RELATED REVENUES				
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TRANSSHIP CONTAINERS	2,158,618	2,449,503	2,473,998	2,824,482
OVERSTOWED CONTAINERS	130,263	80,600	81,406	92,939
SHIFTED CONTAINERS	3,447	3,499	3,534	4,035
RIGGED CONTAINERS	42,293	38,029	38,409	43,850
REEFER CNTR-PLUG/UNPLUG	135,628	131,936	133,255	152,133
DIRECT LABOR BILLED	3,876,058	4,355,896	4,399,455	5,238,405
EQUIPMENT RENTAL	314,081	304,749	307,797	351,401
PORT FEES	443,390	456,730	461,297	526,648
WHARFAGE	6,316,966	5,751,283	5,808,796	5,808,796
FUEL SURCHARGE	708,760	677,200	683,972	683,972
MARITIME SECURITY FEE	242,459	213,542	215,677	246,231
FACILITY MAINTENANCE FEE	2,070,417	1,908,974	1,928,064	1,928,064
CRANE SURCHARGE	5,942,844	5,602,919	5,658,948	5,658,948
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OTHER CARGO RELATED REVENUES	22,385,222	21,974,861	22,194,610	23,559,904
OPERATING REVENUES	48,294,621	45,509,035	45,964,125	50,696,768
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NON OPERATING REVENUES				
-----	-----	-----	-----	-----
FACILITIES				
-----	-----	-----	-----	-----
FACILITIES USAGE-TRISTAR	4,168,085	3,953,787	3,953,787	3,953,787
SPACE RENTAL	1,163,567	1,864,589	3,625,812	3,625,812
LEASE INCOME	1,176,586	1,533,003	1,533,003	1,533,003
COMMON AREA MAINTENANCE FEE	33,055	33,055	33,055	33,055
SECURITY SURCHARGE-RENTAL	49,603	39,033	39,033	39,033
Water and Landside Activities	9,490	7,030	7,030	7,030
MARINA REVENUES	283,867	278,596	278,596	278,596
HARBOR OF REFUGE	33,616	34,606	34,606	34,606
DEMURRAGE	3,179,337	3,671,326	3,671,326	3,671,326

DESCRIPTION	FY-2024 ACTUAL	FY-2025 ANNUALIZE	FY-2026	
			PROJECTED	WITH REQUEST
FACILITIES REVENUES	10,097,206	11,415,025	13,176,248	13,176,248
FACILITIES	10,097,206	11,415,025	13,176,248	13,176,248
OTHER FEES & SERVICES				
MATERIAL USED	-	1,190	1,190	1,190
PASSENGER SERVICE	111,810	32,168	32,168	32,168
BUNKER	31,403	32,605	32,605	32,605
SPECIAL SERVICES	65,883	102,375	102,375	102,375
ELECTRICAL POWER	21,115	21,368	21,368	21,368
ADMINISTRATIVE FEES & SERVICES	3,750	-	-	-
B/L ADMIN ISTRATIVE ASSESSMEN	1,116	1,531	1,531	1,531
OTHER FEES & SERVICES	235,076	191,237	191,237	191,237
----- REIMBURSEMENTS -----	----- -----	----- -----	----- -----	----- -----
FEDERAL REIMBURSEMENT		66,505	66,505	66,505
INSURANCE SETTLEMENTS				
EARTHQUAKE INSURANCE				
TYPHOON INSURANCE	-	-		-
REIMBURSEMENTS	-	66,505	66,505	66,505
NON OPERATING REVENUES	10,332,282	11,672,767	13,433,990	13,433,990
NET REVENUES	58,626,903	57,181,802	59,398,115	64,130,758

SCHEDULE C

Operating Expenses

Schedule C

**PORT AUTHORITY OF GUAM
Operating Expenses**

Inflation Rate

4.1%

Row #	Description	FY-2024 ACTUAL	FY-2025 CURRENT	FY-2026 PROJECTED
1	General & Administrative Expenses			
2	-----			
3	Salaries & Wages	26,290,769	26,884,830	27,987,108
4	Insured Benefits	2,695,992	3,136,408	3,265,001
5	Retirement Benefits	5,993,008	6,149,832	6,401,975
6	Other Benefits	55,000	57,720	60,087
7	Other Personnel Costs	25,000	60,004	62,464
8	Communications	240,650	205,666	214,098
9	Leases/Rentals	-	-	-
10	Utilities	2,072,000	1,546,126	1,609,517
11	General Insurance	4,293,091	5,275,926	5,492,239
12	Repairs & Maintenance	-	-	-
13	Repairs & Maintenance	707,493	766,048	797,456
14	Repairs & Maintenance-Subic Cr	-	-	-
15	Repairs & Maintenance-Pola 14	194,167	246,354	256,455
16	Repairs & Maintenance-Pola 16	194,167	246,354	256,455
17	Repairs & Maintenance-Pola 17	194,167	246,354	256,455
18	Depreciation & Amortization	6,200,000	6,617,952	6,889,288
19	Damage, Shortage, Writedown &	15,000	15,000	15,615
20	Supplies	1,464,904	1,276,620	1,328,961
21	Miscellaneous	406,292	289,364	301,228
22	Advertising	-	-	-
23	Agency& Management Fees	927,500	918,076	955,717
24	Professional Services	1,186,750	1,171,154	1,219,171
25	Contractual Services	359,500	242,520	252,463
26	Other Contractual Services	420,979	396,884	413,156
27	Overhead Allocation	1,041,723	1,406,290	1,463,948
28	Other Expenses	210,375	210,392	219,018
29	-----	-----	-----	-----
30	General & Administrative Expenses	55,188,527	57,365,874	59,717,875
31	Other Income & Expense			
32	Other Income			
33	Interest Income	4,286,544	5,457,680	5,681,445
34	Other Expense	(723,707)	(831,704)	(865,804)
35	Interest Expense	(2,992,000)	(2,820,228)	(2,935,857)
36	Claims Settlement		-	-
37	Retirement Govt Contribution	(2,907,819)	(2,908,048)	(3,027,278)
38	Federal Reimbursement	1,155,244	2,130,176	2,217,513
39	Federal Expenses	(82,000)	(35,004)	(36,439)
40	Gain <Loss> on Asset Disposals	(10,000)	(10,000)	(10,410)
41	Impairment Loss-Capital Assets	-----	-----	-----
42	Other Income & Expense	(1,273,738)	982,872	1,023,170

SCHEDULE D

Determination of Labor Charge-Out Rate



DETERMINATION OF PROPOSED TARIFF RATE ADJUSTMENT

This outlines the steps taken by PAG Finance to evaluate and determine the 2025 proposed tariff adjustment. The analysis was initiated pursuant to PAG board resolution 2025-01, which directs the General Manager to develop a comprehensive revenue enhancement methodology. This methodology aims to identify sustainable revenue streams by fully utilizing mechanisms available within the existing tariff structure. Additionally, it seeks to align labor charge-out rates with actual operational costs through a phased implementation plan.

Background

The PAG tariff rates were last updated on October 1, 2020 with an increase of 1%. This increase was based on a 5-year tariff adjustment as per PAG Docket 17-01 approved by the Public Utilities Commission in April 2017. PAG Docket 17-01 recommended that PAG return to the commission for possible rate revision if Guam's Consumer Price Index (CPI) exceeds 4% per annum, cargo throughput deviates by 5% from projected growth, PAG loses an appeal requiring a \$15 million arbitration award, or if crane replacements are required earlier than planned.

In addition, a review of the Guam's CPI shows the following average annual increases:

Guam Consumer Price Index

2019	1.8%
2020	1.7%
2021	3.8%
2022	7.9%
2023	8.7%
2024	4.1%
TOTAL	28.0%

Labor costs have also increased substantially over the same period, prompting a reassessment of rates to ensure cost recovery and service sustainability.

To ensure a structured and measured adjustment, PAG proposed a phased-in approach to tariff rate adjustments.



Steps Undertaken in the Tariff Adjustment Analysis

1. Labor Rate Assessment

Using the pay cycle charts, we calculated the median labor cost for the positions under the labor charge-out rate.

	A	B	C	D	E	F	G	H	I	J	K
		A x 47.23%	A+B	C x 10%	C x 20%	C+D+E	F x 10%	F+G		H - I	J/I
Personnel	Median Rate Per Pay Scale	Benefits (47.23%)	Salaries + Benefits	Operations OH (10%)	Administrative OH (20%)	Total	Mark-up (10%)	Proposed Rate	Current Rate (2020)	Variance	Adjusted Rate
Account Technician	\$ 26.94	\$ 12.72	\$ 39.66	\$ 3.97	\$ 7.93	\$ 51.56	\$ 5.16	\$ 56.71	\$ 45.06	\$ 11.65	26%
Auto Mechanic									\$ 56.49		0%
Cargo Checkers	\$ 30.41	\$ 14.36	\$ 44.77	\$ 4.48	\$ 8.95	\$ 58.20	\$ 5.82	\$ 64.02	\$ 57.05	\$ 6.97	12%
Carpenters	\$ 25.84	\$ 12.21	\$ 38.05	\$ 3.80	\$ 7.61	\$ 49.46	\$ 4.95	\$ 54.41	\$ 44.78	\$ 9.63	21%
Clerks	\$ 19.14	\$ 9.04	\$ 28.18	\$ 2.82	\$ 5.64	\$ 36.64	\$ 3.66	\$ 40.30	\$ 36.38	\$ 3.92	11%
Crane Mechanic	\$ 34.53	\$ 16.31	\$ 50.83	\$ 5.08	\$ 10.17	\$ 66.08	\$ 6.61	\$ 72.69	\$ 65.44	\$ 7.25	11%
Crane Operator	\$ 33.42	\$ 15.78	\$ 49.20	\$ 4.92	\$ 9.84	\$ 63.96	\$ 6.40	\$ 70.36	\$ 65.44	\$ 4.92	8%
Diesel Mechanic	\$ 33.83	\$ 15.98	\$ 49.81	\$ 4.98	\$ 9.96	\$ 64.75	\$ 6.47	\$ 71.22	\$ 71.83	\$ (0.61)	-1%
Electrician	\$ 34.09	\$ 16.10	\$ 50.19	\$ 5.02	\$ 10.04	\$ 65.24	\$ 6.52	\$ 71.77	\$ 59.34	\$ 12.43	21%
Equipment Operator	\$ 31.12	\$ 14.70	\$ 45.81	\$ 4.58	\$ 9.16	\$ 59.56	\$ 5.96	\$ 65.51	\$ 61.05	\$ 4.46	7%
Painters	\$ 22.49	\$ 10.62	\$ 33.11	\$ 3.31	\$ 6.62	\$ 43.04	\$ 4.30	\$ 47.35	\$ 47.30	\$ 0.05	0%
Plumbers	\$ 25.84	\$ 12.21	\$ 38.05	\$ 3.80	\$ 7.61	\$ 49.46	\$ 4.95	\$ 54.41	\$ 53.54	\$ 0.87	2%
PM Mechanic	\$ 37.13	\$ 17.54	\$ 54.67	\$ 5.47	\$ 10.93	\$ 71.07	\$ 7.11	\$ 78.17	\$ 56.49	\$ 21.68	38%
Riggers	\$ 27.45	\$ 12.96	\$ 40.42	\$ 4.04	\$ 8.08	\$ 52.54	\$ 5.25	\$ 57.79	\$ 51.89	\$ 5.90	11%
Safety Officers	\$ 25.86	\$ 12.21	\$ 38.07	\$ 3.81	\$ 7.61	\$ 49.49	\$ 4.95	\$ 54.44	\$ 57.33	\$ (2.89)	-5%
Security Guards	\$ 32.00	\$ 15.11	\$ 47.11	\$ 4.71	\$ 9.42	\$ 61.24	\$ 6.12	\$ 67.37	\$ 35.78	\$ 31.59	88%
Stevedores	\$ 33.08	\$ 15.63	\$ 48.71	\$ 4.87	\$ 9.74	\$ 63.32	\$ 6.33	\$ 69.65	\$ 52.41	\$ 17.24	33%
Tariff Technician - new	\$ 30.37	\$ 14.34	\$ 44.71	\$ 4.47	\$ 8.94	\$ 58.13	\$ 5.81	\$ 63.94			
Vessel Planner - new	\$ 44.13	\$ 20.84	\$ 64.97	\$ 6.50	\$ 12.99	\$ 84.46	\$ 8.45	\$ 92.91			
Welders	\$ 33.68	\$ 15.91	\$ 49.58	\$ 4.96	\$ 9.92	\$ 64.46	\$ 6.45	\$ 70.90	\$ 61.15	\$ 9.75	16%

The formula used to calculate the median hourly rate was:

$$\frac{\text{Minimum Rate} + \text{Maximum Rate}}{2}$$

2. Cost Component Breakdown

After establishing the median labor rates, we calculated the cost components to determine the full cost:

- Benefits (B) = Median Rate (A) x 47.23%
- Operations Overhead (D) = Salaries + Benefits (C) x 10%
- Administrative Overhead (E) = Salaries + Benefits (C) x 20 %
- Mark-up (G) = Sum of (Salaries & Benefits (C), Operation OH (D), and Admin OH (E)) x 10%
- Proposed Rate (H) = Sum of (Salaries & Benefits (C), Operation OH (D), and Admin OH (E)) + Mark-up (G)
- Variance (J) = Difference of Proposed Rate (H) – Current Rate 2020 (I)
- Adjusted Rate (K) = Variance (J) divided by Current Rate (I)

The benefits rate of 47.23% is based on the average of insured benefits, retirement, and annual leave earned. The template used for overhead and markup percentages in the calculation of the labor charge out rate is consistent with the methodology in PAG docket 11-01.

The Vessel Planner and Tariff Technicians rates are new positions added to the labor table are necessary for special services provided.

The calculated rate in column (H) above is the recommended proposed new labor charge-out rates and the basis to calculate the correlated OT and differentials. All services billed at the labor charge out rate will be charged at the hourly rates shown below. This rate includes straight time, OT differential, holiday differential, and night differential.

Proposed Rate

	A		B		C		D		E	
			A x 150%		A x 50%		A x 67%		A x 10%	
Personnel	Straight Time		OverTime		O/T Differ.		Holiday Differ.		Night Shift Diff.	
Account Technician	\$ 56.71	\$	85.07	\$	28.36	\$	38.00	\$	5.67	
Auto Mechanics	\$ -	\$	-	\$	-	\$	-	\$	-	
Cargo Checkers	\$ 64.02	\$	96.02	\$	32.01	\$	42.89	\$	6.40	
Carpenters	\$ 54.41	\$	81.61	\$	27.20	\$	36.45	\$	5.44	
Clerks	\$ 40.30	\$	60.45	\$	20.15	\$	27.00	\$	4.03	
Crane Mechanic	\$ 72.69	\$	109.04	\$	36.35	\$	48.70	\$	7.27	
Crane Operator	\$ 70.36	\$	105.54	\$	35.18	\$	47.14	\$	7.04	
Diesel Mechanic	\$ 71.22	\$	106.84	\$	35.61	\$	47.72	\$	7.12	
Electrician	\$ 71.77	\$	107.65	\$	35.88	\$	48.08	\$	7.18	
Equipment Oper.	\$ 65.51	\$	98.27	\$	32.76	\$	43.89	\$	6.55	
Painters	\$ 47.35	\$	71.02	\$	23.67	\$	31.72	\$	4.73	
Plumbers	\$ 54.41	\$	81.61	\$	27.20	\$	36.45	\$	5.44	
PM Mechanic	\$ 78.17	\$	117.26	\$	39.09	\$	52.38	\$	7.82	
Riggers	\$ 57.79	\$	86.69	\$	28.90	\$	38.72	\$	5.78	
Safety Officers	\$ 54.44	\$	81.65	\$	27.22	\$	36.47	\$	5.44	
Security Guards	\$ 67.37	\$	101.05	\$	33.68	\$	45.14	\$	6.74	
Stevedores	\$ 69.65	\$	104.48	\$	34.83	\$	46.67	\$	6.97	
Tariff Technician	\$ 63.94	\$	95.91	\$	31.97	\$	42.84	\$	6.39	
Vessel Planner	\$ 92.91	\$	139.37	\$	46.46	\$	62.25	\$	9.29	
Welders	\$ 70.90	\$	106.36	\$	35.45	\$	47.51	\$	7.09	

Note: Minor differences may occur due to excel rounding

3. Cargo Throughput – Direct Labor

After determining the new labor charge-out rate, a methodology was also required to apply increases in the applicable labor related tariff rates. The cargo throughput percentage is calculated by determining the positions directly involved in cargo handling. By averaging the five positions listed below, we came up with 14%.

Personnel	Adjusted Rate	Cargo Throughput Average
Cargo Checkers	12%	
Crane Operator	8%	
Equipment Operator	7%	14%
Riggers	11%	
Stevedores	33%	

4. Cargo Throughput - Equipment

Equipment rates were adjusted by the cumulative CPI of 20.90% to account for inflationary impact on capital and maintenance costs. The inflation rate was derived from the following website: <https://www.usinflationcalculator.com>. The rates of inflation from 2019 to 2024 are as follows:

Inflation Rate - Equipment

Year	Percentage
2019	1.20%
2020	4.70%
2021	8.00%
2022	4.10%
2023	2.90%
2024	0.00%
TOTAL	20.90%

The U.S. Inflation Calculator measures the dollar's purchasing power over time. Figures for 2025 will be released on Feb. 12 with January's data update.

Inflation Calculator

If in (enter year)
I purchased an item for \$
then in (enter year)
that same item would cost: **\$1.01**
Cumulative rate of inflation: **1.2%**

[Calculate](#)

Learn how this calculator works. The US Inflation Calculator uses the latest US government CPI data published on January 15 to adjust and calculate for inflation through December (See recent inflation rates.) The U.S. Labor Department's Bureau of Labor Statistics will release inflation data for January on February 12, 2025.

The U.S. Inflation Calculator measures the dollar's purchasing power over time. Figures for 2025 will be released on Feb. 12 with January's data update.

Inflation Calculator

If in (enter year)
I purchased an item for \$
then in (enter year)
that same item would cost: **\$1.05**
Cumulative rate of inflation: **4.7%**

[Calculate](#)

Learn how this calculator works. The US Inflation Calculator uses the latest US government CPI data published on January 15 to adjust and calculate for inflation through December (See recent inflation rates.) The U.S. Labor Department's Bureau of Labor Statistics will release inflation data for January on February 12, 2025.

The U.S. Inflation Calculator measures the dollar's purchasing power over time. Figures for 2025 will be released on Feb. 12 with January's data update.

Inflation Calculator

If in (enter year)
I purchased an item for \$
then in (enter year)
that same item would cost: **\$1.08**
Cumulative rate of inflation: **8.0%**

[Calculate](#)

Learn how this calculator works. The US Inflation Calculator uses the latest US government CPI data published on January 15 to adjust and calculate for inflation through December (See recent inflation rates.) The U.S. Labor Department's Bureau of Labor Statistics will release inflation data for January on February 12, 2025.

The U.S. Inflation Calculator measures the dollar's purchasing power over time. Figures for 2025 will be released on Feb. 12 with January's data update.

Inflation Calculator

If in (enter year)
I purchased an item for \$
then in (enter year)
that same item would cost: **\$1.04**
Cumulative rate of inflation: **4.1%**

[Calculate](#)

Learn how this calculator works. The US Inflation Calculator uses the latest US government CPI data published on January 15 to adjust and calculate for inflation through December (See recent inflation rates.) The U.S. Labor Department's Bureau of Labor Statistics will release inflation data for January on February 12, 2025.

The U.S. Inflation Calculator measures the dollar's purchasing power over time. Figures for 2025 will be released on Feb. 12 with January's data update.

Inflation Calculator

If in (enter year)
I purchased an item for \$
then in (enter year)
that same item would cost: **\$1.03**
Cumulative rate of inflation: **2.9%**

[Calculate](#)

Learn how this calculator works. The US Inflation Calculator uses the latest US government CPI data published on January 15 to adjust and calculate for inflation through December (See recent inflation rates.) The U.S. Labor Department's Bureau of Labor Statistics will release inflation data for January on February 12, 2025.

The U.S. Inflation Calculator measures the dollar's purchasing power over time. Figures for 2025 will be released on Feb. 12 with January's data update.

Inflation Calculator

If in (enter year)
I purchased an item for \$
then in (enter year)
that same item would cost: **\$1.00**
Cumulative rate of inflation: **0.0%**

[Calculate](#)

Learn how this calculator works. The US Inflation Calculator uses the latest US government CPI data published on January 15 to adjust and calculate for inflation through December (See recent inflation rates.) The U.S. Labor Department's Bureau of Labor Statistics will release inflation data for January on February 12, 2025.

5. 2025 Rate Development

Based on the methodology above, we derived the proposed 2025 tariff rate adjustment of 17% by getting the average of the equipment cumulative inflation rate of 20.9% and cargo throughput direct labor average of 14%.

Equipment - Inflation Rate 2019 to 2024	20.9%
Cargo Throughput - Direct Labor Rate	14.0%
Average Increase	17%

6. Proposed Implementation

In accordance with Board Resolution 2025-09, to mitigate the impact on stakeholders, we proposed a phased implementation of the tariff adjustment:

- Phase 1: 8.5% increase for the first four (4) months from the implementation date
- Phase 2: Full 17% increase from the fifth (5th) month thereafter

The proposed 17% tariff rate adjustment is applicable to tariff charges for services that have labor and equipment usage. Other rate charges, such as wharfage, fuel surcharge, facility maintenance fee, crane surcharge, and leases, will not have any tariff adjustment in this proposed rate.

SCHEDULE E

Debt Service

AGGREGATE DEBT SERVICE

Port Authority of Guam Cash Defeasance

Date	Cash Defeasance Principal	Cash Defeasance Interest	Series 2018A Principal	Series 2018A Interest	Series 2018B Principal	Series 2018B Interest	Series 2018C Principal	Series 2018C Interest	Aggregate Principal	Aggregate Interest	Aggregate Debt Service
07/01/2025				749,500		365,000		219,420.05		1,333,920.05	1,333,920.05
01/01/2026				749,500		365,000		219,420.05		1,333,920.05	1,333,920.05
07/01/2026				749,500		365,000	3,085,000	219,420.05	3,085,000	1,333,920.05	4,418,920.05
01/01/2027				749,500		365,000		150,285.20		1,264,785.20	1,264,785.20
07/01/2027				749,500		365,000	3,225,000	150,285.20	3,225,000	1,264,785.20	4,489,785.20
01/01/2028				749,500		365,000		77,206.70		1,191,706.70	1,191,706.70
07/01/2028				749,500		365,000	3,370,000	77,206.70	3,370,000	1,191,706.70	4,561,706.70
01/01/2029				749,500		365,000				1,114,500.00	1,114,500.00
07/01/2029				749,500	1,350,000	365,000			1,350,000	1,114,500.00	2,464,500.00
01/01/2030				749,500		331,250				1,080,750.00	1,080,750.00
07/01/2030				749,500	1,415,000	331,250			1,415,000	1,080,750.00	2,495,750.00
01/01/2031				749,500		295,875				1,045,375.00	1,045,375.00
07/01/2031				749,500	1,485,000	295,875			1,485,000	1,045,375.00	2,530,375.00
01/01/2032				749,500		258,750				1,008,250.00	1,008,250.00
07/01/2032				749,500	1,560,000	258,750			1,560,000	1,008,250.00	2,568,250.00
01/01/2033				749,500		219,750				969,250.00	969,250.00
07/01/2033				749,500	1,640,000	219,750			1,640,000	969,250.00	2,609,250.00
01/01/2034				749,500		178,750				928,250.00	928,250.00
07/01/2034				749,500	1,720,000	178,750			1,720,000	928,250.00	2,648,250.00
01/01/2035				749,500		135,750				885,250.00	885,250.00
07/01/2035				749,500	1,805,000	135,750			1,805,000	885,250.00	2,690,250.00
01/01/2036				749,500		90,625				840,125.00	840,125.00
07/01/2036				749,500	1,900,000	90,625			1,900,000	840,125.00	2,740,125.00
01/01/2037				749,500		43,125				792,625.00	792,625.00
07/01/2037			270,000	749,500	1,725,000	43,125			1,995,000	792,625.00	2,787,625.00
01/01/2038				742,750						742,750.00	742,750.00
07/01/2038			2,090,000	742,750					2,090,000	742,750.00	2,832,750.00
01/01/2039				690,500						690,500.00	690,500.00
07/01/2039			2,195,000	690,500					2,195,000	690,500.00	2,885,500.00
01/01/2040				635,625						635,625.00	635,625.00
07/01/2040			2,305,000	635,625					2,305,000	635,625.00	2,940,625.00
01/01/2041				578,000						578,000.00	578,000.00
07/01/2041			2,420,000	578,000					2,420,000	578,000.00	2,998,000.00
01/01/2042				517,500						517,500.00	517,500.00
07/01/2042			2,540,000	517,500					2,540,000	517,500.00	3,057,500.00
01/01/2043				454,000						454,000.00	454,000.00
07/01/2043			2,670,000	454,000					2,670,000	454,000.00	3,124,000.00
01/01/2044				387,250						387,250.00	387,250.00
07/01/2044			2,805,000	387,250					2,805,000	387,250.00	3,192,250.00
01/01/2045				317,125						317,125.00	317,125.00
07/01/2045			2,945,000	317,125					2,945,000	317,125.00	3,262,125.00
01/01/2046				243,500						243,500.00	243,500.00
07/01/2046			3,090,000	243,500					3,090,000	243,500.00	3,333,500.00
01/01/2047				166,250						166,250.00	166,250.00
07/01/2047			3,245,000	166,250					3,245,000	166,250.00	3,411,250.00
01/01/2048				85,125						85,125.00	85,125.00
07/01/2048			3,405,000	85,125					3,405,000	85,125.00	3,490,125.00
	0	0	29,980,000	28,372,750	14,600,000	6,392,750	9,680,000	1,113,243.95	54,260,000	35,878,743.95	90,138,743.95

AGGREGATE DEBT SERVICE

Port Authority of Guam Cash Defeasance

Period Ending	Cash Defeasance Principal	Cash Defeasance Interest	Series 2018A Principal	Series 2018A Interest	Series 2018B Principal	Series 2018B Interest	Series 2018C Principal	Series 2018C Interest	Aggregate Principal	Aggregate Interest	Aggregate Debt Service
09/30/2025				749,500		365,000		219,420.05		1,333,920.05	1,333,920.05
09/30/2026				1,499,000		730,000	3,085,000	438,840.10	3,085,000	2,667,840.10	5,752,840.10
09/30/2027				1,499,000		730,000	3,225,000	300,570.40	3,225,000	2,529,570.40	5,754,570.40
09/30/2028				1,499,000		730,000	3,370,000	154,413.40	3,370,000	2,383,413.40	5,753,413.40
09/30/2029				1,499,000	1,350,000	730,000			1,350,000	2,229,000.00	3,579,000.00
09/30/2030				1,499,000	1,415,000	662,500			1,415,000	2,161,500.00	3,576,500.00
09/30/2031				1,499,000	1,485,000	591,750			1,485,000	2,090,750.00	3,575,750.00
09/30/2032				1,499,000	1,560,000	517,500			1,560,000	2,016,500.00	3,576,500.00
09/30/2033				1,499,000	1,640,000	439,500			1,640,000	1,938,500.00	3,578,500.00
09/30/2034				1,499,000	1,720,000	357,500			1,720,000	1,856,500.00	3,576,500.00
09/30/2035				1,499,000	1,805,000	271,500			1,805,000	1,770,500.00	3,575,500.00
09/30/2036				1,499,000	1,900,000	181,250			1,900,000	1,680,250.00	3,580,250.00
09/30/2037			270,000	1,499,000	1,725,000	86,250			1,995,000	1,585,250.00	3,580,250.00
09/30/2038			2,090,000	1,485,500					2,090,000	1,485,500.00	3,575,500.00
09/30/2039			2,195,000	1,381,000					2,195,000	1,381,000.00	3,576,000.00
09/30/2040			2,305,000	1,271,250					2,305,000	1,271,250.00	3,576,250.00
09/30/2041			2,420,000	1,156,000					2,420,000	1,156,000.00	3,576,000.00
09/30/2042			2,540,000	1,035,000					2,540,000	1,035,000.00	3,575,000.00
09/30/2043			2,670,000	908,000					2,670,000	908,000.00	3,578,000.00
09/30/2044			2,805,000	774,500					2,805,000	774,500.00	3,579,500.00
09/30/2045			2,945,000	634,250					2,945,000	634,250.00	3,579,250.00
09/30/2046			3,090,000	487,000					3,090,000	487,000.00	3,577,000.00
09/30/2047			3,245,000	332,500					3,245,000	332,500.00	3,577,500.00
09/30/2048			3,405,000	170,250					3,405,000	170,250.00	3,575,250.00
	0	0	29,980,000	28,372,750	14,600,000	6,392,750	9,680,000	1,113,243.95	54,260,000	35,878,743.95	90,138,743.95

SCHEDULE F

Internally and Externally Funded Construction

Schedule F

PORT AUTHORITY OF GUAM
Internally and Externally Funded Construction

A.) The following list of projects are currently ongoing or in the planning and design stages. Please note they are not in any order of priority and is Subject to Cash Availability and will go through the processes of being Certified and Approved by the Chief Financial Officer and the General Manager of the Port Authority of Guam							
	Description	Category	Status	Start Date	End Date	Balance	Bid Amount
	BOND PROJECTS:						
1	Rehabilitation of H Wharf	BOND	Ongoing	10/2/2023	9/30/2026	12,278,520	46,331,895
2	EQMR Building Repairs and Upgrades	BOND	Ongoing	10/1/2022	5/31/2024	1,533,592	3,980,000
3	Financial Management System (Enterprise 1 Upgrade)	BOND	Ongoing	9/30/2019	12/31/2022	35,370	0
4	Golf Pier Repairs and Improvements	BOND	To be rebid	1/1/2023	6/30/2024	1,627,852	5,345,000
5	New Administration Building	BOND	No action			10,445,000	0
6	PL 35-44 Reprogrammed Funds (Other Priority Projects)	BOND	Ongoing			4,980,745	0
7	Warehouse 1 Repairs and Upgrades	BOND	Ongoing	1/1/2023	6/30/2024	1,552,987	6,460,000
8	Waterline Replacement and Relocation	BOND	Ongoing	8/1/2022	12/31/2023	3,412,417	4,856,569
9							
10							
11						34,833,611	66,973,464
12							
	Description	Category	Status	Start Date	End Date	Fed Share	PAG Share
13	Federal Funded CIP Projects:						
14	F1 to Golf Pier Fuel Connectivity Project	EDA	Ongoing	6/1/2023	12/31/2024	2,413,091	603,272
15	Acquisition of Two Unmanned Aerial Vehicles (Port Police Drones)	FY 2022 FEMA PSGP	Pending PAG Policy to FEMA	9/1/2022	8/31/2025	74,290	24,763
16	IDEN Services	FY 2022 FEMA PSGP	Ongoing	9/1/2022	8/31/2025	84,450	28,150
17	Acquisition of Two (2) Port Police Boat Trailers	FY 2023 FEMA PSGP	Pending delivery	9/1/2023	8/31/2026	42,003	0
18	Acquisition of Port Police Durabooks and Accessories	FY 2023 FEMA PSGP	Pending delivery	9/1/2023	8/31/2026	43,378	0
19	Port Police Division Acquisition of Personal Protection Equipment (PPE) Shellback Tactical Banshee Elite 3.0 Active Shooter Kit with Plates and Helmets	FY 2023 FEMA PSGP	Pending Procurement Ongoing, requested grant extension up to November 2025	9/1/2023	8/31/2026	39,398	0
20	Fendering System Hardening Project (HMGP)	FEMA HMGP	Completed, Grant close-out due July 5, 2024	12/7/2021	requested to extend	603,689	201,230
21	Warehouse 1 Hardening Project (Roll-Up Doors) (HMGP)	FEMA HMGP		12/7/2021	4/30/2024	385,875	128,625
22	Phase 1: Welding Shop Repairs and Upgrades	OIA	Pending Procurement	1/1/2023	12/31/2023	241,950	241,950
23	Phase 2: Welding Shop Repairs and Upgrades	OIA	Pending Procurement	1/1/2023	12/31/2023	151,850	151,850
24	Wharves Service Life Extension: F1 Pier & Wharves F2 - F6 Hardening Project	MARAD	Pending NEPA	1/1/2023	12/31/2026	17,941,997	4,485,499
25	2023 Master Plan Update & Supplemental Support Services (Task Order 10/10S)	OLDCC 2019/2020	Completed Ongoing, requested grant extension up to	9/1/2019	9/30/2023	1,600,000	\$ -
26	PAG Construction Technical Oversight Services GR882-21-08 (Task Order 11)	OLDCC 2021		3/1/2021	requested to extend	150,000,000	\$ -
27							
28						29,164,640	11,076,244
29							
30							
	Description		Status	Priority			PAG
31	PAG Funded CIP Projects:						
32	Crane Demolition		Ongoing				2,573,155
33	EQMR Building Maintenance		Ongoing				3,614,510
34	Waterline Replacement		Ongoing				4,856,569
35	Painting of CMU Perimeter Walls		Ongoing				218,000
36	WH-1 Repair and Upgrade- Reduced Scope of Work		Ongoing				4,215,000
37	Warehouse 1 Roof Vent Replacement Project		Ongoing				450,000
38	Supply and Installation of Signage Pole and Exterior Signs Project		Ongoing				370,000
39	Painting of Miscellaneous PAG Building Project		Ongoing				250,000
40	F-3 to F-6 General Bulkhead Repair of Concrete Cracks and Spalls Project		Ongoing				500,000
42	WH-1 Repair and Upgrade- Reduced Scope of Work		Priority	1			4,215,000
43	F-3 to F-6 General Bulkhead Repair of Concrete Cracks and Spalls Project		Priority	2			500,000
44	Administration Building Roof Top 2nd Flr Surrounding Harbor Master Repairs		Priority	3			540,000
45	Demolition/rebuild-Container building Office		Priority	4			300,000
46	GDP Marina, Replacement of gangway on Dock C		Priority	5			7,500
47	Operation Building Miscellaneous Items		Priority	6			120,000
48	Renovation of two Operations Divisions Restrooms		Priority	7			81,500
49	Welders break room renovations		Priority	8			20,000
50	Welders office renovations		Priority	9			20,000
51	Installation of awning at Port Command Center		Priority	10			5,000
	Installation of awning at Main Gate (gulf 1)		Priority	11			3,000
	Installation of awning at Pedestrian Gate (pedgate)		Priority	12			2,000
							22,861,234

APPENDIX I

Board Resolution 25-01



Resolution No. 2025-01

RELATIVE TO MEMORIALIZING EFFORTS TO ENHANCE REVENUE SINCE 2019 AND IMPLEMENTING A METHODOLOGY IN ORDER TO SECURE CONTINUED REVENUE SUSTAINABILITY FOR THE JOSE D. LEON GUERRERO COMMERCIAL PORT.

BE IT RESOLVED BY BOARD OF DIRECTORS OF THE JOSE D. LEON GUERRERO COMMERCIAL PORT:

WHEREAS, the Port Authority of Guam serves as a critical economic hub for Guam, facilitating trade, commerce, and transportation essential to the island’s development and resilience; and

WHEREAS, the Port has successfully maintained financial stability despite external challenges such as the COVID-19 pandemic and rising operational costs, demonstrating strong management and operational resilience; and

WHEREAS, the Port Authority of Guam has implemented various initiatives to enhance revenue and sustain operations, including but not limited to:

- Adjusting operational expenditures to ensure continued financial stability;
- Continuing to pursue federal and local funding opportunities;
- Ensuring tenant agreements and lease terms are updated pursuant to Public Law 30-19;
- Continuing to streamline operations and adopting cost-saving measures; and

WHEREAS, the Board recognizes the importance of ensuring the Port remains competitive, resilient, and compliant with regulatory requirements while addressing fiscal challenges; and

WHEREAS, the Board further acknowledges the need for transparency, inclusivity, and data-driven decision-making through a revenue enhancement methodology to guide efforts in sustaining revenue and implementing future strategies; and

WHEREAS, the labor rates under the Port Terminal Tariff were last updated on October 1, 2020, by the Public Utilities Commission, and provided herein are those 2020 labor rates; and

Personnel	Straight Time	Over Time	O/T Differ.	Holiday Differ.	Night Shift Diff.
Account Technician	\$45.06	\$67.59	\$22.54	\$30.04	\$3.00
Auto Mechanics	\$56.49	\$84.73	\$28.24	\$37.65	\$3.76
Cargo Checkers	\$57.05	\$85.57	\$28.52	\$38.03	\$3.80
Carpenters	\$44.78	\$67.17	\$22.39	\$29.86	\$2.99
Clerks	\$36.38	\$54.57	\$18.19	\$24.26	\$2.43
Crane Mechanic	\$65.44	\$98.17	\$32.72	\$43.63	\$4.36
Crane Operator	\$65.44	\$98.17	\$32.72	\$43.63	\$4.36
Diesel Mechanic	\$71.83	\$107.75	\$35.92	\$47.88	\$4.79
Electrician	\$59.34	\$89.01	\$29.67	\$39.56	\$3.97
Equipment Operator	\$61.05	\$91.57	\$30.52	\$40.70	\$4.07
Painters	\$47.30	\$70.95	\$23.65	\$31.54	\$3.16
Plumbers	\$53.54	\$80.32	\$26.78	\$35.70	\$3.57
PM Mechanic	\$56.49	\$84.73	\$28.24	\$37.65	\$3.76
Riggers	\$51.89	\$77.83	\$25.95	\$34.58	\$3.46
Safety Officers	\$57.33	\$85.99	\$28.66	\$38.22	\$3.83
Security Guards	\$35.78	\$53.69	\$17.90	\$23.86	\$2.38
Stevedores	\$52.41	\$78.60	\$26.19	\$40.37	\$4.04
Welders	\$61.15	\$91.72	\$30.57	\$40.78	\$4.89



WHEREAS, the salary rates for these classifications have evolved since 2020, and provided herein at the labor rates for 2025:

Personnel	Straight Time	Over Time	O/T Differ.	Holiday Differ.	Night Shift Diff.
Account Technician	\$56.71	\$85.07	\$28.36	\$38.00	\$5.67
Auto Mechanics	-	-	-	-	-
Cargo Checkers	\$64.02	\$96.02	\$32.01	\$42.89	\$6.40
Carpenters	\$54.41	\$81.61	\$27.20	\$36.45	\$5.44
Clerks	\$40.30	\$60.45	\$20.15	\$27.00	\$4.03
Crane Mechanic	\$72.69	\$109.04	\$36.35	\$48.70	\$7.27
Crane Operator	\$70.36	\$105.54	\$35.18	\$47.14	\$7.04
Diesel Mechanic	\$71.22	\$106.84	\$35.61	\$47.72	\$7.12
Electrician	\$71.77	\$107.65	\$35.88	\$48.08	\$7.18
Equipment Operator	\$65.51	\$98.27	\$32.76	\$43.89	\$6.55
Painters	\$47.35	\$71.02	\$23.67	\$31.72	\$4.73
Plumbers	\$54.41	\$81.61	\$27.20	\$36.45	\$5.44
PM Mechanic	\$78.17	\$117.26	\$39.09	\$52.38	\$7.82
Riggers	\$57.79	\$86.69	\$28.90	\$38.72	\$5.78
Safety Officers	\$54.44	\$81.65	\$27.22	\$36.47	\$5.44
Security Guards	\$67.37	\$101.05	\$33.68	\$45.14	\$6.74
Stevedores	\$69.65	\$104.48	\$34.83	\$46.67	\$6.97
Tariff Technician	\$63.94	\$95.91	\$31.97	\$42.84	\$6.39
Vessel Planner	\$92.91	\$139.37	\$46.46	\$62.25	\$9.29
Welders	\$70.90	\$106.36	\$35.45	\$47.51	\$7.09

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Port Authority of Guam formally recognizes and memorializes the efforts undertaken since 2019 to enhance revenue and directs the implementation of the revenue enhancement methodology as a guiding principle for future initiatives; and be it further

RESOLVED, that the Board recognizes the need to align labor charge-out rates with actual operational costs as outlined within the existing tariff structure. To achieve this, the General Manager shall:

1. Develop a Sliding Implementation Plan:
 - o Propose a phased approach to adjust the 2008 labor charge-out rates incrementally over a specified timeline to minimize the impact on stakeholders while ensuring adherence to the tariff.
 - o Ensure the plan is guided by current actual salaries.
 - o Engage with tenants, customers, and employees to explain the necessity and process of implementing the adjustments.
2. Monitoring and Accountability:
 - o Establish a review process to assess the progress of rate adjustments, ensuring compliance with the tariff and alignment with operational needs.
 - o Report findings and recommendations to the Board for approval and resolution to the Public Utilities Commission for approval; and be it further

RESOLVED, that the General Manager shall submit the proposed implementation plan to the Board for review and approval to proceed to the Public Utilities Commission (PUC) for ultimate approval, ensuring alignment with the Port’s long-term operational and financial sustainability goals; and be it further

RESOLVED, that the revenue enhancement methodology shall serve as the foundation for all revenue-related decision-making and shall include the following key components:

1. Stakeholder Engagement:
 - o Actively engage tenants, customers, employees, and other relevant stakeholders to gather input on potential initiatives.
 - o Facilitate transparent discussions through appropriate engagement methods.
2. Information Gathering:
 - o Collect and review internal and external data to inform decision-making.



- 3. Analysis and Synthesis:
 - o Identify common themes, opportunities, and challenges from stakeholder feedback and data analysis.
 - o Evaluate the potential benefits, risks, and impacts of proposed measures.
- 4. Recommendations and Reporting:
 - o Compile findings into a detailed report, presenting clear, evidence-based recommendations for Board consideration.
 - o Include actionable timelines and implementation strategies to ensure accountability.
- 5. Implementation and Communication:
 - o Ensure stakeholder feedback is incorporated into the final implementation plan.
 - o Communicate decisions and progress transparently to build trust and alignment; and be it further

RESOLVED, that the Board directs the General Manager to build upon these efforts by:

- 1. Developing a comprehensive Revenue Enhancement Methodology that identifies sustainable revenue streams by fully utilizing mechanisms within the tariff to ensure compliance with the existing tariff structure;
- 2. Pursuing federal, local, and other funding sources for infrastructure projects such as gantry crane replacement, fuel pier upgrades, facility improvements, and necessary terminal yard equipment acquisition;
- 3. Documenting and reporting the financial impacts of the initiatives taken since January 8, 2019 to serve as a baseline for future strategies;
- 4. Maintaining transparent communication with stakeholders to foster collaboration and shared responsibility in revenue generation efforts; and be it further


RESOLVED, that:

- 1. The General Manager shall provide monthly updates to the Board on the progress of revenue enhancement initiatives, funding pursuits, and stakeholder engagement efforts;
- 2. All initiatives shall align with the Port’s sustainability goals, including zero-emission and zero-waste objectives, to ensure long-term environmental stewardship and operational resilience;
- 3. The General Manager shall maintain transparent communication with tenants, customers, and other stakeholders to foster collaboration and shared responsibility in achieving the Port’s objectives, and be it further

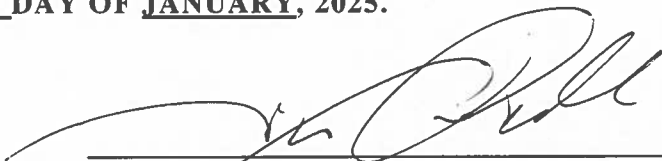
RESOLVED, that the Board of Directors of the Port Authority of Guam formally adopts this resolution and directs the General Manager to execute the outlined initiatives; and be it further

RESOLVED, that the Chairperson certify, and the Secretary attest to, the adoption hereof, and that copies of the same be transmitted to Governor Lou Leon Guerrero, Lieutenant Governor Josh Tenorio, Speaker Frank Blas Jr., Port Legislative Oversight Chairperson Senator Jesse Anderson Lujan, and all members of the 38th Guam Legislature.

PASSED AND ADOPTED UNANIMOUSLY BY THE BOARD OF DIRECTORS THIS 23rd DAY OF JANUARY, 2025.



DOROTHY P. HARRIS
CHAIRPERSON, BOARD OF DIRECTORS
PORT AUTHORITY OF GUAM



FE R. VALENCIA-OVALLES
SECRETARY, BOARD OF DIRECTORS
PORT AUTHORITY OF GUAM



APPENDIX II

Board Resolution 25-09

BOARD OF DIRECTORS

Dorothy P. Harris, Chairperson

Conchita S.N. Taitano, Vice Chairperson

Fe R. Valencia-Ovalles, Board Secretary



Resolution No. 2025-09

RELATIVE TO MEMORIALIZING EFFORTS TO ENHANCE REVENUE SINCE 2019, IMPLEMENTING A METHODOLOGY TO SECURE CONTINUED REVENUE SUSTAINABILITY, AND PETITIONING THE PUBLIC UTILITIES COMMISSION (PUC) FOR APPROVAL OF THE 2025 TARIFF RATES REVENUE ENHANCEMENT.

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE PORT AUTHORITY OF GUAM:

WHEREAS, the Port Authority of Guam (PAG) serves as a critical economic hub for Guam, facilitating trade, commerce, defense, and transportation essential to Guam's economic development, regional security, and geopolitical stability; and

WHEREAS, PAG has maintained financial stability despite external challenges such as the COVID-19 pandemic, ongoing recovery from Typhoon Mawar, and rising operational costs, demonstrating strong management, extremely dedicated Port Strong employees, a supportive industry, and leadership guidance from Governor Lou Leon Guerrero, Lt. Governor Josh Tenorio, Port Board Chairperson Dorothy Harris, Port Board Vice Chairperson Conchita Taitano, and Port Board Secretary Fe Valencia Ovalles; and

WHEREAS, PAG has implemented various initiatives to enhance revenue and sustain operations, including adjusting operational expenditures, pursuing federal and local funding opportunities, updating tenant agreements and lease terms pursuant to applicable public law, and streamlining operations through cost-saving measures; and

WHEREAS, the Board recognizes the importance of ensuring PAG remains competitive, resilient, and compliant with regulatory requirements while addressing fiscal challenges; and

WHEREAS, the Board further acknowledges the need for transparency, inclusivity, and data-driven decision-making through a revenue enhancement methodology to sustain revenue and implement future strategies; and

WHEREAS, the PAG Board of Directors adopted Resolution No. 2025-01 to memorialize efforts to enhance revenue since 2019 and implement a methodology to ensure continued revenue sustainability; and

WHEREAS, since 2019, PAG has undertaken significant financial stabilization efforts, including enhancing operational efficiencies, optimizing workforce utilization, implementing stricter financial controls, and making internal adjustments within the tariff, all while maintaining service reliability without imposing significant rate increases on stakeholders; and

WHEREAS, the proposed adjustments do not constitute a general tariff increase but rather an effort to fully utilize the existing tariff structure by ensuring that all applicable charges are properly billed, aligning revenue collection with the cost of services provided by PAG; and

WHEREAS, PAG acknowledges the cooperation and understanding of its carriers, who have thus far not tied their own operational increases to the Port's tariff adjustments; and

WHEREAS, the adjustments include billing for services that have historically been provided but not consistently charged—such as third and fourth gangs, supervisor overtime, mechanic/electrician night differentials, and the use of a third gantry crane—ensuring fairness and financial sustainability while minimizing disruption to stakeholders; and

WHEREAS, despite global supply chain disruptions, rising operational costs, and inflationary pressures, PAG has sustained financial stability through strategic cost management, reinvestment in critical infrastructure, adoption of technology for process improvements, and securing federal funding for key modernization projects; and



WHEREAS, on July 6, 2022, Governor Lou Leon Guerrero allocated \$15 million in American Rescue Plan (ARP) funds to the Port Authority of Guam, with PAG and its Board of Directors agreeing with the Governor to pause efforts for tariff adjustments or increases for Fiscal Years 2023 and 2024; and

WHEREAS, since 2019, the General Manager of PAG has continuously led a comprehensive review of the tariff structure and billing practices, identifying potential underbilling for services rendered and directing an analysis to confirm these assumptions and identify revenue opportunities, ensuring that PAG fully exercises the revenue mechanisms available under the existing tariff before seeking further adjustments; and

WHEREAS, on January 31, 2025, the General Manager of the Port Authority of Guam sent formal letters to carriers and shipping agents outlining the proposed revenue enhancement methodology, labor rate adjustments, and throughput rate adjustments, providing them the opportunity to submit feedback; and

WHEREAS, at the request of the General Manager of PAG, and with the support of the Port's Chief Financial Officer, together with Finance and Tariff personnel, WSP conducted a Tariff Revenue Opportunities Analysis (Task 14.6) to evaluate the current tariff structure, billing practices, and revenue collection processes, ensuring PAG collects all revenue it is entitled to under the existing tariff before implementing a simplified tariff; and

WHEREAS, the analysis confirmed the General Manager of PAG's assessment that the Port had been underbilling for certain services and required an independent validation by WSP, which subsequently identified underbilling issues, including missed charges for third and fourth gangs could have generated \$110,000 in six months (January-June 2024), supervisor overtime and mechanic/electrician night differentials could have added \$32,323 in revenue in six months, and the use of a third gantry crane, with potential revenue gains of \$143,162 in early 2024, and an estimated \$900,000 over three years; and

WHEREAS, recommendations from the analysis include aligning operational practices with billing, establishing clear vessel service standards, conducting regular cost studies, and implementing proactive billing mechanisms to prevent revenue leakage and enhance financial sustainability, all of which were immediately implemented despite initial internal resistance, with the full, uncontested cooperation from the industry; and

WHEREAS, stakeholders have been given sufficient opportunity to provide input, and PAG remains committed to addressing reasonable concerns while ensuring financial stability and compliance with tariff regulations, noting herein that PAG remains committed to direct stakeholder engagement and will continue proactive outreach efforts leading up to and throughout the PUC review process to ensure industry concerns are considered; and

WHEREAS, it is in PAG's best interest to proceed with submitting the petition to the Public Utilities Commission (PUC) to ensure timely review and implementation of necessary tariff adjustments; and

WHEREAS, PAG Finance Division reviewed the tariff rates and the salary rates of the positions included in the activity; and

WHEREAS, the tariff rates were last updated on October 1, 2020, with a 1% increase based on a 5-year tariff adjustment in accordance with PAG Docket 17-01 approved by the Public Utilities Commission in April 2017; and

WHEREAS, PAG Docket 17-01 recommended that PAG return to the Commission for possible rate revisions if Guam's CPI exceeds 4% per annum, cargo throughput deviates by 5% from projected growth, PAG loses an appeal requiring a \$15 million arbitration award, or if crane replacements are required earlier than planned; and

WHEREAS, the Guam Consumer Price Index, Cost of Living Section, issued for the 3rd Quarter of 2024, states the CPI average percent change was 3.8%, 7.9%, and 8.7% for 2021, 2022, and 2023 respectively; and



WHEREAS, to ensure a structured and measured adjustment, PAG proposes a phased-in approach to tariff rate adjustments, implementing an 8.5% increase for the first four months from the date of implementation, followed by a full 17% increase from months five through twelve. This phased approach is designed to mitigate financial impact on stakeholders, minimize abrupt cost burdens on carriers, and allow industry partners time to adjust operations accordingly while enabling PAG to address inflationary pressures and operational costs in a sustainable manner; and now therefore be it

RESOLVED, that the Port Authority Board of Directors authorizes the General Manager to petition the PUC for consideration, review, and approval of the 2025 tariff rate revenue adjustments, including the proposed phased implementation of an 8.5% increase for the first four months and a 17% increase from months five through twelve, ensuring a structured transition for stakeholders and financial sustainability for PAG, with the understanding that PAG has made reasonable efforts to engage stakeholders, will present any industry feedback received during the PUC process, and retains the flexibility to amend its approach based on substantive concerns raised, including those that may be formally submitted to the PUC by industry representatives; and be it further

RESOLVED, that the Chairperson certify to, and the Secretary attest to, the adoption hereof, and that a copy of this resolution be sent to the Public Utilities Commission.

**PASSED AND ADOPTED UNANIMOUSLY BY THE BOARD OF
DIRECTORS THIS 26th DAY OF FEBRUARY, 2025.**

**DOROTHY P. HARRIS
CHAIRPERSON, BOARD OF DIRECTORS
PORT AUTHORITY OF GUAM**

**FE R. VALENCIA-OVALLES
SECRETARY, BOARD OF DIRECTORS
PORT AUTHORITY OF GUAM**

APPENDIX III

Public Notice Proposed Tariff Enhancement and Acknowledgement



PORT OF GUAM
ATURIDAT I PUETTON GUAHAN
Jose D. Leon Guerrero Commercial Port
1026 Cabras Highway, Suite 201, Piti, Guam 96915
Telephone: 671-477-5931/35 Facsimile: 671-477-2689/4445
Website: www.portguam.com



Lourdes A. Leon Guerrero
Governor of Guam
Joshua F. Tenorio
Lieutenant Governor

ACKNOWLEDGEMENT RECEIPT

SUBJECT: Public Notice – Proposed Tariff Enhancement

Name of Shipping Agent/Port User	Print Name	Signature	Date
APL	Emily Concepcion		4-7-25
Ambyth Shipping Harmon	Marilyn Killian		4-7-25
CTSI Logistic	RACHEL CRUZ		04/04/25
Cabras Marine Corporation	Jasmine Merrell		04/04/25
Guam Customs & Quarantine			
Matson	claire pollard		4/7/25
Norton Lilly	Emy Reyes		4.4.25
MSA	C. BANDUEVA		4/14/25
Inchcape	JARIS REYES		04/14/25



PORT OF GUAM
ATURIDAT / PUETTON GUAHAN
 Jose D. Leon Guerrero Commercial Port
 1026 Cabras Highway, Suite 201, Pitti, Guam 96915
 Telephone: 671-477-5931/35 Facsimile: 671-477-2689/4445
 Website: www.portofguam.com



Lourdes A. Leon Guerrero
 Governor of Guam
 Joshua F. Tenorio
 Lieutenant Governor

NOTICE TO THE GENERAL PUBLIC

The Port Authority of Guam (PAG) wishes to advise its customer of its intent to file a tariff rates revenue enhancement with the Public Utilities Commission requesting for a phased-in approach to the tariff rate adjustment, implementing an 8.5% increase for the first four months from the date of implementation, followed by a full 17% increase from month five and thereafter. The percentage increase approved by the board only applies to tariff charges for services that have labor and equipment usage. Other rate charges, such as wharfage, fuel surcharge, facility maintenance fee, crane surcharge, and leases, will not have any tariff adjustment in this proposed rate. This is to ensure that we are aligned with board resolution 2025-09, stating that the adjustment or enhancement is to update labor and equipment rates from the 2020 rates to the 2025 rates. The tariff adjustment is an effort to fully utilize the existing tariff structure by ensuring that all applicable charges are properly billed, aligning revenue collection with the cost of services provided by PAG. The purpose of this rate adjustment is to generate adequate revenues to address expenditures associated with the Port operations, the capital investment program in the Port's Master Plan, and to build up the Port's operating reserve to help achieve investment-grade credit rating for bond issuance. Based on our analysis, the proposed rate increase will impact commodities such as canned beverages by \$0.0011, canned goods by \$0.0011, lettuce heads by \$0.0034, 20 lb bag rice by \$0.0246, and lumber (2x4x8) by \$0.0158.

After the filing is made, the Public Utilities Commission will review the petition with its supporting documentation and schedule a time for the rate case to be presented to PUC Commissioners. During this time, the public will be given an opportunity to provide testimony to the Commission on three different hearing dates throughout the island. PUC will notify the public of the specific dates upon which the hearings will be scheduled. The notice of the established rate request by PAG may also be viewed at the Port Authority's Administration Office or on its website, at <https://www.portofguam.com/news/public-notice>. Any public or customer comments concerning the rate adjustment may be submitted to the PAG at the address indicated above or email at financear@portofguam.com.

Rory Respicio
RORY RESPICIO

General Manager

PORT AUTHORITY OF GUAM TARIFF RATE TABLE

CHARGE DESCRIPTION	(First 4 Months of Implementation)			(5 Months Thereafter)	(Current Rate versus 5 Months Thereafter Rate)
	Current Rate	Proposed Rate	Difference (%)	Proposed Rate	Difference (%)
STUFF IMP/EXP/EMP CONTAINER - HANDLING	176.20	191.18	8.5%	206.15	17%
STUFF IMP/EXP/EMP CONTAINER - STEVEDORE	150.49	163.28	8.5%	176.07	17%
TOTAL	326.69	354.46		382.22	
STEVEDORE & HANDLING RATE FOR REFRIGERATED CONTAINERS					
LIVE REFRIGERATED IMP/EXP - HANDLING	309.52	335.83	8.5%	362.14	17%
LIVE REFRIGERATED IMP/EXP - STEVEDORE	150.49	163.28	8.5%	176.07	17%
TOTAL	460.01	499.11		538.21	
BREAKBULK & LIFT OFF/ON VEHICLES					
BREAKBULK IMPORT/EXPORT - HANDLING	12.04	13.06	8.5%	14.09	17%
BREAKBULK IMPORT/EXPORT - STEVEDORING	19.92	21.61	8.5%	23.31	17%
TOTAL	31.96	34.67		37.40	
UNITIZED					
UNITIZED IMP/EXP - STEVEDORE	8.09	8.78	8.5%	9.47	17%
UNITIZED IMP/EXP - HANDLING	10.05	10.90	8.5%	11.76	17%

CHARGE DESCRIPTION	Current Rate	Proposed Rate	Difference (%)	Proposed Rate	Difference (%)
TOTAL	18.14	19.68		21.23	
RO/RO					
RO/RO UNITIZED-HANDLING	7.57	8.22	8.5%	8.86	17%
RO/RO UNITIZED-STEVEDORE	6.11	6.63	8.5%	7.15	17%
RO/RO BREAKBULK-HANDLING	9.44	10.24	8.5%	11.04	17%
RO/RO BREAKBULK-STEVEDORE	15.63	16.96	8.5%	18.29	17%
RO/RO WHEELED CARGO-HANDLING	8.17	8.87	8.5%	9.56	17%
RO/RO WHEELED CARGO-STEVEDORE	13.52	14.67	8.5%	15.82	17%
RO/RO WHEELED CARGO (SHIPS CHASSIS)-HANDLING	8.94	9.70	8.5%	10.46	17%
RO/RO WHEELED CARGO (SHIPS CHASSIS)-STEVEDORE	14.80	16.06	8.5%	17.32	17%
RO/RO VEHICLE					
RORO IMP/EXP/TRANSSHIPMENT - STEVEDORE	14.33	15.55	8.5%	16.77	17%
RORO IMP/EXP/TRANSSHIPMENT - HANDLING	35.85	38.89	8.5%	41.94	17%
TOTAL	50.16	54.44		58.71	
RO/RO VEHICLE (VEHICLE OVER 6,000 LBS)					
RORO IMP/EXP/TRANSSHIPMENT - STEVEDORE	8.09	8.78	8.5%	9.46	17%
RORO IMP/EXP/TRANSSHIPMENT - HANDLING	10.05	10.90	8.5%	11.76	17%
TOTAL	18.14	19.68		21.22	
DEVANNING/STUFFING AUTO SPECIAL RATE					
DEVANNING	215.00	233.27	8.5%	251.55	17%
STUFFING	215.00	233.27	8.5%	251.55	17%
HEAVYLIFT					
HEAVYLIFT IMP/EXP/TRANSSHIPMENT -STEVEDORE	3.00	3.26	8.5%	3.51	17%
HEAVYLIFT IMP/EXP/TRANSSHIPMENT -HANDLING	3.00	3.26	8.5%	3.51	17%
TOTAL	6.00	6.52		7.02	
LONGLENGTH					
LONGLENGTH IMP/EXP > 45' & =< 50'	23.35	25.33	8.5%	27.32	17%
LONGLENGTH IMP/EXP > 50' & =< 60'	54.69	59.34	8.5%	63.99	17%
LONGLENGTH IMP/EXP > 60' & =< 70'	70.43	76.41	8.5%	82.40	17%
OVER 70 FEET, FOR EACH 10 FEET OR FRACTION THEREOF	14.53	15.77	8.5%	17.00	17%
TRANSSHIPMENT STUFF (20',40'&45') 1ST CARRIER					
IMPORT CONT TRANSSHIPMENT STUFF	298.80	324.20	8.5%	349.59	17%
IMPORT RETURNING EMPTY TRANSSHIP	171.85	186.46	8.5%	201.07	17%
IMPORT EMPTY TRANSSHIP					
OVERSTOW CONTAINER (20',40'&45')					
IMPORT/EXPORT OVERSTOW CONTAINER (20',40'&45')	71.65	77.74	8.5%	83.83	17%
SHIFTED CONTAINER (20',40'&45')					
IMPORT/EXPORT SHIFT CONTAINER (20',40'&45')	85.53	92.80	8.5%	100.07	17%
REHANDLE CONTAINER	99.38	107.83	8.5%	116.27	17%
REHANDLE, OVERSTOW, OR SHIFTED HAZMAT CONTAINERS	99.38	107.83	8.5%	116.27	17%

CHARGE DESCRIPTION	Current Rate	Proposed Rate	Difference (%)	Proposed Rate	Difference (%)
REHANDLE, OVERSTOW, OR SHIFTED REEFER CONTAINERS	113.24	122.86	8.5%	132.49	17%
SPECIAL RIGGING (20',40'&45')					
IMPORT/EXPORT ALL SPECIAL RIGGING OF CNTR	50.17	54.44	8.5%	58.70	17%
WHARFAGE RATES					
WHARFAGE EMPTY CONT IMPORT <25 (20' CONTAINER)	3.75	3.75	0.0%	3.75	0%
WHARFAGE EMPTY CONT IMP>25 (40' & 45' CONTAINER)	5.02	5.02	0.0%	5.02	0%
WHARFAGE TRANSSHIPMENT TUNA	5.02	5.02	0.0%	5.02	0%
WHARFAGE BREAKBULK IMPORT	5.02	5.02	0.0%	5.02	0%
WHARFAGE BREAKBULK EXPORT/ALL OTHER CARGO	2.50	2.50	0.0%	2.50	0%
WHARFAGE EXPORT CONTAINER STUFF (20' CONTAINER)	46.72	46.72	0.0%	46.72	0%
WHARFAGE EXPORT CONTAINER STUFF (40' & 45' CNTR)	79.55	79.55	0.0%	79.55	0%
WHARFAGE IMPORT CONTAINER STUFF (20' CONTAINER)	89.72	89.72	0.0%	89.72	0%
WHARFAGE IMPORT CONTAINER STUFF (40' & 45' CNTR)	154.07	154.07	0.0%	154.07	0%
WHARFAGE PIPELINES/HOSES - INBOUND	4.25	4.25	0.0%	4.25	0%
WHARFAGE PIPELINES/HOSES - OUTBOUND	4.25	4.25	0.0%	4.25	0%
WHARFAGE IMPORT/EXPORT DRY BULK CARGO	5.02	5.02	0.0%	5.02	0%
BUNKERING/FUEL THROUGHPUT/WASTE OIL					
IMPORT THROUGHPUT	0.50	0.50	0.0%	0.50	0%
EXPORT THROUGHPUT	0.24	0.24	0.0%	0.24	0%
FROM TRUCK TO VESSEL WHEN SERVICED AT PORT PIERS	0.50	0.50	0.0%	0.50	0%
DIRECT TO OR FROM VESSEL THRU PRIVATELY OWNED PIPELINE LOCATED ON PORT PROPERTY	0.44	0.44	0.0%	0.44	0%
VESSEL TO VESSEL	0.50	0.50	0.0%	0.50	0%
FUEL STORAGE	1.13	1.13	0.0%	1.13	0%
BUNKERING	0.66	0.66	0.0%	0.66	0%
MARITIME SECURITY FEE					
MARITIME SEC. BB/UNITIZED	0.14	0.15	8.5%	0.17	17%
MARITIME SEC. FEE BUNKERING	0.02	0.02	8.5%	0.02	17%
MARITIME SEC. FEE STUFFED IMPORT/EXPORT	2.87	3.11	8.5%	3.35	17%
MARITIME SEC. EMPTY CONTAINER	0.68	0.74	8.5%	0.80	17%
MARITIME SEC. PASSENGER VESSEL-Crew members (one time charge) & Passengers	1.43	1.55	8.5%	1.67	17%
MARITIME SEC. FEE RO/RO	1.43	1.55	8.5%	1.67	17%
MARITIME SEC. BULK SAND/SCRAP/AGGRE	0.02	0.02	8.5%	0.02	17%
MARITIME SEC. VESSEL DOCKAGE	5%	5%	0.0%	5%	0%
FUEL SURCHARGE					
LOADED CONTAINERS IMPORT/EXPORT	7.99	7.99	0.0%	7.99	0%
EMPTY INBOUND/OUTBOUND CONTAINER	7.99	7.99	0.0%	7.99	0%
LOADED TRANSSHIPMENT CONTAINER	15.98	15.98	0.0%	15.98	0%
EMPTY TRANSSHIPMENT CONTAINER	15.98	15.98	0.0%	15.98	0%

CHARGE DESCRIPTION	Current Rate	Proposed Rate	Difference (%)	Proposed Rate	Difference (%)
ALL OTHER CARGO	0.47	0.47	0.0%	0.47	0%
FACILITY MAINTENANCE CHARGE					
FACILITY MAINTENANCE CHARGE-IMP/EXP/TS IMP(CNTR)	34.66	34.66	0.0%	34.66	0%
FACILITY MAINTENANCE CHARGE-IMP/EXP/TS IMP(BB)	1.88	1.88	0.0%	1.88	0%
CRANE SURCHARGE					
CRANE SURCHARGE-FULL IMPORT/EXPORT/TS	125.00	125.00	0.0%	125.00	0%
CRANE SURCHARGE-BREAKBULK (PER REVENUE TON)	5.00	5.00	0.0%	5.00	0%
DEMURRAGE					
DEMURRAGE- GREATER THAN 20' (40' & 45') (Day 6-10)	60.22	65.34	8.5%	70.46	17%
DEMURRAGE- GREATER THAN 20' (40' & 45') (Each Day thereafter)	120.44	130.68	8.5%	140.92	17%
DEMURRAGE CONTAINER EMPTY	10.05	10.90	8.5%	11.76	17%
OUTSIDE WAREHOUSE DEMURRAGE BREAKBULK	14.33	15.55	8.5%	16.77	17%
INSIDE WAREHOUSE DEMURRAGE BREAKBULK	21.51	23.34	8.5%	25.16	17%
REFRIGERATED CT DEMURRAGE (DAY 3-4)	100.31	108.84	8.5%	117.37	17%
REFRIGERATED CT DEMURRAGE (Each Day thereafter)	200.62	217.68	8.5%	234.74	17%
DEMURRAGE 20' CONTAINER (Day 6-10)	30.11	32.67	8.5%	35.23	17%
DEMURRAGE 20' CONTAINER (Each Day thereafter)	60.22	65.34	8.5%	70.46	17%
BARE CHASSIS STORAGE	20.01	21.71	8.5%	23.41	17%
HAZARDOUS CONTAINER (CLASS 1-8) (Other than CDC)					
20 FEET OR LESS (DAY 3-4)	30.11	32.67	8.5%	35.23	17%
20 FEET OR LESS (EACH DAY THEREAFTER)	60.22	65.34	8.5%	70.46	17%
OVER 20 FEET (DAY 3-4)	60.22	65.34	8.5%	70.46	17%
OVER 20 FEET (EACH DAY THEREAFTER)	120.44	130.68	8.5%	140.92	17%
REISSUE OF EMPTIES					
REISSUE OF EMPTIES	71.66	77.75	8.5%	83.84	17%
OTHER RATES					
CLAIMS FEE	66.67	72.34	8.5%	78.01	17%
BULK SCRAP METAL	17.91	19.44	8.5%	20.96	17%
PASSENGER FEE ARRIVAL OR DEPARTURE	5.02	5.44	8.5%	5.87	17%
PRE-TRIP POWER SURCHARGE	70.25	76.22	8.5%	82.19	17%
LCOR - LINE HANDLING O/T UP TO 600 FT LOA	644.99	699.81	8.5%	754.64	17%
LCOR - LINE HANDLING O/T OVER 600 FT LOA	859.96	933.05	8.5%	1,006.15	17%
LCOR - LINE HANDLING S/T UP TO 600 FT LOA	429.99	466.54	8.5%	503.09	17%
LCOR - LINE HANDLING S/T OVER 600 FT LOA	573.30	622.03	8.5%	670.77	17%
OUT OF GAUGE CARGO (OOG)	66.67	72.34	8.5%	78.01	17%
UNPLUG/PLUG REFRIGERATED CONTAINERS	10.00	10.85	8.5%	11.70	17%
CHASSIS CHANGE	42.99	46.65	8.5%	50.30	17%
WATER CONNECT/DISCONNECT HOLIDAY/OT	114.65	124.40	8.5%	134.14	17%
WATER CONNECT/DISCONNECT REGULAR	50.17	54.44	8.5%	58.70	17%
REGULAR WATER CHARGE (Based on GWA)	20%	20%	0.0%	20%	0%
POWER CONNECTION CHARGE	15.25	16.55	8.5%	17.85	17%

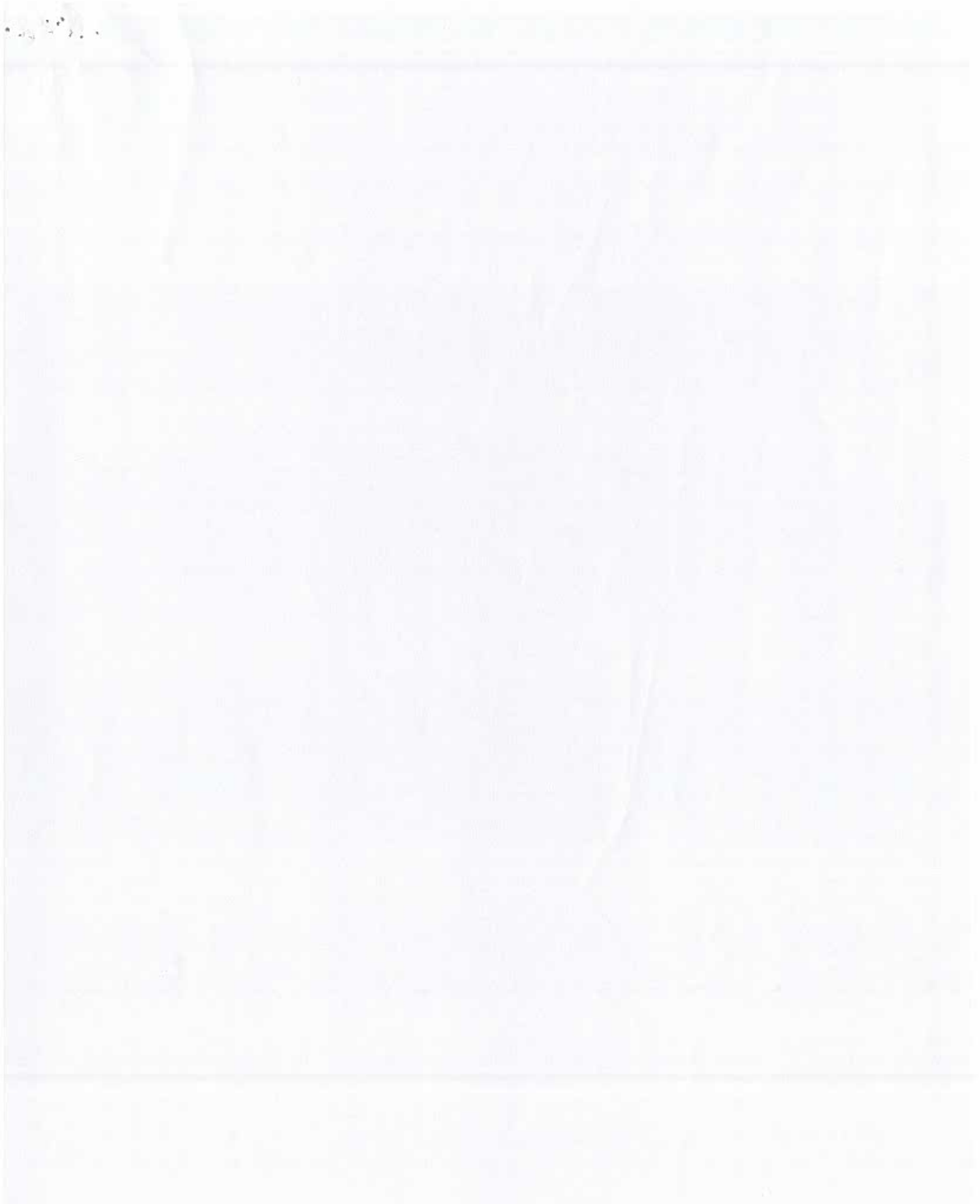
CHARGE DESCRIPTION	Current Rate	Proposed Rate	Difference (%)	Proposed Rate	Difference (%)
SUBMETER INSTALLATION	3.59	3.90	8.5%	4.20	17%
PORT ENTRY FEE					
FOR VESSELS OF 1,000 GROSS TONS AND UNDER	35.84	38.89	8.5%	41.93	17%
FOR VESSELS BETWEEN 1,000 TO 2,000 GROSS TONS	73.09	79.30	8.5%	85.51	17%
FOR VESSELS OVER 2,000 GROSS TONS, \$73.09 (proposed rate) PLUS AN ADDITIONAL CHARGE PER EACH 2,000 GROSS TONS OR FRACTION THEREOF IN EXCESS OF 2,000 GROSS TONS	54.46	59.09	8.5%	63.72	17%
HOTWORK PERMIT	34.66	37.61	8.5%	40.55	17%
HAZARDOUS CARGO PERMITTING	70.30	76.28	8.5%	82.25	17%
REMOVING PLACARDS FROM EMPTIES	34.66	37.61	8.5%	40.55	17%
EQUIPMENT RENTAL					
BATTERY CHARGER	22.93	24.88	8.5%	26.83	17%
COMPRESSOR	35.34	38.35	8.5%	41.35	17%
CRANE, GANTRY, HEAVY LIFTS	564.71	612.71	8.5%	660.71	17%
FORKLIFT, RATED CAPACITY 20,000 LBS BUT LESS THAN	71.66	77.75	8.5%	83.84	17%
FORKLIFT, RATED CAPACITY 40,000 LBS OR GREATER	80.27	87.09	8.5%	93.91	17%
FORKLIFT, RATED CAPACITY BELOW 20,000 LBS	43.00	46.65	8.5%	50.31	17%
IMPACT WRENCH	7.34	7.97	8.5%	8.59	17%
LIGHT PLANTS	716.63	777.54	8.5%	838.46	17%
ONE TIME CHARGE FOR SET UP	142.78	154.91	8.5%	167.05	17%
GAS USAGE PER GALLON	5.09	5.09	0.0%	5.09	0%
MANLIFT	66.67	72.34	8.5%	78.01	17%
MANLIFT 120' - new	219.00	219.00	0.0%	219.00	0%
180' TELESCOPIC BOOM LIFT - new	-	657.98	0.0%	657.98	0%
PICK-UP TRUCK, 3/4 TON CAPACITY OR LESS	28.67	31.10	8.5%	33.54	17%
SIDE LIFTER	50.17	54.44	8.5%	58.70	17%
TOP LIFTER	85.99	93.30	8.5%	100.61	17%
TRACTOR	48.73	52.87	8.5%	57.01	17%
WELDING MACHINE	48.73	52.87	8.5%	57.01	17%
STREET SWEEPER - new	180.00	180.00	0.0%	180.00	0%
VAN - new	48.16	48.16	0.0%	48.16	0%
DIRECT LABOR					
STRAIGHT TIME					
ACCOUNT TECHNICIAN	45.06	56.71	26%	56.71	26%
CARGO CHECKERS	57.05	64.02	12%	64.02	12%
CARPENTERS	44.78	54.41	22%	54.41	22%
CLERKS	36.38	40.30	11%	40.30	11%
CRANE MECHANIC	65.44	72.69	11%	72.69	11%
CRANE OPERATOR	65.44	70.36	8%	70.36	8%
DIESEL MECHANIC	71.83	71.22	-1%	71.22	-1%
ELECTRICIAN	59.34	71.77	21%	71.77	21%
EQUIPMENT OPERATOR	61.05	65.51	7%	65.51	7%
PAINTERS	47.30	47.35	0%	47.35	0%
PLUMBERS	53.54	54.41	2%	54.41	2%
PREVENTIVE MAINT. MECHANIC	56.49	78.17	38%	78.17	38%

CHARGE DESCRIPTION	Current Rate	Proposed Rate	Difference (%)	Proposed Rate	Difference (%)
RIGGERS	51.89	57.79	11%	57.79	11%
SAFETY OFFICERS	57.33	54.44	-5%	54.44	-5%
SECURITY GUARD	35.78	67.37	88%	67.37	88%
STEVEDORE	52.41	69.65	33%	69.65	33%
TARIFF TECHNICIAN - <i>new</i>		63.94	0%	63.94	0%
VESSEL PLANNER - <i>new</i>		92.91	0%	92.91	0%
WELDERS	61.15	70.90	16%	70.90	16%
OVERTIME					
ACCOUNT TECHNICIAN	67.59	85.07	26%	85.07	26%
CARGO CHECKERS	85.57	96.02	12%	96.02	12%
CARPENTERS	67.17	81.61	21%	81.61	21%
CLERKS	54.57	60.45	11%	60.45	11%
CRANE MECHANIC	98.17	109.04	11%	109.04	11%
CRANE OPERATOR	98.17	105.54	8%	105.54	8%
DIESEL MECHANIC	107.75	106.84	-1%	106.84	-1%
ELECTRICIAN	89.01	107.65	21%	107.65	21%
EQUIPMENT OPERATOR	91.57	98.27	7%	98.27	7%
PAINTERS	70.95	71.02	0%	71.02	0%
PLUMBERS	80.32	81.61	2%	81.61	2%
PREVENTIVE MAINT. MECHANIC	84.73	117.26	38%	117.26	38%
RIGGERS	77.83	86.69	11%	86.69	11%
SAFETY OFFICERS	85.99	81.65	-5%	81.65	-5%
SECURITY GUARD	53.69	101.05	88%	101.05	88%
STEVEDORE	78.60	104.48	33%	104.48	33%
TARIFF TECHNICIAN - <i>new</i>		95.91	0%	95.91	0%
VESSEL PLANNER - <i>new</i>		139.37	0%	139.37	0%
WELDERS	91.72	106.36	16%	106.36	16%
OT DIFFERENTIAL					
ACCOUNT TECHNICIAN	22.54	28.36	26%	28.36	26%
CARGO CHECKERS	28.52	32.01	12%	32.01	12%
CARPENTERS	22.39	27.20	21%	27.20	21%
CLERKS	18.19	20.15	11%	20.15	11%
CRANE MECHANIC	32.72	36.35	11%	36.35	11%
CRANE OPERATOR	32.72	35.18	8%	35.18	8%
DIESEL MECHANIC	35.92	35.61	-1%	35.61	-1%
ELECTRICIAN	29.67	35.88	21%	35.88	21%
EQUIPMENT OPERATOR	30.52	32.76	7%	32.76	7%
PAINTERS	23.65	23.67	0%	23.67	0%
PLUMBERS	26.78	27.20	2%	27.20	2%
PREVENTIVE MAINT. MECHANIC	28.24	39.09	38%	39.09	38%
RIGGERS	25.95	28.90	11%	28.90	11%
SAFETY OFFICERS	28.66	27.22	-5%	27.22	-5%
SECURITY GUARD	17.90	33.68	88%	33.68	88%
STEVEDORE	26.19	34.83	33%	34.83	33%
TARIFF TECHNICIAN - <i>new</i>		31.97	0%	31.97	0%
VESSEL PLANNER - <i>new</i>		46.46	0%	46.46	0%
WELDERS	30.57	35.45	16%	35.45	16%
HD DIFFERENTIAL					
ACCOUNT TECHNICIAN	30.04	38.00	26%	38.00	26%

CHARGE DESCRIPTION	Current Rate	Proposed Rate	Difference (%)	Proposed Rate	Difference (%)
CARGO CHECKERS	38.03	42.89	13%	42.89	13%
CARPENTERS	29.86	36.45	22%	36.45	22%
CLERKS	24.26	27.00	11%	27.00	11%
CRANE MECHANIC	43.63	48.70	12%	48.70	12%
CRANE OPERATOR	43.63	47.14	8%	47.14	8%
DIESEL MECHANIC	47.88	47.72	0%	47.72	0%
ELECTRICIAN	39.56	48.08	22%	48.08	22%
EQUIPMENT OPERATOR	40.70	43.89	8%	43.89	8%
PAINTERS	31.54	31.72	1%	31.72	1%
PLUMBERS	35.70	36.45	2%	36.45	2%
PREVENTIVE MAINT. MECHANIC	37.65	52.38	39%	52.38	39%
RIGGERS	34.58	38.72	12%	38.72	12%
SAFETY OFFICERS	38.22	36.47	-5%	36.47	-5%
SECURITY GUARD	23.86	45.14	89%	45.14	89%
STEVEDORE	40.37	46.67	16%	46.67	16%
TARIFF TECHNICIAN - <i>new</i>		42.84	0%	42.84	0%
VESSEL PLANNER - <i>new</i>		62.25	0%	62.25	0%
WELDERS	40.78	47.51	17%	47.51	17%
NIGHT DIFFERENTIAL					
ACCOUNT TECHNICIAN	3.00	5.67	89%	5.67	89%
CARGO CHECKERS	3.80	6.40	68%	6.40	68%
CARPENTERS	2.99	5.44	82%	5.44	82%
CLERKS	2.43	4.03	66%	4.03	66%
CRANE MECHANIC	4.36	7.27	67%	7.27	67%
CRANE OPERATOR	4.36	7.04	61%	7.04	61%
DIESEL MECHANIC	4.79	7.12	49%	7.12	49%
ELECTRICIAN	3.97	7.18	81%	7.18	81%
EQUIPMENT OPERATOR	4.07	6.55	61%	6.55	61%
PAINTERS	3.16	4.73	50%	4.73	50%
PLUMBERS	3.57	5.44	52%	5.44	52%
PREVENTIVE MAINT. MECHANIC	3.76	7.82	108%	7.82	108%
RIGGERS	3.46	5.78	67%	5.78	67%
SAFETY OFFICERS	3.83	5.44	42%	5.44	42%
SECURITY GUARD	2.38	6.74	183%	6.74	183%
STEVEDORE	4.04	6.97	73%	6.97	73%
TARIFF TECHNICIAN - <i>new</i>		6.39	0%	6.39	0%
VESSEL PLANNER - <i>new</i>		9.29	0%	9.29	0%
WELDERS	4.89	7.09	45%	7.09	45%
LABOR-PENALTY RATES					
CLEANING SHIP'S OIL TANKS(Hatch Only)	5.01	5.44	8.5%	5.86	17%
REEFER CARGO (Hatch & Container Work)	1.42	1.54	8.5%	1.66	17%
HANDLING NOXIOUS CARGO (Hatch Work)	7.65	8.30	8.5%	8.96	17%
BAGGED CEMENT (Hatch Work)	5.01	5.44	8.5%	5.86	17%
SCRAP METAL CARGO (Hatch Work)	5.01	5.44	8.5%	5.86	17%
AMMUNITION OR EXPLOSIVE CARGO	5.01	5.44	8.5%	5.86	17%
BULK CEMENT (Hatch Work)	7.65	8.30	8.5%	8.96	17%
PIPELINE EASEMENT LEASE RATES					
a. WITHIN EXISTING RIGHT OF WAY	25% Fair Market Rent		0.0%		0%
b. NOT WITHIN THE RIGHT OF WAY	50% Fair Market Rent		0.0%		0%

CHARGE DESCRIPTION	Current Rate	Proposed Rate	Difference (%)	Proposed Rate	Difference (%)
LEASE RATES FOR SUBMERGED LAND - NEW					
1	0.11	0.11	0.0%	0.11	0%
2	0.08	0.08	0.0%	0.08	0%
3A	0.04	0.04	0.0%	0.04	0%
3B	0.002	0.002	0.0%	0.002	0%
4	0.04	0.04	0.0%	0.04	0%
LEASE RATES FOR SUBMERGED LAND - NEW					
1	0.08	0.08	0.0%	0.08	0%
2	0.05	0.05	0.0%	0.05	0%
3A	0.03	0.03	0.0%	0.03	0%
3B	0.001	0.001	0.0%	0.001	0%
4	0.03	0.03	0.0%	0.03	0%
LEASE RATES FOR SUBMERGED LAND - NEW					
1	0.04	0.04	0.0%	0.04	0%
2	0.03	0.03	0.0%	0.03	0%
3A	0.02	0.02	0.0%	0.02	0%
3B	0.001	0.001	0.0%	0.001	0%
4	0.02	0.02	0.0%	0.02	0%
DOCKAGE (Overall Length of Vessel in Feet)					
0 - 100	53.04	57.55	8.5%	62.05	17%
100 - 150	78.82	85.52	8.5%	92.22	17%
150 - 200	103.19	111.96	8.5%	120.73	17%
200 - 250	183.47	199.06	8.5%	214.65	17%
250 - 300	269.46	292.36	8.5%	315.26	17%
300 - 350	359.74	390.32	8.5%	420.90	17%
350 - 375	441.44	478.96	8.5%	516.49	17%
375 - 400	491.61	533.40	8.5%	575.19	17%
400 - 425	543.23	589.40	8.5%	635.58	17%
425 - 450	601.98	653.14	8.5%	704.31	17%
450 - 475	655.02	710.69	8.5%	766.37	17%
475 - 500	716.63	777.54	8.5%	838.46	17%
500 - 525	809.75	878.58	8.5%	947.41	17%
525 - 550	871.42	945.49	8.5%	1,019.56	17%
550 - 575	950.26	1,031.03	8.5%	1,111.81	17%
575 - 600	1,054.89	1,144.56	8.5%	1,234.22	17%
600 - 625	1,203.95	1,306.29	8.5%	1,408.62	17%
625 - 650	1,400.32	1,519.35	8.5%	1,638.37	17%
650 - 675	1,593.80	1,729.28	8.5%	1,864.75	17%
675 - 700	1,793.02	1,945.42	8.5%	2,097.83	17%
700 - 725	2,161.38	2,345.10	8.5%	2,528.82	17%
725 - 750	2,383.52	2,586.12	8.5%	2,788.72	17%
750 - 775	2,698.86	2,928.26	8.5%	3,157.67	17%
775 - 800	3,028.51	3,285.94	8.5%	3,543.36	17%
800 - 850	3,480.00	3,775.80	8.5%	4,071.59	17%
850 - 900	3,961.58	4,298.31	8.5%	4,635.04	17%
900+	4.88	5.30	8.5%	5.71	17%
DIVE PERMITS FOR PROFIT-OPERATIONAL VENDOR ANNUAL FEE (GROSS SALES)					
\$0 - \$50,000	250.00	250.00	0.0%	250.00	0%

CHARGE DESCRIPTION	Current Rate	Proposed Rate	Difference (%)	Proposed Rate	Difference (%)
\$50,001 - \$149,999	500.00	500.00	0.0%	500.00	0%
\$150,000 - \$249,999	1,000.00	1,000.00	0.0%	1,000.00	0%
\$250,000 +	1,500.00	1,500.00	0.0%	1,500.00	0%
NEW VENDOR	100.00	100.00	0.0%	100.00	0%
RECREATIONAL (BI-ANNUAL)	10.00	10.00	0.0%	10.00	0%
FAMILY BEACH FACILITY FEES					
OPEN SPACE PICNICKING/CANOPY (PER DAY)	15.00	15.00	0.0%	15.00	0%
REFUNDABLE CLEANING DEPOSIT PER DAY (1-50 PERSONS)	50.00	50.00	0.0%	50.00	0%
REFUNDABLE CLEANING DEPOSIT PER DAY (51+ PERSONS)	100.00	100.00	0.0%	100.00	0%
PORT BEACH FACILITY FEES					
OPEN SPACE PICNICKING/CANOPY (PER DAY)	15.00	15.00	0.0%	15.00	0%
PAVILION	50.00	50.00	0.0%	50.00	0%
REFUNDABLE CLEANING DEPOSIT PER DAY (1-50 PERSONS)	50.00	50.00	0.0%	50.00	0%
REFUNDABLE CLEANING DEPOSIT PER DAY (51+ PERSONS)	75.00	75.00	0.0%	75.00	0%



APPENDIX IV

Tonnage Report

Container Count - 7 Years History

Description	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY 25 Annualized
Import Full Container	32,593	33,409	33,515	34,509	33,837	33,808	33,935	32,146
Import Full Tranship Container	7,964	5,531	6,391	6,056	6,584	5,804	5,992	6,843
Import Empty Container	339	845	450	552	468	664	931	915
Import Tranship Empty Container	4,938	2,840	2,690	2,711	3,906	3,005	2,326	2,432
Total Import Containers	45,834	42,625	43,046	43,828	44,795	43,281	43,184	42,336
Export Full Container	6,181	6,451	5,677	6,331	6,247	6,285	6,543	5,762
Export Full Tranship Container	8,003	5,666	6,462	6,104	6,708	6,006	6,097	7,006
Export Empties Containers	26,203	27,056	27,386	27,861	27,432	27,316	27,167	26,475
Export Tranship Empties Containers	4,702	3,156	2,572	2,670	3,870	2,739	2,267	2,648
Total Export Containers	45,089	42,329	42,097	42,966	44,257	42,346	42,074	41,891
Total Import / Export Container	90,923	84,954	85,143	86,794	89,052	85,627	85,258	84,227
Overstow	4,047	4,556	3,862	5,256	3,426	4,904	1,776	964
shifted	161	47	30	19	18	32	39	24
rehandled	21	19	35	35	39	12	13	6
rigged	888	960	984	935	1,108	909	842	831

Breakbulk Revenue Tonnage - 7 years History

	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY 25 Annualized
Import Domestic	41,275	33,268	6,610	13,657	23,652	43,499	88,295	59,544
Import Foreign	90,635	100,642	112,015	79,509	103,675	148,713	96,112	97,925
Import Breakbulk Tonnage	131,910	133,910	118,625	93,166	127,327	192,212	184,407	157,469
Export Domestic	11,932	6,099	113	3,818	1,578	5,046	7,529	4,565
Export Foreign	7,955	7,552	12,781	9,689	10,764	13,020	15,172	7,843
Export Breakbulk Tonnage	19,887	13,651	12,894	13,507	12,342	18,066	22,701	12,408
Tranship Domestic	654	847	1,154	1,639	516	2,257	1,941	3,027
Tranship Foreign	3,065	32	289	453	1,282	2,247	2,011	1,670
Total Tranship Breakbulk	3,719	879	1,443	2,092	1,798	4,504	3,952	4,697
Total Breakbulk Tonnage	155,516	148,440	132,962	108,765	141,467	214,782	211,060	174,574

APPENDIX V

Invoice Samples – Proposed Rates

Bill To:

G/L Date: December 19, 2024

Visit ID: 028413

Invoice Date: December 19, 2024

Vessel Name:

Invoice#: 118348

All invoices are due upon presentation and if remains unpaid thirty (30) days from the date of invoice, interest of 1.5% per month shall accrue. All applicable fees will be assessed if account is referred to Collection Agency. If action is filed for collection, the prevailing party shall be entitled to recover from the other party its cost and attorney fees incurred.

					17.00%	
Tariff ID	Description	Qty	CU Rate	Amount	Proposed Rate	Amount
CHEH	Handling Charges Export Full Non Reefer	36.00	\$ 175.76	\$ 6,327.36	\$ 205.64	\$ 7,403.01
CHES	Stevedore Charges Export Full Non Reefer	36.00	\$ 150.11	\$ 5,403.96	\$ 175.63	\$ 6,322.63
CHIH	Handling Charges Import Full Non Reefer	239.00	\$ 175.76	\$ 42,006.64	\$ 205.64	\$ 49,147.77
CHIS	Stevedore Charges Import Full Non Reefer	239.00	\$ 150.11	\$ 35,876.29	\$ 175.63	\$ 41,975.26
CSC	Crane Surcharge	529.00	\$ 125.00	\$ 66,125.00	\$ 125.00	\$ 66,125.00
FMF	Facility Maintenance Fees	529.00	\$ 34.66	\$ 18,335.14	\$ 34.66	\$ 18,335.14
FSIE	Unit-Fuel Surcharge-Import/ Export	542.00	\$ 7.99	\$ 4,330.58	\$ 7.99	\$ 4,330.58
FST	Unit-Fuel Surcharge-TS	195.00	\$ 15.98	\$ 3,116.10	\$ 15.98	\$ 3,116.10
GIRH	Handling Charges Import Full Reefer	60.00	\$ 308.75	\$ 18,525.00	\$ 361.24	\$ 21,674.25
GIRS	Stevedore Charges Import Full Reefer	60.00	\$ 150.11	\$ 9,006.60	\$ 175.63	\$ 10,537.72
MCEH	Handling Charges Export Empty	207.00	\$ 176.20	\$ 36,473.40	\$ 206.15	\$ 42,673.88
MCES	Stevedore Charges Export Empty	207.00	\$ 150.49	\$ 31,151.43	\$ 176.07	\$ 36,447.17
MTI2	Stevedoring Handling Charges TS Empty	1.00	\$ 171.85	\$ 171.85	\$ 201.06	\$ 201.06
OOG	Container Over dimensions (Number of sides	25.00	\$ 66.67	\$ 1,666.75	\$ 78.00	\$ 1,950.10
REFP	Plug- Reefer Unit	120.00	\$ 9.98	\$ 1,197.60	\$ 11.68	\$ 1,401.19
REFU	Unplug Reefer Unit	120.00	\$ 9.98	\$ 1,197.60	\$ 11.68	\$ 1,401.19
SECF	Maritime Security Fee - Laden Containers	335.00	\$ 2.87	\$ 961.45	\$ 3.36	\$ 1,124.90
SECFTI	Maritime Security Fee- Laden Transhipment	194.00	\$ 2.87	\$ 556.78	\$ 3.36	\$ 651.43
SECM	Maritime Security Fee - Empty Containers	207.00	\$ 0.68	\$ 140.76	\$ 0.80	\$ 164.69
SECMTI	Maritime Security Fee- Empty Transhipment	1.00	\$ 0.68	\$ 0.68	\$ 0.80	\$ 0.80
SECMT0	Maritime Security Fee- Empty Transhipment	33.00	\$ 0.68	\$ 22.44	\$ 0.80	\$ 26.25
SPRIG	RIG / FRAME charges	5.00	\$ 50.17	\$ 250.85	\$ 58.70	\$ 293.49
STRGM1	Storage STRG Empty 20	1.00	\$ 10.05	\$ 10.05	\$ 11.76	\$ 11.76
STRGM2	Storage STRG Empty 40	802.00	\$ 10.05	\$ 8,060.10	\$ 11.76	\$ 9,430.32
STRGT10	Storage Transshipment Empty 40	16.00	\$ 10.05	\$ 160.80	\$ 11.76	\$ 188.14
TSI1	Stevedoring Handling Charges TS Full	194.00	\$ 298.80	\$ 57,967.20	\$ 349.60	\$ 67,821.62
WFE2	Wharfage Laden Container export < 25	12.00	\$ 46.60	\$ 559.20	\$ 46.60	\$ 559.20
WFE4	Wharfage Laden Container export > 25	24.00	\$ 79.35	\$ 1,904.40	\$ 79.35	\$ 1,904.40
WFI2	Wharfage Laden Container import < 25	11.00	\$ 89.50	\$ 984.50	\$ 89.50	\$ 984.50
WFI4	Wharfage Laden Container import > 25	288.00	\$ 153.68	\$ 44,259.84	\$ 153.68	\$ 44,259.84
TOTAL:				\$ 396,750.35	TOTAL:	\$ 440,463.40

Increase	\$ 43,713.05
Increase per cntr	total cntrs 770 \$ 56.77
Increase %	11%

Bill To:

G/L Date: December 18, 2024

Visit ID: 028399

Invoice Date: December 18, 2024

Vessel Name:

Invoice#: 118343

All invoices are due upon presentation and if remains unpaid thirty (30) days from the date of invoice, interest of 1.5% per month shall accrue. All applicable fees will be assessed if account is referred to Collection Agency. If action is filed for collection, the prevailing party shall be entitled to recover from the other party its cost and attorney fees incurred.

					17.00%	
Tariff ID	Description	Qty	CU Rate	Amount	Proposed Rate	Amount
CHEH	Handling Charges Export Full Non Reefer	55.00	\$ 175.76	\$ 9,666.80	\$ 205.64	\$ 11,310.16
CHES	Stevedore Charges Export Full Non Reefer	55.00	\$ 150.11	\$ 8,256.05	\$ 175.63	\$ 9,659.58
CHIH	Handling Charges Import Full Non Reefer	419.00	\$ 175.76	\$ 73,643.44	\$ 205.64	\$ 86,162.82
CHIS	Stevedore Charges Import Full Non Reefer	419.00	\$ 150.11	\$ 62,896.09	\$ 175.63	\$ 73,588.43
CSC	Crane Surcharge	594.00	\$ 125.00	\$ 74,250.00	\$ 125.00	\$ 74,250.00
FMF	Facility Maintenance Fees	594.00	\$ 34.66	\$ 20,588.04	\$ 34.66	\$ 20,588.04
FSIE	Unit-Fuel Surcharge-Import/ Export	747.00	\$ 7.99	\$ 5,968.53	\$ 7.99	\$ 5,968.53
FST	Unit-Fuel Surcharge-TS	78.00	\$ 15.98	\$ 1,246.44	\$ 15.98	\$ 1,246.44
GIRH	Handling Charges Import Full Reefer	42.00	\$ 308.75	\$ 12,967.50	\$ 361.24	\$ 15,171.98
GIRS	Stevedore Charges Import Full Reefer	42.00	\$ 150.11	\$ 6,304.62	\$ 175.63	\$ 7,376.41
MCEH	Handling Charges Export Empty	231.00	\$ 176.20	\$ 40,702.20	\$ 206.15	\$ 47,621.57
MCES	Stevedore Charges Export Empty	231.00	\$ 150.49	\$ 34,763.19	\$ 176.07	\$ 40,672.93
OOG	Container Over dimensions (Number of sides	16.00	\$ 66.67	\$ 1,066.72	\$ 78.00	\$ 1,248.06
REFP	Plug- Reefer Unit	47.00	\$ 9.98	\$ 469.06	\$ 11.68	\$ 548.80
REFU	Unplug Reefer Unit	47.00	\$ 9.98	\$ 469.06	\$ 11.68	\$ 548.80
SECF	Maritime Security Fee - Laden Containers	516.00	\$ 2.87	\$ 1,480.92	\$ 3.36	\$ 1,732.68
SECFTI	Maritime Security Fee- Laden Transhipment	78.00	\$ 2.87	\$ 223.86	\$ 3.36	\$ 261.92
SECFTO	Maritime Security Fee- Laden Transhipment	8.00	\$ 2.87	\$ 22.96	\$ 3.36	\$ 26.86
SECM	Maritime Security Fee - Empty Containers	231.00	\$ 0.68	\$ 157.08	\$ 0.80	\$ 183.78
SECMT0	Maritime Security Fee- Empty Transhipment	2.00	\$ 0.68	\$ 1.36	\$ 0.80	\$ 1.59
SPRIG	RIG / FRAME charges	5.00	\$ 50.17	\$ 250.85	\$ 58.70	\$ 293.49
STRGE2	Storage Export Full 40' Non Reefer	12.00	\$ 60.22	\$ 722.64	\$ 70.46	\$ 845.49
		6.00	\$ 120.44	\$ 722.64	\$ 140.91	\$ 845.49
STRGE6	Storage Export Full 40 Non Reefer IMDG9	7.00	\$ 60.22	\$ 421.54	\$ 70.46	\$ 493.20
STRGE7	Storage Export Full 20 Non Reefer IMDG Not 9	2.00	\$ 30.11	\$ 60.22	\$ 35.23	\$ 70.46
		1.00	\$ 60.22	\$ 60.22	\$ 70.46	\$ 70.46
STRGE8	Storage Export Full 40 Non Reefer IMDG Not 9	4.00	\$ 60.22	\$ 240.88	\$ 70.46	\$ 281.83
		4.00	\$ 120.44	\$ 481.76	\$ 140.92	\$ 563.68
STRGE9	Storage Export Empty 20	12.00	\$ 10.05	\$ 120.60	\$ 11.76	\$ 141.10
STRGM1	Storage STRG Empty 20	291.00	\$ 10.05	\$ 2,924.55	\$ 11.76	\$ 3,421.72
STRGM2	Storage STRG Empty 40	533.00	\$ 10.05	\$ 5,356.65	\$ 11.76	\$ 6,267.28
STRGT9	Storage Transhipment Empty 20	12.00	\$ 10.05	\$ 120.60	\$ 11.76	\$ 141.10
TSI1	Stevedoring Handling Charges TS Full	78.00	\$ 298.80	\$ 23,306.40	\$ 349.60	\$ 27,268.49
WFE2	Wharfage Laden Container export < 25	5.00	\$ 46.60	\$ 233.00	\$ 46.60	\$ 233.00
WFE4	Wharfage Laden Container export > 25	50.00	\$ 79.35	\$ 3,967.50	\$ 79.35	\$ 3,967.50
WFI2	Wharfage Laden Container import < 25	123.00	\$ 89.50	\$ 11,008.50	\$ 89.50	\$ 11,008.50
WFI4	Wharfage Laden Container import > 25	338.00	\$ 153.68	\$ 51,943.84	\$ 153.68	\$ 51,943.84
TOTAL:			\$	457,086.31	TOTAL:	\$ 506,026.01

Increase \$ 48,939.70
 Increase per cntr total cntr 835 \$ 58.61
 Increase % 11%

Bill To:
G/L Date: December 19, 2024
Visit ID: 028413
Invoice Date: December 19, 2024
Vessel Name:
Invoice#: 118348

All invoices are due upon presentation and if remains unpaid thirty (30) days from the date of invoice, interest of 1.5% per month shall accrue. All applicable fees will be assessed if account is referred to Collection Agency. If action is filed for collection, the prevailing party shall be entitled to recover from the other party its cost and attorney fees incurred.

8.50%

Tariff ID	Description	Qty	CU Rate	Amount	Proposed Rate	Amount
CHEH	Handling Charges Export Full Non Reefer	36.00	\$ 175.76	\$ 6,327.36	\$ 190.70	\$ 6,865.19
CHES	Stevedore Charges Export Full Non Reefer	36.00	\$ 150.11	\$ 5,403.96	\$ 162.87	\$ 5,863.30
CHIH	Handling Charges Import Full Non Reefer	239.00	\$ 175.76	\$ 42,006.64	\$ 190.70	\$ 45,577.20
CHIS	Stevedore Charges Import Full Non Reefer	239.00	\$ 150.11	\$ 35,876.29	\$ 162.87	\$ 38,925.77
CSC	Crane Surcharge	529.00	\$ 125.00	\$ 66,125.00	\$ 125.00	\$ 66,125.00
FMF	Facility Maintenance Fees	529.00	\$ 34.66	\$ 18,335.14	\$ 34.66	\$ 18,335.14
FSIE	Unit-Fuel Surcharge-Import/ Export	542.00	\$ 7.99	\$ 4,330.58	\$ 7.99	\$ 4,330.58
FST	Unit-Fuel Surcharge-TS	195.00	\$ 15.98	\$ 3,116.10	\$ 15.98	\$ 3,116.10
GIRH	Handling Charges Import Full Reefer	60.00	\$ 308.75	\$ 18,525.00	\$ 334.99	\$ 20,099.63
GIRS	Stevedore Charges Import Full Reefer	60.00	\$ 150.11	\$ 9,006.60	\$ 162.87	\$ 9,772.16
MCEH	Handling Charges Export Empty	207.00	\$ 176.20	\$ 36,473.40	\$ 191.18	\$ 39,573.64
MCES	Stevedore Charges Export Empty	207.00	\$ 150.49	\$ 31,151.43	\$ 163.28	\$ 33,799.30
MTI2	Stevedoring Handling Charges TS Empty	1.00	\$ 171.85	\$ 171.85	\$ 186.46	\$ 186.46
OOG	Container Over dimensions (Number of sides	25.00	\$ 66.67	\$ 1,666.75	\$ 72.34	\$ 1,808.42
REFP	Plug- Reefer Unit	120.00	\$ 9.98	\$ 1,197.60	\$ 10.83	\$ 1,299.40
REFU	Unplug Reefer Unit	120.00	\$ 9.98	\$ 1,197.60	\$ 10.83	\$ 1,299.40
SECF	Maritime Security Fee - Laden Containers	335.00	\$ 2.87	\$ 961.45	\$ 3.11	\$ 1,043.17
SECFTI	Maritime Security Fee- Laden Transshipment	194.00	\$ 2.87	\$ 556.78	\$ 3.11	\$ 604.11
SECM	Maritime Security Fee - Empty Containers	207.00	\$ 0.68	\$ 140.76	\$ 0.74	\$ 152.72
SECMTI	Maritime Security Fee- Empty Transshipment	1.00	\$ 0.68	\$ 0.68	\$ 0.74	\$ 0.74
SECMT0	Maritime Security Fee- Empty Transshipment	33.00	\$ 0.68	\$ 22.44	\$ 0.74	\$ 24.35
SPRIG	RIG / FRAME charges	5.00	\$ 50.17	\$ 250.85	\$ 54.43	\$ 272.17
STRGM1	Storage STRG Empty 20	1.00	\$ 10.05	\$ 10.05	\$ 10.90	\$ 10.90
STRGM2	Storage STRG Empty 40	802.00	\$ 10.05	\$ 8,060.10	\$ 10.90	\$ 8,745.21
STRGT10	Storage Transshipment Empty 40	16.00	\$ 10.05	\$ 160.80	\$ 10.90	\$ 174.47
TSI1	Stevedoring Handling Charges TS Full	194.00	\$ 298.80	\$ 57,967.20	\$ 324.20	\$ 62,894.41
WFE2	Wharfage Laden Container export < 25	12.00	\$ 46.60	\$ 559.20	\$ 46.60	\$ 559.20
WFE4	Wharfage Laden Container export > 25	24.00	\$ 79.35	\$ 1,904.40	\$ 79.35	\$ 1,904.40
WFI2	Wharfage Laden Container import < 25	11.00	\$ 89.50	\$ 984.50	\$ 89.50	\$ 984.50
WFI4	Wharfage Laden Container import > 25	288.00	\$ 153.68	\$ 44,259.84	\$ 153.68	\$ 44,259.84
TOTAL:				\$ 396,750.35		\$ 418,606.88

Increase
\$ 21,856.53
Increase per cntr
total cntrs 770 \$ 28.39
Increase %
6%

Bill To:
G/L Date: December 18, 2024

Visit ID: 028399

Invoice Date: December 18, 2024

Vessel Name:

Invoice#: 118343

All invoices are due upon presentation and if remains unpaid thirty (30) days from the date of invoice, interest of 1.5% per month shall accrue. All applicable fees will be assessed if account is referred to Collection Agency. If action is filed for collection, the prevailing party shall be entitled to recover from the other party its cost and attorney fees incurred.

8.50%

Tariff ID	Description	Qty	CU Rate	Amount	Proposed Rate	Amount
CHEH	Handling Charges Export Full Non Reefer	55.00	\$ 175.76	\$ 9,666.80	\$ 190.70	\$ 10,488.48
CHES	Stevedore Charges Export Full Non Reefer	55.00	\$ 150.11	\$ 8,256.05	\$ 162.87	\$ 8,957.81
CHIH	Handling Charges Import Full Non Reefer	419.00	\$ 175.76	\$ 73,643.44	\$ 190.70	\$ 79,903.13
CHIS	Stevedore Charges Import Full Non Reefer	419.00	\$ 150.11	\$ 62,896.09	\$ 162.87	\$ 68,242.26
CSC	Crane Surcharge	594.00	\$ 125.00	\$ 74,250.00	\$ 125.00	\$ 74,250.00
FMF	Facility Maintenance Fees	594.00	\$ 34.66	\$ 20,588.04	\$ 34.66	\$ 20,588.04
FSIE	Unit-Fuel Surcharge-Import/ Export	747.00	\$ 7.99	\$ 5,968.53	\$ 7.99	\$ 5,968.53
FST	Unit-Fuel Surcharge-TS	78.00	\$ 15.98	\$ 1,246.44	\$ 15.98	\$ 1,246.44
GIRH	Handling Charges Import Full Reefer	42.00	\$ 308.75	\$ 12,967.50	\$ 334.99	\$ 14,069.74
GIRS	Stevedore Charges Import Full Reefer	42.00	\$ 150.11	\$ 6,304.62	\$ 162.87	\$ 6,840.51
MCEH	Handling Charges Export Empty	231.00	\$ 176.20	\$ 40,702.20	\$ 191.18	\$ 44,161.89
MCES	Stevedore Charges Export Empty	231.00	\$ 150.49	\$ 34,763.19	\$ 163.28	\$ 37,718.06
OOG	Container Over dimensions (Number of sides	16.00	\$ 66.67	\$ 1,066.72	\$ 72.34	\$ 1,157.39
REFP	Plug- Reefer Unit	47.00	\$ 9.98	\$ 469.06	\$ 10.83	\$ 508.93
REFU	Unplug Reefer Unit	47.00	\$ 9.98	\$ 469.06	\$ 10.83	\$ 508.93
SECF	Maritime Security Fee - Laden Containers	516.00	\$ 2.87	\$ 1,480.92	\$ 3.11	\$ 1,606.80
SECFTI	Maritime Security Fee- Laden Transhipment	78.00	\$ 2.87	\$ 223.86	\$ 3.11	\$ 242.89
SECFTO	Maritime Security Fee- Laden Transhipment	8.00	\$ 2.87	\$ 22.96	\$ 3.11	\$ 24.91
SECM	Maritime Security Fee - Empty Containers	231.00	\$ 0.68	\$ 157.08	\$ 0.74	\$ 170.43
SECMTO	Maritime Security Fee- Empty Transhipment	2.00	\$ 0.68	\$ 1.36	\$ 0.74	\$ 1.48
SPRIG	RIG / FRAME charges	5.00	\$ 50.17	\$ 250.85	\$ 54.43	\$ 272.17
STRGE2	Storage Export Full 40' Non Reefer	12.00	\$ 60.22	\$ 722.64	\$ 65.34	\$ 784.06
		6.00	\$ 120.44	\$ 722.64	\$ 130.68	\$ 784.06
STRGE6	Storage Export Full 40 Non Reefer IMDG9	7.00	\$ 60.22	\$ 421.54	\$ 65.34	\$ 457.37
STRGE7	Storage Export Full 20 Non Reefer IMDG Not 9	2.00	\$ 30.11	\$ 60.22	\$ 32.67	\$ 65.34
		1.00	\$ 60.22	\$ 60.22	\$ 65.34	\$ 65.34
STRGE8	Storage Export Full 40 Non Reefer IMDG Not 9	4.00	\$ 60.22	\$ 240.88	\$ 65.34	\$ 261.35
		4.00	\$ 120.44	\$ 481.76	\$ 130.68	\$ 522.71
STRGE9	Storage Export Empty 20	12.00	\$ 10.05	\$ 120.60	\$ 10.90	\$ 130.85
STRGM1	Storage STRG Empty 20	291.00	\$ 10.05	\$ 2,924.55	\$ 10.90	\$ 3,173.14
STRGM2	Storage STRG Empty 40	533.00	\$ 10.05	\$ 5,356.65	\$ 10.90	\$ 5,811.97
STRGT9	Storage Transhipment Empty 20	12.00	\$ 10.05	\$ 120.60	\$ 10.90	\$ 130.85
TSI1	Stevedoring Handling Charges TS Full	78.00	\$ 298.80	\$ 23,306.40	\$ 324.20	\$ 25,287.44
WFE2	Wharfage Laden Container export < 25	5.00	\$ 46.60	\$ 233.00	\$ 46.60	\$ 233.00
WFE4	Wharfage Laden Container export > 25	50.00	\$ 79.35	\$ 3,967.50	\$ 79.35	\$ 3,967.50
WFI2	Wharfage Laden Container import < 25	123.00	\$ 89.50	\$ 11,008.50	\$ 89.50	\$ 11,008.50
WFI4	Wharfage Laden Container import > 25	338.00	\$ 153.68	\$ 51,943.84	\$ 153.68	\$ 51,943.84
TOTAL:			\$	457,086.31		\$ 481,556.15

Increase	\$ 24,469.84
Increase per cntr	total cntr 835 \$ 29.31
Increase %	5%



PORT AUTHORITY OF GUAM

ATURIDAT I PUETTON GUAHAN
Jose D. Leon Guerrero Commercial Port

Bill To:

Visit ID: 28594

Vessel Name:

G/L Date:

Invoice Date:

Invoice#:

30-Apr-25

1-May-25

119304

All invoices are due upon presentation and if remains unpaid thirty (30) days from the date of invoice, interest of 1.5% per month shall accrue. All applicable fees will be assessed if account is referred to Collection Agency. If action is filed for collection, the prevailing party shall be entitled to recover from the other party its cost and attorney fees incurred.

17%

Tariff ID	Description	Qty	CU Rate	Amount	Proposed Rate	Amount
CDCP	CDC permitting per BL	1	70.30	70.30	82.25	82.25
CHEH	Handling Charges Export Full Non Reefer	30	175.76	5,272.80	205.64	6,169.20
CHES	Stevedore Charges Export Full Non Reefer	30	150.11	4,503.30	175.63	5,268.90
CHIH	Handling Charges Import Full Non Reefer	33	175.76	5,800.08	205.64	6,786.12
CHIS	Stevedore Charges Import Full Non Reefer	33	150.11	4,953.63	175.63	5,795.79
CSBB	Crane Surcharge-Break Bulk-Import/ Export/	961.42	5.00	4,807.10	5.00	4,807.10
CSC	Crane Surcharge	66	125.00	8,250.00	125.00	8,250.00
FMF	Facility Maintenance Fees	66	34.66	2,287.56	34.66	2,287.56
FMO	Facility Maintenance Fees for Break Bulk	1650.93	1.88	3,103.75	1.88	3,103.75
FSBIE	Fuel Surcharge-Bulk & Break Bulk-Import/	996.93	0.47	468.56	0.47	468.56
FSIE	Unit-Fuel Surcharge-Import/ Export	71	7.99	567.29	7.99	567.29
FST	Unit-Fuel Surcharge-TS	5	15.98	79.90	15.98	79.90
GIRH	Handling Charges Import Full Reefer	3	308.75	926.25	361.24	1,083.72
GIRS	Stevedore Charges Import Full Reefer	3	150.11	450.33	175.63	526.89
HCBLI	Handling Charges-Import-Break Bulk-Loose	888.5	12.01	10,670.88	14.05	12,483.43
HCBLI	Handling Charges-Import-Break Bulk-Unitized	72.92	10.02	730.66	11.73	855.35
HCRBUE	Handling Charges-RO-RO-BB-Units-Export	26.57	7.55	200.60	8.84	234.88
HCRBUI	Handling Charges - RO-RO - BB-Units -Import	8.94	7.55	67.50	8.84	79.03
HCRVE1	Handling Charges - Export - RO-RO -	2	35.76	71.52	41.84	83.68
HCRVI1	Handling Charges - Import - RO-RO -	46	35.76	1,644.96	41.84	1,924.64
HCRVI2	Handling Charges - Import - RO-RO -	58.79	10.02	589.08	11.73	689.61
HLHC	Heavy Lift Charges- Handling-I-E-TS Cargo >	154.32	3.00	462.96	3.51	541.66
HLST	Heavy Lift Charges- Stevedoring-I-E-TS .	154.32	3.00	462.96	3.51	541.66
MCEH	Handling Charges Export Empty	1	176.20	176.20	206.15	206.15
MCES	Stevedore Charges Export Empty	1	150.49	150.49	176.07	176.07
MCIH	Handling Charges Import Empty	4	176.20	704.80	206.15	824.60
MCIS	Stevedore Charges Import Empty	4	150.49	601.96	176.07	704.28
MCWI2	Wharfage Empty Container import < 25	4	3.74	14.96	3.74	14.96
MTI2	Stevedoring Handling Charges TS Empty	5	171.85	859.25	201.06	1,005.30
OOG	Container Over dimensions (Number of sides	2	66.67	133.34	78.00	156.00
OSEC	Stevedoring Load - Restow	7	71.65	501.55	83.83	586.81
OSIC	Stevedoring Discharge - Restow	7	71.65	501.55	83.83	586.81
REFP	Plug- Reefer Unit	3	9.98	29.94	11.68	35.04
REFU	Unplug Reefer Unit	3	9.98	29.94	11.68	35.04
SEBB	Security Fees for Break Bulk / Unitized Cargo	996.93	0.14	139.57	0.17	169.48
SECF	Maritime Security Fee - Laden Containers	66	2.87	189.42	3.35	221.10
SECFTO	Maritime Security Fee- Laden Transhipment	94	2.87	269.78	3.35	314.90
SECM	Maritime Security Fee - Empty Containers	5	0.68	3.40	0.8	4.00
SECMTI	Maritime Security Fee- Empty Transhipment	5	0.68	3.40	0.8	4.00
SECMTO	Maritime Security Fee- Empty Transhipment	1	0.68	0.68	0.8	0.80
SERO	Security Fees for Vehicles (RO RO)	55	1.43	78.65	1.67	91.85
SPRIG	RIG / FRAME charges	1	50.17	50.17	58.7	58.70
STBLI	Stevedoring Charges - Import - Break Bulk -	888.5	19.87	17,654.50	23.25	20,657.63
STBUI	Stevedoring Charges - Import -Break Bulk -	72.92	8.07	588.46	9.45	689.09

Tariff ID	Description	Qty	CU Rate	Amount	Proposed Rate	Amount
STRBUE	Stevedoring Charges - RO-RO - BB- Units -	26.57	6.09	161.81	7.13	189.44
STRBUI	Stevedoring Charges - RO-RO - BB-Units -	8.94	6.09	54.44	7.13	63.74
STRGE8	Storage Export Full 40 Non Reefer IMDG (not	2	60.22	120.44	70.46	140.92
STRGM2	Storage STRG Empty 40	4	10.05	40.20	11.76	47.04
STRGT3	Storage Transshipment Full 20" Reefer	17	100.31	1,705.27	117.37	1,995.29
STRGT3	Storage Transshipment Full 20" Reefer	12	200.62	2,407.44	234.74	2,816.88
STRGT4	Storage Transshipment Full 40" Reefer	17	100.31	1,705.27	117.37	1,995.29
STRGT4	Storage Transshipment Full 40" Reefer	12	200.62	2,407.44	234.74	2,816.88
STRGT7	Storage Transshipment Full 20 Non Reefer	6	30.11	180.66	35.23	211.38
STRGT7	Storage Transshipment Full 20 Non Reefer	8	60.22	481.76	70.46	563.68
STRGT8	Storage Transshipment Full 40 Non Reefer	9	60.22	541.98	70.46	634.14
STRGT8	Storage Transshipment Full 40 Non Reefer	26	120.44	3,131.44	140.92	3,663.92
STRVE1	Stevedoring Charges - Export - RO-RO -	2	14.29	28.58	16.73	33.46
STRVI1	Stevedoring Charges - Import - RO-RO -	46	14.29	657.34	16.73	769.58
STRVI2	Stevedoring Charges - Import - RO-RO -	58.79	8.07	474.44	9.45	555.57
WFB1	Wharfage Break Bulk - Import	1596.93	5.01	8,000.62	5.01	8,000.62
WFB2	WHARFAGE - EXPORT BREAKBULK	54	2.49	134.46	2.46	132.84
WFE2	Wharfage Laden Container export < 25	14	46.60	652.40	46.60	652.40
WFE4	Wharfage Laden Container export > 25	16	79.35	1,269.60	79.35	1,269.60
WFI2	Wharfage Laden Container import < 25	17	89.50	1,521.50	89.50	1,521.50
WFI4	Wharfage Laden Container import > 25	19	153.68	2,919.92	153.68	2,919.92
TOTAL:				107,720.98		120,247.66

Increase \$ 12,526.68

Increase per cntr total cntrs 171 \$ 73.26

Note: Increase per container is less due to BB



PORT AUTHORITY OF GUAM

ATURIDAT I PUETTON GUAHAN
Jose D. Leon Guerrero Commercial Port

Bill To:

Visit ID: 28594

Vessel Name:

G/L Date:

Invoice Date:

Invoice#:

30-Apr-25

1-May-25

119304

All invoices are due upon presentation and if remains unpaid thirty (30) days from the date of invoice, interest of 1.5% per month shall accrue. All applicable fees will be assessed if account is referred to Collection Agency. If action is filed for collection, the prevailing party shall be entitled to recover from the other party its cost and attorney fees incurred.

8.5%

Tariff ID	Description	Qty	CU Rate	Amount	Proposed Rate	Amount
CDCP	CDC permitting per BL	1	70.30	70.30	76.28	76.28
CHEH	Handling Charges Export Full Non Reefer	30	175.76	5,272.80	190.70	5,721.00
CHES	Stevedore Charges Export Full Non Reefer	30	150.11	4,503.30	162.87	4,886.10
CHIH	Handling Charges Import Full Non Reefer	33	175.76	5,800.08	190.70	6,293.10
CHIS	Stevedore Charges Import Full Non Reefer	33	150.11	4,953.63	162.87	5,374.71
CSBB	Crane Surcharge-Break Bulk-Import/ Export/	961.42	5.00	4,807.10	5.00	4,807.10
CSC	Crane Surcharge	66	125.00	8,250.00	125.00	8,250.00
FMF	Facility Maintenance Fees	66	34.66	2,287.56	34.66	2,287.56
FMOE	Facility Maintenance Fees for Break Bulk	1650.93	1.88	3,103.75	1.88	3,103.75
FSBIE	Fuel Surcharge-Bulk & Break Bulk-Import/	996.93	0.47	468.56	0.47	468.56
FSIE	Unit-Fuel Surcharge-Import/ Export	71	7.99	567.29	7.99	567.29
FST	Unit-Fuel Surcharge-TS	5	15.98	79.90	15.98	79.90
GIRH	Handling Charges Import Full Reefer	3	308.75	926.25	334.99	1,004.97
GIRS	Stevedore Charges Import Full Reefer	3	150.11	450.33	162.87	488.61
HCBLI	Handling Charges-Import-Break Bulk-Loose	888.5	12.01	10,670.88	13.03	11,577.16
HCBUI	Handling Charges-Import-Break Bulk-Unitized	72.92	10.02	730.66	10.87	792.64
HCRBUE	Handling Charges-RO-RO-BB-Units-Export	26.57	7.55	200.60	8.20	217.87
HCRBUI	Handling Charges - RO-RO - BB-Units -Import	8.94	7.55	67.50	8.20	73.31
HCRVE1	Handling Charges - Export - RO-RO -	2	35.76	71.52	38.79	77.58
HCRVI1	Handling Charges - Import - RO-RO -	46	35.76	1,644.96	38.79	1,784.34
HCRVI2	Handling Charges - Import - RO-RO -	58.79	10.02	589.08	10.87	639.05
HLHC	Heavy Lift Charges- Handling-I-E-TS Cargo >	154.32	3.00	462.96	3.26	503.08
HLST	Heavy Lift Charges- Stevedoring-I-E-TS .	154.32	3.00	462.96	3.26	503.08
MCEH	Handling Charges Export Empty	1	176.20	176.20	191.18	191.18
MCES	Stevedore Charges Export Empty	1	150.49	150.49	163.28	163.28
MCIH	Handling Charges Import Empty	4	176.20	704.80	191.18	764.72
MCIS	Stevedore Charges Import Empty	4	150.49	601.96	163.25	653.00
MCWI2	Wharfage Empty Container import < 25	4	3.74	14.96	3.74	14.96
MTI2	Stevedoring Handling Charges TS Empty	5	171.85	859.25	186.46	932.30
OOG	Container Over dimensions (Number of sides	2	66.67	133.34	72.34	144.68
OSEC	Stevedoring Load - Restow	7	71.65	501.55	77.74	544.18
OSIC	Stevedoring Discharge - Restow	7	71.65	501.55	77.74	544.18
REFP	Plug- Reefer Unit	3	9.98	29.94	10.82	32.46
REFU	Unplug Reefer Unit	3	9.98	29.94	10.82	32.46
SEBB	Security Fees for Break Bulk / Unitized Cargo	996.93	0.14	139.57	0.15	149.54
SECF	Maritime Security Fee - Laden Containers	66	2.87	189.42	3.11	205.26
SECFTO	Maritime Security Fee- Laden Transhipment	94	2.87	269.78	3.11	292.34
SECM	Maritime Security Fee - Empty Containers	5	0.68	3.40	0.74	3.70
SECMTI	Maritime Security Fee- Empty Transhipment	5	0.68	3.40	0.74	3.70
SECMTO	Maritime Security Fee- Empty Transhipment	1	0.68	0.68	0.74	0.74
SERO	Security Fees for Vehicles (RO RO)	55	1.43	78.65	1.55	85.25
SPRIG	RIG / FRAME charges	1	50.17	50.17	54.44	54.44
STBLI	Stevedoring Charges - Import - Break Bulk -	888.5	19.87	17,654.50	21.56	19,156.06
STBUI	Stevedoring Charges - Import -Break Bulk -	72.92	8.07	588.46	8.76	638.78

Tariff ID	Description	Qty	CU Rate	Amount	Proposed Rate	Amount
STRBUE	Stevedoring Charges - RO-RO - BB- Units -	26.57	6.09	161.81	6.61	175.63
STRBUI	Stevedoring Charges - RO-RO - BB-Units -	8.94	6.09	54.44	6.61	59.09
STRGE8	Storage Export Full 40 Non Reefer IMDG (not	2	60.22	120.44	65.34	130.68
STRGM2	Storage STRG Empty 40	4	10.05	40.20	10.9	43.60
STRGT3	Storage Transshipment Full 20" Reefer	17	100.31	1,705.27	108.84	1,850.28
STRGT3	Storage Transshipment Full 20" Reefer	12	200.62	2,407.44	217.68	2,612.16
STRGT4	Storage Transshipment Full 40" Reefer	17	100.31	1,705.27	108.84	1,850.28
STRGT4	Storage Transshipment Full 40" Reefer	12	200.62	2,407.44	217.68	2,612.16
STRGT7	Storage Transshipment Full 20 Non Reefer	6	30.11	180.66	32.67	196.02
STRGT7	Storage Transshipment Full 20 Non Reefer	8	60.22	481.76	65.34	522.72
STRGT8	Storage Transshipment Full 40 Non Reefer	9	60.22	541.98	65.34	588.06
STRGT8	Storage Transshipment Full 40 Non Reefer	26	120.44	3,131.44	130.68	3,397.68
STRVE1	Stevedoring Charges - Export - RO-RO -	2	14.29	28.58	15.51	31.02
STRVI1	Stevedoring Charges - Import - RO-RO -	46	14.29	657.34	15.51	713.46
STRVI2	Stevedoring Charges - Import - RO-RO -	58.79	8.07	474.44	8.76	515.00
WFB1	Wharfage Break Bulk - Import	1596.93	5.01	8,000.62	5.01	8,000.62
WFB2	WHARFAGE - EXPORT BREAKBULK	54	2.49	134.46	2.46	132.84
WFE2	Wharfage Laden Container export < 25	14	46.60	652.40	46.60	652.40
WFE4	Wharfage Laden Container export > 25	16	79.35	1,269.60	79.35	1,269.60
WFI2	Wharfage Laden Container import < 25	17	89.50	1,521.50	89.50	1,521.50
WFI4	Wharfage Laden Container import > 25	19	153.68	2,919.92	153.68	2,919.92
TOTAL:				107,720.98		113,978.97

Increase \$ 6,257.99

Increase per cntr total cntrs 171 \$ 36.60

Note: Increase per container is less due to BB

							Invoice:	87529
							Date:	3/25/2025
				Vessel:			Closing Date	3/31/2025
OD/HOL/ND								
Divison	Remarks	# of Men	Hours	Rate	Amount	Proposed Rate	Amount	
312	ND	9	5	4.04	181.80	6.97	313.65	
313	ND	3	4	3.46	41.52	5.78	69.36	
320	ND	7	4	3.80	106.40	6.40	179.20	
331	ND	4	4	4.36	69.76	7.04	112.64	
332	ND	14	4	4.07	227.92	6.55	366.80	
312	ND	13	5	4.04	262.60	6.97	453.05	
312	ND	3	3	4.04	36.36	6.97	62.73	
313	ND	1	5	3.46	17.30	5.78	28.90	
313	ND	2	3	3.46	20.76	5.78	34.68	
320	ND	7	5	3.80	133.00	6.40	224.00	
331	ND	3	5	4.36	65.40	7.04	105.60	
331	ND	1	3	4.36	13.08	7.04	21.12	
332	ND	12	5	4.07	244.20	6.55	393.00	
332	ND	2	3	4.07	24.42	6.55	39.30	
312	OD	13	3	26.19	1,021.41	34.83	1,358.37	
313	OD	1	3	25.95	77.85	28.90	86.70	
320	OD	7	3	28.52	598.92	32.01	672.21	
331	OD	3	3	32.72	294.48	35.18	316.62	
332	OD	12	3	30.52	1,098.72	32.76	1,179.36	
312	ND	7	4	4.04	113.12	6.97	195.16	
					4,649.02		6,212.45	
Detention								
Divison	Remarks	# of Men	Hours	Rate	Amount	Proposed Rate	Amount	
312	ST	9	2.5	52.41	1,179.23	69.65	1,567.13	
312	ST	7	0.5	52.41	183.44	69.65	243.78	
312	ST	16	0.7	52.41	586.99	69.65	780.08	
313	ST	3	0.5	51.89	77.84	57.79	86.69	
313	ST	3	0.7	51.89	108.97	57.79	121.36	
320	ST	7	0.5	57.05	199.68	64.02	224.07	
320	ST	7	0.7	57.05	279.55	64.02	313.70	
331	ST	4	0.5	65.44	130.88	70.36	140.72	
331	ST	4	0.7	65.44	183.23	70.36	197.01	
332	ST	14	0.5	61.05	427.35	65.51	458.57	
332	ST	14	0.7	61.05	598.29	65.51	642.00	
312	ST	8	0.1	52.41	41.93	69.65	55.72	
					3,997.70		4,830.81	
Guaranteed Shift								

Divison	Remarks	# of Men	Hours	Rate	Amount	Proposed		
						Rate	Amount	
313	ST	1	2.1	51.89	108.97	57.79	121.36	
313	OT	1	3	77.83	233.49	86.69	260.07	
320	ST	4	2.1	57.05	479.22	64.02	537.77	
320	OT	4	3	85.57	1,026.84	96.02	1,152.24	
331	ST	2	2.1	65.44	274.85	70.36	295.51	
331	OT	2	3	98.17	589.02	105.54	633.24	
332	ST	9	2.1	61.05	1,153.85	65.51	1,238.14	
332	OT	9	3	91.57	2,472.39	98.27	2,653.29	
312	ST	8	1	52.41	419.28	69.65	557.20	
312	OT	8	3	78.60	1,886.40	104.48	2,507.52	
332	ST	1	3.1	61.05	189.26	65.51	203.08	
332	OT	1	2	91.57	183.14	98.27	196.54	
					9,016.76		10,355.96	
								Variance
					17,663.48		21,399.22	3,735.73
				Discount	<u>44.16</u>		<u>53.50</u>	<u>9.34</u>
					17,619.32		21,345.72	<u>3,726.39</u>

							Invoice:	87530
							Date:	3/26/2025
				Vessel:			Closing Date:	3/31/2025
OD/HOL/ND								
Divison	Remarks	# of Men	Hours	Rate	Amount	Proposed Rate	Amount	
312	HD	7	1	40.37	282.59	46.67	326.69	
312	HD	7	6	40.37	1,695.54	46.67	1,960.14	
312	HD	4	4.9	40.37	791.25	46.67	914.73	
312	HD	1	1.9	40.37	76.70	46.67	88.67	
320	HD	4	6	38.03	912.72	42.89	1,029.36	
320	HD	3	4.9	38.03	559.04	42.89	630.48	
332	HD	7	6	40.70	1,709.40	43.89	1,843.38	
312	ND	11	1	4.04	44.44	6.97	76.67	
313	ND	1	1	3.46	3.46	5.78	5.78	
320	ND	7	1	3.80	26.60	6.40	44.80	
332	ND	12	1	4.07	48.84	6.55	78.60	
331	ND	3	1	4.36	13.08	7.04	21.12	
312	ND	13	5	4.04	262.60	6.97	453.05	
312	HD	13	5	40.37	2,624.05	46.67	3,033.55	
313	ND	1	5	3.46	17.30	5.78	28.90	
313	HD	1	5	34.58	172.90	38.72	193.60	
320	ND	7	5	3.80	133.00	6.40	224.00	
320	HD	7	5	38.03	1,331.05	42.89	1,501.15	
332	ND	9	5	4.07	183.15	6.55	294.75	
332	HD	9	5	40.70	1,831.50	43.89	1,975.05	
331	ND	3	5	4.36	65.40	7.04	105.60	
331	HD	3	5	43.63	654.45	47.14	707.10	
312	ND	13	5	4.04	262.60	6.97	453.05	
313	ND	1	5	3.46	17.30	5.78	28.90	
320	ND	7	5	3.80	133.00	6.40	224.00	
332	ND	9	5	4.07	183.15	6.55	294.75	
331	ND	3	5	4.36	65.40	7.04	105.60	
312	OD	6	0.7	26.19	110.00	34.83	146.29	
320	OD	3	0.7	28.52	59.89	32.01	67.22	
332	OD	4	0.7	30.52	85.46	32.76	91.73	
331	OD	1	0.7	32.72	22.90	35.18	24.63	
312	OD	7	2	26.19	366.66	34.83	487.62	
320	OD	4	2	28.52	228.16	32.01	256.08	
332	OD	5	2	30.52	305.20	32.76	327.60	
331	OD	1	2	32.72	65.44	35.18	70.36	
312	OD	6	2.6	26.19	408.56	34.83	543.35	
320	OD	3	2.6	28.52	222.46	32.01	249.68	
313	OD	1	2.6	25.95	67.47	28.90	75.14	

Divison	Remarks	# of Men	Hours	Rate	Amount	Proposed Rate	Amount	
332	OD	4	2.6	30.52	317.41	32.76	340.70	
331	OD	2	2.6	32.72	170.14	35.18	182.94	
313	HD	1	6	34.58	207.48	38.72	232.32	
312	OD	1	0.3	26.19	7.86	34.83	10.45	
320	OD	1	0.3	28.52	8.56	32.01	9.60	
332	OD	1	0.3	30.52	9.16	32.76	9.83	
332	HD	5	4.9	40.70	997.15	43.89	1,075.31	
331	HD	2	6	43.63	523.56	47.14	565.68	
331	HD	1	4.9	43.63	213.79	47.14	230.99	
					18,497.73		21,640.98	
Detention								
Divison	Remarks	# of Men	Hours	Rate	Amount	Proposed Rate	Amount	
312	ST	7	0.2	52.41	73.37	69.65	97.51	
312	HD	7	0.2	40.37	56.52	46.67	65.34	
312	ST	7	0.8	52.41	293.50	69.65	390.04	
312	HD	7	0.8	40.37	226.07	46.67	261.35	
312	OT	7	0.3	78.60	165.06	104.48	219.41	
320	OT	4	0.3	85.57	102.68	96.02	115.22	
332	OT	5	0.3	91.57	137.36	98.27	147.41	
331	OT	1	0.3	98.17	29.45	105.54	31.66	
312	OT	7	0.4	78.60	220.08	104.48	292.54	
313	OT	1	0.4	77.83	31.13	86.69	34.68	
320	OT	4	0.4	85.57	136.91	96.02	153.63	
332	OT	5	0.4	91.57	183.14	98.27	196.54	
331	OT	2	0.4	98.17	78.54	105.54	84.43	
					1,733.82		2,089.76	
Guaranteed Shift								
Divison	Remarks	# of Men	Hours	Rate	Amount	Proposed Rate	Amount	
313	ST	1	2.1	51.89	108.97	57.79	121.36	
320	ST	5	2.1	57.05	599.03	64.02	672.21	
332	ST	10	2.1	61.05	1,282.05	65.51	1,375.71	
331	ST	2	2.1	65.44	274.85	70.36	295.51	
312	ST	8	1.6	52.41	670.85	69.65	891.52	
					2,935.84		3,356.31	
					23,167.39		27,087.05	Variance
				Discount	<u>57.92</u>		<u>67.72</u>	<u>3,919.66</u>
					23,109.48		27,019.33	3,909.86



PORT AUTHORITY OF GUAM

ATURIDAT I PUETTON GUAHAN
Jose D. Leon Guerrero Commercial Port

1026 Cabras Hwy Ste. 201, Piti Guam 96925

VESSEL INVOICES - STEVEDORING CHARGES

Bill To:

G/L Date: February 25, 2025

Visit ID: 028504

Invoice Date: February 25,

Vessel Name:

Invoice#: 118843

*All invoices are due upon presentation and if remains unpaid thirty (30) days from the date of invoice, interest of 1.5% per month shall accrue.
All applicable fees will be assessed if account is referred to Collection Agency. If action is filed for collection, the prevailing party shall be
entitled to
recover from the other party its cost and attorney fees incurred.*

Tariff ID	Description	Qty	CU Rate	Amount
FMOC	Facility Maintenance Fees for Break Bulk	1527.24	\$ 1.88	2,871.21
HCRV11	Handling Charges - Import - RO-RO -	108.00	\$ 35.76	3,862.08
SERO	Security Fees for Vehicles (RO RO)	108.00	\$ 1.43	154.44
STRV11	Stevedoring Charges - Import - RO-RO -	108.00	\$ 14.29	1,543.32
WFB1	Wharfage Break Bulk - Import	1527.24	\$ 5.01	7,651.47
TOTAL				16,082.52

17%	
Proposed Rate	Amount
\$ 1.88	2,871.21
\$ 41.84	4,518.72
\$ 1.67	180.36
\$ 16.73	1,806.84
\$ 5.01	7,651.47
	17,028.60

Page Number: 1

Increase:	\$	946.08
Increase per vehicle	total veh.108 \$	8.76
Increase %		6%



PORT AUTHORITY OF GUAM

ATURIDAT I PUETTON GUAHAN
Jose D. Leon Guerrero Commercial Port

1026 Cabras Hwy Ste. 201, Piti Guam 96925

VESSEL INVOICES - STEVEDORING CHARGES

Bill To:

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*All invoices are due upon presentation and if remains unpaid thirty (30) days from the date of invoice, interest of 1.5% per month shall accrue.
All applicable fees will be assessed if account is referred to Collection Agency. If action is filed for collection, the prevailing party shall be
entitled to
recover from the other party its cost and attorney fees incurred.*

8.50%

Tariff ID	Description	Qty	CU Rate	Amount	Proposed Rate	Amount
FMOG	Facility Manintanance Fees for Break Bulk	1527.24	\$ 1.88	2,871.21	\$ 1.88	2,871.21
HCRVI1	Handling Charges - Import - RO-RO -	108.00	\$ 35.76	3,862.08	\$ 38.79	4,189.32
SERO	Security Fees for Vehicles (RO RO)	108.00	\$ 1.43	154.44	\$ 1.55	167.40
STRVI1	Stevedoring Charges - Import - RO-RO -	108.00	\$ 14.29	1,543.32	\$ 15.51	1,675.08
WFB1	Wharfage Break Bulk - Import	1527.24	\$ 5.01	7,651.47	\$ 5.01	7,651.47
TOTAL:				16,082.52		16,554.48

Increase:

Increase per vehicle

Increase %

471.96

total veh.108

4.37

3%

Gate Services: For issue & receiving of containers only (sample is in the weekend for 8 hours)

SSR#	Date of Service	Description	Manpower	Code	Qty	Hrs	Current Rate	CU Amount	Phase 1		Phase 2			
									Proposed Rate	Amount	Proposed Rate	Amount		
00254-25	12/8/2024	Gate Services: For issue & receiving of containers only	Cargo Checker	320OT.U	5	8	\$ 85.57	\$ 3,422.80	\$ 96.02	\$3,840.80	\$ 96.02	\$ 3,840.80		
			Electrician	422OT.U	1	8	\$ 89.01	\$ 712.08	\$ 107.65	\$ 861.20	\$ 107.65	\$ 861.20		
			Security Guard	122OT.U	1	8	\$ 53.69	\$ 429.52	\$ 101.05	\$ 808.40	\$ 101.05	\$ 808.40		
			Equip. Operato	332OT.U	3	8	\$ 91.57	\$ 2,197.68	\$ 98.27	\$2,358.48	\$ 98.27	\$ 2,358.48		
			Equipment	Code	Qty	Hrs	Current Rate	Amount	Proposed Rate 8.5%	Amount	Proposed Rate 17%	Amount		
			Tractor	ECTRCTR.U	1	8	\$ 48.73	\$ 389.84	\$ 52.87	\$ 422.96	\$ 57.01	\$ 456.08		
			Top Lifter	ECTPLIFT.U	2	8	\$ 85.99	\$ 1,375.84	\$ 93.30	\$1,492.80	\$ 100.61	\$ 1,609.76		
Total								\$ 8,527.76	\$9,784.64		\$ 9,934.72			
Increase									\$1,256.88	\$ 1,406.96				
Increase %									15%	16%				

Gate Services: For issue & receiving of containers only (sample is on a holiday for 8 hours)

									Phase 1		Phase 2			
SSR#	Date of Service	Description	Manpower	Code	Qty	Hrs	Current Rate	Amount	Proposed Rate	Amount	Proposed Rate	Amount		
00254-25	12/9/2024	Gate Services: For issue & receiving of containers only	Cargo Checker	320ST.U	5	8	\$ 57.05	\$2,282.00	\$ 64.02	\$ 2,560.80	\$ 64.02	\$ 2,560.80		
				320HD.U	5	8	\$ 38.03	\$1,521.20	\$ 42.89	\$ 1,715.60	\$ 42.89	\$ 1,715.60		
			Electrician	422ST.U	1	8	\$ 59.34	\$ 474.72	\$ 71.77	\$ 574.16	\$ 71.77	\$ 574.16		
				422HD.U	1	8	\$ 39.56	\$ 316.48	\$ 48.08	\$ 384.64	\$ 48.08	\$ 384.64		
			Security Guard	122ST.U	1	8	\$ 35.78	\$ 286.24	\$ 67.37	\$ 538.96	\$ 67.37	\$ 538.96		
				122HD.U	1	8	\$ 23.86	\$ 190.88	\$ 45.14	\$ 361.12	\$ 45.14	\$ 361.12		
			Equip. Operato	332ST.U	3	8	\$ 61.05	\$1,465.20	\$ 65.51	\$ 1,572.24	\$ 65.51	\$ 1,572.24		
				332HD.U	3	8	\$ 40.70	\$ 976.80	\$ 43.89	\$ 1,053.36	\$ 43.89	\$ 1,053.36		
			Equipment		Code	Qty	Hrs	Current Rate	Amount	Proposed Rate 8.5%	Amount	Proposed Rate 17%	Amount	
			Tractor		ECTRCTR.U	1	8	\$ 48.73	\$ 389.84	\$ 52.87	\$ 422.96	\$ 57.01	\$ 456.08	
			Top Lifter		ECTPLIFT.U	2	8	\$ 85.99	\$1,375.84	\$ 93.30	\$ 1,492.80	\$ 100.61	\$ 1,609.76	
			TOTAL								\$9,279.20	\$10,676.64		\$ 10,826.72
Increase								\$ 1,397.44	\$ 1,547.52					
Increase %								15%	17%					

Dray, ground & devan - 6 containers (sample is during straight-time for 2 hours)

SSR#	Date of Service	Description	Manpower	Code	No.Men	Hrs	Current Rate	Amount	Phase 1		Phase 2	
									Proposed Rate	Amount	Proposed Rate	Amount
00231-25	12/6/2024	Dray, ground & devan - 6 containers KMH058	Stevedore	312ST.U	5	2	\$ 52.41	\$ 524.10	\$ 69.65	\$ 696.50	\$ 69.65	\$ 696.50
			Cargo Checker	320ST.U	1	2	\$ 57.05	\$ 114.10	\$ 64.02	\$ 128.04	\$ 64.02	\$ 128.04
			Rigger	313ST.U	1	2	\$ 51.89	\$ 103.78	\$ 57.79	\$ 115.58	\$ 57.79	\$ 115.58
			Crane Operator	331ST.U	1	2	\$ 65.44	\$ 130.88	\$ 70.36	\$ 140.72	\$ 70.36	\$ 140.72
			Equip. Operator	332ST.U	3	2	\$ 61.05	\$ 366.30	\$ 65.51	\$ 393.06	\$ 65.51	\$ 393.06
			Equipment	Code	Qty	Hrs	Current Rate	Amount	Proposed Rate 8.5%	Amount	Proposed Rate 17%	Amount
			Tractor	ECTRCTR.U	3	2	\$ 48.73	\$ 292.38	\$ 52.87	\$ 317.22	\$ 57.01	\$ 342.06
			Gantry Crane	ECGTRY.U	1	2	\$ 564.71	\$ 1,129.42	\$ 612.71	\$ 1,225.42	\$ 660.71	\$ 1,321.42
			Rig Sling	SPRIG	4	1	\$ 50.17	\$ 200.68	\$ 54.44	\$ 217.76	\$ 58.70	\$ 234.80
							Amount Due \$ 2,861.64	\$ 3,234.30		\$3,372.18		
							Increase	\$ 372.66		\$ 510.54		
							Increase %	13%		18%		

Dray, ground & devan - 6 containers (sample is during overtime for 2 hours)

SSR#	Date of Service	Description	Manpower	Code	No.Men	Hrs	CU Rate	Amount	Phase 1		Phase 2			
									Proposed Rate	Amount	Proposed Rate	Amount		
00231-25	12/7/2024	Dray, ground & devan - 6 containers KMH058	Stevedore	312OT.U	5	2	\$ 78.60	\$ 786.00	\$ 104.48	\$1,044.80	\$ 104.48	\$ 1,044.80		
			Cargo Checker	320OT.U	1	2	\$ 85.57	\$ 171.14	\$ 96.02	\$ 192.04	\$ 96.02	\$ 192.04		
			Rigger	313OT.U	1	2	\$ 51.89	\$ 103.78	\$ 86.69	\$ 173.38	\$ 86.69	\$ 173.38		
			Crane Operator	331OT.U	1	2	\$ 98.17	\$ 196.34	\$ 105.54	\$ 211.08	\$ 105.54	\$ 211.08		
			Equip. Operator	332OT.U	3	2	\$ 91.57	\$ 549.42	\$ 98.27	\$ 589.62	\$ 98.27	\$ 589.62		
			Equipment	Code	Qty	Hrs	CU Rate	Amount	Proposed Rate 8.5%	Amount	Proposed Rate 17%	Amount		
			Tractor	ECTRCTR.U	3	2	\$ 48.73	\$ 292.38	\$ 52.87	\$ 317.22	\$ 57.01	\$ 342.06		
			Gantry Crane	ECGTRY.U	1	2	\$ 564.71	\$1,129.42	\$ 612.71	\$1,225.42	\$ 660.71	\$ 1,321.42		
			Rig Sling	SPRIG	4	1	\$ 50.17	\$ 200.68	\$ 54.44	\$ 217.76	\$ 58.70	\$ 234.80		
Amount Due \$3,429.16								\$3,971.32		\$ 4,109.20				
Increase									\$ 542.16		\$ 680.04			
Increase %									16%		20%			

Dray, ground & devan - 1 POV (flat rate)

SSR#	Date of Service	Description	Flatrate	Code	Qty	Hrs	CU Rate	Amount	Phase 1		Phase 2	
									Proposed Rate 8.5%	Amount	Proposed Rate 17%	Amount
00361-25	1/8/2025	Dray, ground & devan - 1 containers KMH059	DEV POV	DEVPOV	1		\$ 215.00	\$ 215.00	\$ 233.27	\$ 233.27	\$ 251.55	\$ 251.55
							Amount Due	\$ 215.00	Amount Due	\$ 233.27	Amount Due	\$ 251.55
							Increase		\$ 18.27		\$ 36.55	
							Increase %		8%		17%	

APPENDIX VI

Comparison of Current and Proposed Tariffs to Shipping Agent's Invoice



PORT OF GUAM
ATURIDAT / PUETTON GUAHAN
Jose D. Leon Guerrero Commercial Port
1026 Cabras Highway, Suite 201, Piti, Guam 96915
Telephone: 671-477-5931/35 Facsimile: 671-477-2689/4445
Website: www.portguam.com



Lourdes A. Leon Guerrero
Governor of Guam
Joshua F. Tenorio
Lieutenant Governor

June 13, 2025

MEMORANDUM

TO: All Shipping Agents and Port Users
FROM: Rory J. Respicio, General Manager *Rory J. Respicio*
SUBJECT: Comparison of Current and Proposed Tariff Billing to Shipping Agent's Invoice

Based on our analysis, the table below outlines the main types of services provided by the Port, along with the corresponding totals for current and proposed billings. We have also included the variance and percentage increase to illustrate the impact of the Port's proposed cargo handling throughput and labor rates. Other rate charges, such as wharfage, fuel surcharge, facility maintenance fee, crane surcharge, and leases, will not have any tariff adjustments in this proposed rate.

Type of Operation	Current Billing	Proposed Billing	\$ Variance	% Variance	Description	Increase per cargo type
Container Vessel_1						
Stevedoring Charges	396,750.35	440,456.63	43,706.28	11%	770 containers	56.76
Labor	15,868.09	19,602.30	3,734.21	24%		4.85
Marine Charges	-	-	-	0%		0
TOTAL	412,618.44	460,058.93	47,440.49	11%		61.61
Container Vessel_2						
Stevedoring Charges	457,086.31	506,020.29	48,933.98	11%	835 containers	58.60
Labor	19,073.02	23,427.41	4,354.39	23%		5.21
Marine Charges	553.82	647.97	94.14	17%		0.11
TOTAL	476,713.15	530,095.66	53,382.51	11%		63.93
Container & Breakbulk Vessel						
Stevedoring Charges	107,720.99	120,247.67	12,526.68	12%	171 cntrs & 1650 Revenue Ton Breakbulk	
Labor	13,145.17	\$ 16,375.03	3,229.86	25%		
Marine Charges	343.89	402.35	58.46	17%		
TOTAL	121,210.05	137,025.05	15,815.00	13%		
RoRo Vessel						
Stevedoring Charges	16,269.16	17,206.48	937.32	6%	107 Vehicles	8.76
Labor	2,612.52	\$ 3,379.42	766.90	29%		7.17
Marine Charges	-	0	-	0%		0
TOTAL	18,881.68	20,585.90	1,704.22	9%		15.93
Passenger Vessel						
Marine Charges	22,647.15	31,846.95	9,199.80	41%	643 passengers	14.31
Special Service Requests						
Open Gate Overtime (8 hours)	8,527.76	\$ 9,934.72	1,406.96	16%		
Open Gate Holiday (8 hours)	9,279.20	\$ 10,826.72	1,547.52	17%		
Devan Straight time (2 hours)	2,861.64	\$ 3,372.18	510.54	18%		
Devan Over time (2 hours)	3,481.04	\$ 4,109.20	628.16	18%	Gantry used	
Devan POV	215.00	\$ 251.55	36.55	17%		

Should you need further clarification, please feel free to contact Mr. Jose B. Guevara, Chief Financial Officer at (671) 477-5931, Ext. 211.



APPENDIX VII

Proposed Rate Impact on Commodity

PORT AUTHORITY

Commodity Impact

ITEM	Canned Beverage	Canned Spam	Lettuce Heads	Rice (20 lbs bag)	Lumber (2x4x8)
Per Unit Cost: Current for a 40' Container					
PAG Cost 40'	651.28	651.28	804.60	651.28	651.28
Unites/cntr	51,744	49,032	24,000	2,280	3,550
Cost/unit	0.0126	0.0133	0.0335	0.2856	0.1835
Per Unit Cost: Proposed Rate for a 40' Container					
PAG Cost 40'	\$ 707.29	\$ 707.29	\$ 886.68	\$ 707.29	\$ 707.29
Cost/unit	0.0137	0.014425069	0.0369	0.3102	0.1992
Per Unit Cost Variance					
Increase	\$ 56.01	56.01	82.08	56.01	56.01
Cost/unit	0.0011	0.0011	0.0034	0.0246	0.0158

APPENDIX VIII

Container and Cargo Rate

CONTAINER AND CARGO RATE

INBOUND	20' Dry	20' Ref	20' MT	40' Dry	40' Ref	40' MT	BBLK	UNI
Wharfage - no change	\$ 89.72	\$ 89.72	\$ 3.75	\$ 154.07	\$ 154.07	\$ 5.02	\$ 5.02	\$ 5.02
Stevedoring	\$ 176.07	\$ 176.07	\$ 176.07	\$ 176.07	\$ 176.07	\$ 176.07	\$ 23.31	\$ 9.47
Handling	\$ 206.15	\$ 362.14	\$ 206.15	\$ 206.15	\$ 362.14	\$ 206.15	\$ 14.09	\$ 11.76
Plug Reefers	\$ -	\$ 11.70	\$ -	\$ -	\$ 11.70	\$ -	\$ -	\$ -
Unplug Reefers	\$ -	\$ 11.70	\$ -	\$ -	\$ 11.70	\$ -	\$ -	\$ -
Security Fee	\$ 3.35	\$ 3.35	\$ 0.80	\$ 3.35	\$ 3.35	\$ 0.80	\$ 0.17	\$ 0.17
Fuel Surcharge - no change	\$ 7.99	\$ 7.99	\$ 7.99	\$ 7.99	\$ 7.99	\$ 7.99	\$ 0.47	\$ 0.47
Facility Maintenance Fee (FMF) - no change	\$ 34.66	\$ 34.66	\$ -	\$ 34.66	\$ 34.66	\$ -	\$ 1.88	\$ 1.88
Crane Surcharge - no change	\$ 125.00	\$ 125.00	\$ -	\$ 125.00	\$ 125.00	\$ -	\$ 5.00	\$ 5.00
Proposed Total:	\$ 642.94	\$ 822.33	\$ 394.76	\$ 707.29	\$ 886.68	\$ 396.03	\$ 49.94	\$ 33.77
Current Rate	\$ 586.93	\$ 740.25	\$ 339.11	\$ 651.28	\$ 804.60	\$ 340.38	\$ 44.47	\$ 30.65
Increase	\$ 56.01	\$ 82.08	\$ 55.65	\$ 56.01	\$ 82.08	\$ 55.65	\$ 5.47	\$ 3.12
OUTBOUND	20' Dry	20' Ref	20' MT	40' Dry	40' Ref	40' MT	BBLK	UNI
Wharfage - no change	\$ 46.72	\$ 46.72	\$ -	\$ 79.55	\$ 79.55	\$ -	\$ 2.50	\$ 2.50
Stevedoring	\$ 176.07	\$ 176.07	\$ 176.07	\$ 176.07	\$ 176.07	\$ 176.07	\$ 23.31	\$ 9.47
Handling	\$ 206.15	\$ 362.14	\$ 206.15	\$ 206.15	\$ 362.14	\$ 206.15	\$ 14.09	\$ 11.76
Plug Reefers	\$ -	\$ 11.70	\$ -	\$ -	\$ 11.70	\$ -	\$ -	\$ -
Unplug Reefers	\$ -	\$ 11.70	\$ -	\$ -	\$ 11.70	\$ -	\$ -	\$ -
Security Fee	\$ 3.35	\$ 3.35	\$ 0.80	\$ 3.35	\$ 3.35	\$ 0.80	\$ 0.17	\$ 0.17
Fuel Surcharge - no change	\$ 7.99	\$ 7.99	\$ 7.99	\$ 7.99	\$ 7.99	\$ 7.99	\$ 0.47	\$ 0.47
Facility Maintenance Fee (FMF) - no change	\$ 34.66	\$ 34.66	\$ -	\$ 34.66	\$ 34.66	\$ -	\$ 1.88	\$ 1.88
Crane Surcharge - no change	\$ 125.00	\$ 125.00	\$ -	\$ 125.00	\$ 125.00	\$ -	\$ 5.00	\$ 5.00
Proposed Total:	\$ 599.94	\$ 779.33	\$ 391.01	\$ 632.77	\$ 812.16	\$ 391.01	\$ 47.42	\$ 31.25
Current Rate	\$ 543.93	\$ 697.25	\$ 335.36	\$ 576.76	\$ 730.08	\$ 335.36	\$ 41.95	\$ 28.13
Increase	\$ 56.01	\$ 82.08	\$ 55.65	\$ 56.01	\$ 82.08	\$ 55.65	\$ 5.47	\$ 3.12
TRANSSHIPMENT	TS	TSR	TSMT(Domestic)		TSMT			
Transshipment Rate(Stev&Hndl)	\$ 349.59	\$ 349.59	\$ 201.07		\$ 201.07			
Plug Reefers	\$ -	\$ 11.70	\$ -		\$ -			
Unplug Reefers	\$ -	\$ 11.70	\$ -		\$ -			
Security Fee	\$ 3.35	\$ 3.35	\$ 0.80		\$ 0.80			
Fuel Surcharge - no change	\$ 15.98	\$ 15.98	\$ 15.98		\$ 15.98			
Facility Maintenance Fee (FMF) - no change	\$ 34.66	\$ 34.66						
Crane Surcharge - no change	\$ 125.00	\$ 125.00						
Proposed Total:	\$ 528.58	\$ 551.98	\$ 217.85		\$ 217.85			
Current Rate	\$ 477.31	\$ 497.31	\$ 188.51		\$ 188.51			
Increase	\$ 51.27	\$ 54.67	\$ 29.34		\$ 29.34			

Discharging/Loading Must meet the qualification of 10 container or more

FREE TIME		WHARF DEMURRAGE	
<i>TRANSSHIPPED-Loaded & Empties</i>	Free Days	20' or Less	Over 20'
	<i>(Calendar days)</i>	(Day 16 and on)	
	15	\$ 35.23	\$ 70.46
<i>T/S, IMP & EXP-Hazardous Containers</i>	Free Days	20' or Less	Over 20'
<i>(CL 1-8)other than CDC</i>	<i>(Calendar days)</i>	(Day's 3 & 4)	
	2	\$ 35.23	\$ 70.46
		(Day 5 and on)	
		\$ 70.46	\$ 140.92
<i>T/S, IMP & EXP-Operating Refrigerated</i>	Free Days	20' or Less	Over 20'
	<i>(Working days)</i>	(Day's 3 & 4)	
	2	\$ 117.37	\$ 117.37
		(Day 5 and on)	
		\$ 234.74	\$ 234.74
<i>IMPORT & EXPORT-Loaded</i>	Free Days	20' or Less	Over 20'
<i>wheeled or stacked</i>	<i>(Working days)</i>	(Day's 6 - 10)	
	5	\$ 35.23	\$ 70.46
		(Day 11 and on)	
		\$ 70.46	\$ 140.92
<i>IMPORT & EXPORT-Empty</i>	Free Days	20' or Over	Over 20'
<i>wheeled or stacked</i>	<i>(Working days)</i>	(Day's 6 and on)	
	5	\$ 11.76	\$ 11.76