

DECLASSIFIED

E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

894.843/1-145 -- 12-3148 - 49

DIVISION OF
NORTHEAST ASIAN AFFAIRS

JAN 10 1948

DEPARTMENT OF STATE

UNITED STATES POLITICAL ADVISER
FOR JAPAN

No. 19

UNCLASSIFIED

ASSISTANT SECRETARY
A-S
JAN 28 1948
MR. SALTZMAN
DEPARTMENT OF STATE

Tokyo, Japan, January 8, 1948

Subject: Charges for Use of Japanese Port Facilities.

1/ The Acting Political Adviser has the honor to enclose five copies
of a schedule dated August 1, 1947, showing the rates charged foreign
2/ vessels for use of Japanese port facilities. There are also enclosed
five copies of Circular No. 16, dated December 23, 1947 issued by this
Headquarters defining the term port facilities and containing provisions
for payment to the Supreme Commander for the Allied Powers of port
charges listed in the schedule.

894,843/1-848

DIVISION OF COMMERCIAL POLICE
DEPARTMENT OF STATE
FEB 17 1948

DIVISION OF OCCUPIED AREAS
ECONOMIC AFFAIRS
DEPARTMENT OF STATE
JAN 27 1948

Enclosures:

1. Schedule dated August 1, 1947, entitled "Schedule of Rates for Port Facilities at Japanese Ports". (five copies)
2. Circular No. 16, dated December 23, 1947, entitled "Charges for Indigenous Port Facilities Furnished to Foreign Vessels in Japanese Ports." (five copies)

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DIVISION OF TRADE DEVELOPMENT
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SHIPPING DIVISION
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THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Enclosures Nos. 1 and 2 to Despatch No. 19, dated
January 8, 1948, from the Office of the U.S.
Political Adviser for Japan, Tokyo, on the subject
"Charges for Use of Japanese Port Facilities".

GENERAL HEADQUARTERS
 SUPREME COMMANDER FOR THE ALLIED POWERS

APO 500
 1 Aug 47

SCHEDULE OF RATES FOR PORT FACILITIES AT JAPANESE PORTS

<u>Pilotage</u> : per operation @ 10' draft, 6% per every foot & 1,000 ton	\$ 7.35
Night service (extra)	4.41
<u>Tug Hire</u> : Sunrise to sunset	5.89
Sunset to midnight	8.83
Waiting (day) per hr . . . . .	.59
" (night) " " . . . . .	.89
<u>Handling Lines</u> : Sampan hire unshackling	2.94
Overtime or stormy weather	50% extra
At wharves: 3000 to 5000 gr. tons	6.48
5000 to 7000 " "	8.24
7000 to 10000 " "	9.41
ex 3000 . . . . .	.88
<u>Launch Service</u> : Meet ship at Quarantine	3.98
Service in port (3 RT per day)	7.65
Special uses, per hr	3.98
<u>Laundry</u> : (per piece) . . . . .	.03
<u>Buoy Hire</u> : (per day) Under 5000 tons	2.94
" 10000 "	4.41
" 15000 "	6.76
Over 15000 "	8.83
<u>Wharfage</u> : per net reg ton: Up to 24 hrs. . . . .	.0059
24 to 96 " . . . . .	.0089
Over 96 " . . . . .	.0118
<u>Tonnage Dues</u> : per net reg ton per call . . . . .	.0165
" " " " " year . . . . .	.0495
<u>Water</u> : per metric ton, at Wharf . . . . .	.07
Stream inside B/W . . . . .	.135
" outside " . . . . .	.156
Night supply	Add 20%

1.

GENERAL HEADQUARTERS
 SUPREME COMMANDER FOR THE ALLIED POWERS

CARGO HANDLING

General Cargo	\$.22	Per Ton
Pig Iron . . . . .	.22	" "
Grain, bulk . . . . .	.22	" "
Cement, paper bags . . . . .	.22	" "
" gunny bags . . . . .	.22	" "
Phosphate Rock . . . . .	.22	" "
Silk, Raw . . . . .	.22	" "
Petroleum, packaged . . . . .	.22	" "
Lumber 480' BM . . . . .	.22	" "
Cotton, U. S. . . . .	.24	" "
Scrap Iron . . . . .	.25	" "
Refrigerated Cargo . . . . .	.32	" "
Hazardous Cargo . . . . .	.33	" "
	.88	" "

Labor Standby - per man per hr.
 6 a.m. - 6 p.m.15
 6 p.m. - 6 a.m.19

Labor Overtime - per man per hr.
 Loading and Discharging
 6 p.m. - 6 a.m.17

Shifting Cargo - per man per hr., one hold to
 another, 6 a.m. - 6 p.m.16
 6 p.m. - 6 a.m.22
 When disch. to whf or lighters,
 per ton73

Cleaning Holds - per man per hr.
 6 a.m. - 6 p.m.16
 6 p.m. - 6 a.m.22

Winchmen - Overtime 6 p.m. - 6 a.m. per hr.14

Carpenters - per man per day2.72
 Overtime per hr. 6 p.m. - 6 a.m.30

Coopers - per man per day1.76
 Overtime per hr. 6 p.m. - 6 a.m.30

Watchman - per day, Headman1.76
 Gangway & Hold, 6 p.m. - M.D. - 1 Day 1.41
 M.D. - 6 a.m. " 1.41
 Extra for meals per ea15

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

<u>Tallymen</u> - per day	\$ 1.76
Chief Checker	1.41
½ night, same as day, All night, same as double day.	
Hourly basis to midnight . . . . .	.44
Extra for each meal . . . . .	.15
<u>Heavy Lifts</u> - 2 - 5 tons . . . . .	.53 per ton
6 - 10 " . . . . .	.71 " "
11 - 15 " . . . . .	.88 " "
16 - 20 "	1.44 " "
Over 20 tons	2.21 " "
<u>Crane Hire</u> - (Floating)	
Under 5 tons per lift	8.82 per lift
" 10 " " "	10.29 " "
" 15 " " ton	1.03 " Ton
" 20 " " "	1.18 " "
" 25 " " "	1.47 " "
" 30 " " "	1.61 " "
" 35 " " "	1.77 " "
" 40 " " "	2.06 " "
" 45 " " "	2.45 " "
" 50 " " "	2.94 " "
Towage charges (per trip)	7.35
<u>Lighter Hire</u> - per ton. Calculated on ship's rev tons actually in the lighter . . . . .	.176 XXXX
<u>Lighter Demurrage</u> - After first 48 hours per net reg ton per day . . . . .	.04
<u>Measuring & Weighing</u> - per ton . . . . .	.03

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

CIRCULAR)
NO....16)

APO 500
23 December 1947

CHARGES FOR INDIGENOUS PORT FACILITIES FURNISHED
TO FOREIGN VESSELS IN JAPANESE PORTS

1. Reference. Schedule of Rates for Port Facilities in Japanese Ports, 1 August 1947.
2. Purpose. The purpose of this circular is to announce the policy regarding charges for port facilities furnished from Japanese sources to all vessels of foreign government registry, ownership or operation that use Japanese ports.
3. Definitions. The following definitions of terms are applicable only to the policy herein:
 - a. Port Facilities include all labor, material, equipment and supplies that are used or consumed in the movement of a vessel into and out of a harbor, and in handling cargo for the vessel. These facilities are categorized into the following three groups:
 - (1) Repairs and Supplies include bunkers, subsistence, spare parts, material and labor for repairs, and all other supplies furnished to vessels.
 - (2) Cargo Handling includes all labor, equipment and supplies required to shift cargo on the vessel and to discharge and load cargo between the vessel and the pier, and cleaning holds.
 - (3) Port Entry and Ship Services include pilotage, quarantine, immigration clearance, tonnage dues, consular clearance, bills of health, wharfage, buoy hire, shifting of vessels, line handling, garbage disposal, watchmen, berthing, water and tuggage.
 - b. A Foreign Government is any government other than the Japanese Government.
 - c. Occupation Cargo includes:
 - (1) Occupation Force Cargo. Cargo for the support of the occupation forces.

(Cir 16)

(2) Civilian Relief Cargo. Cargo imported for the Japanese Government for relief of the Japanese population, including cargo for prevention of disease and unrest.

d. Commercial Cargo. All cargo other than occupation cargo, including reparations cargo.

e. Mixed Cargo includes both occupation and commercial cargo.

4. Schedule of Rates. Charges for port facilities, other than repairs and supplies, will be computed in accordance with Schedule of Rates for Port Facilities at Japanese Ports, 1 August 1947, or as subsequently revised. Copies of this schedule may be secured upon application to the Commanding General, Eighth Army, Attention: Transportation Section. Charges for repairs and supplies will be evaluated by the Commanding General, Eighth Army, in accordance with current procedures.

5. Effective Date. Effective 1 January 1948, reimbursement will be made to the Supreme Commander for the Allied Powers for port facilities furnished to vessels using Japanese ports, for each port of call, as outlined below.

6. All charges will be made against an operator or authorized agent, or government, whichever is appropriate, by one of the following methods:

a. Directly against an operator or authorized agent, or

b. Through the government of registry, against an operator or authorized agent, or

c. Against a government.

7. Port Facilities Furnished to Commercial Vessels. Reimbursement for port facilities furnished to commercial vessels will be made by an operator or authorized agent to the Supreme Commander for the Allied Powers as follows:

a. When a vessel carries only occupation cargo, for the cost of all repairs and supplies.

b. When a vessel carries only commercial cargo, for the cost of all port facilities furnished.

(Cir 16)

- c. When a vessel carries mixed cargo:
- (1) For all repairs and supplies.
 - (2) For cargo handling of commercial cargo.
 - (3) For port entry and ship services for the account of commercial cargo as follows:
 - (a) The total charges for port entry and ship services will be computed as prescribed in paragraph 4.
 - (b) The percentage of commercial cargo to be discharged and loaded at each port, based on the total of cargo (occupation and commercial) to be discharged and loaded at the same port, will be computed. For the purpose of establishing distribution of charges, each passenger will be considered the equivalent of 20 revenue tons of cargo.
 - (c) The charges to be assessed for the account of commercial cargo will be that percentage of the total amount of charges for port entry and ship services which corresponds to the percentage of commercial cargo as computed in accordance with paragraph 7c(3)(b).

8. Port Facilities Furnished to Vessels Operated or Owned and Operated by Foreign Governments which are Members of the Far Eastern Commission. a. When a vessel carries only occupation cargo, port facilities will be furnished without reimbursement to the Supreme Commander for the Allied Powers.

b. Reimbursement for port facilities furnished these vessels will be made by such foreign governments to the Supreme Commander for the Allied Powers as follows:

- (1) When a vessel carries only commercial cargo, for the cost of all port facilities furnished.
- (2) When a vessel carries mixed cargo, for those facilities as prescribed in paragraph 7c.

(Cir 16)

9. Port Facilities Furnished to Vessels Operated or Owned and Operated by Foreign Governments which are not Members of the Far Eastern Commission. Reimbursement for port facilities furnished these vessels will be made by such foreign governments to the Supreme Commander for the Allied Powers in the same manner as prescribed for commercial vessels, as set forth in paragraph 7a, b and c.

10. Port Facilities Furnished to Vessels in Cases of Emergency Calls at Japanese Ports. Reimbursement for all port facilities furnished, except tonnage dues, will be made by the owner or operator to the Supreme Commander for the Allied Powers.

11. Implementation. Procedures and instructions to implement the provisions of this circular, consistent with established policies governing shipping in Japanese waters will be published by the Commanding General, Eighth Army.

AG 551 (23 Dec 47)CTS/TO-F

BY COMMAND OF GENERAL MacARTHUR:

PAUL J. MUELLER,
Major General, General Staff Corps,
Chief of Staff.

OFFICIAL:

R. M. Levy
R. M. LEVY,
Colonel, AGD,
Adjutant General.

de/R

June 30, 1948

In reply refer to
NA

CONFIDENTIAL

MEMORANDUM FOR THE UNITED STATES MEMBER,
FAR EASTERN COMMISSION

With reference to SC 304/14, Port and Service Charges on Foreign Vessels in Japan, which was forwarded by the Steering Committee to the Far Eastern Commission on June 29, 1948, the United States Member is informed that in view of the fact that the Steering Committee agreed to accept the United States amendment incorporating SC 304/14 into SC 273/13, Conduct of Trade with Japan, the United States Government considers it desirable that a vote on SC 304/14 be postponed until the United States is prepared to present its position on SC 273/13 to the Commission.

Therefore, the United States Member is authorized to request that a vote on SC 304/14 be deferred unless instructions on the United States position with reference to SC 273/13 are received.

Charles E. Saltzman
Assistant Secretary

A true copy of
the signed original.
CS

CONFIDENTIAL

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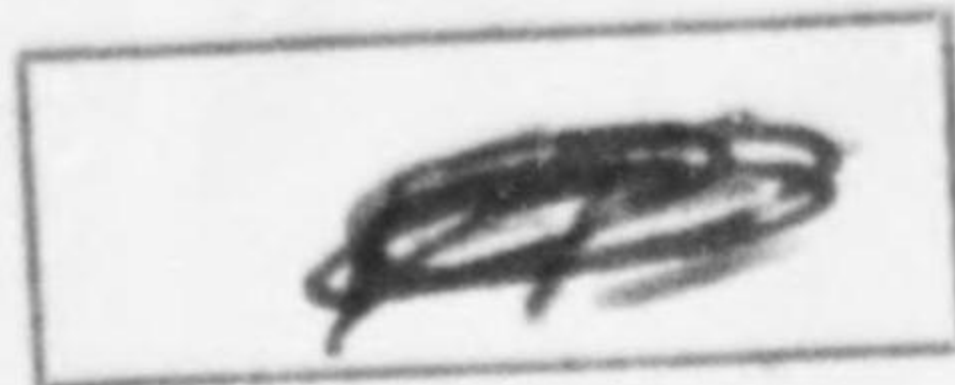
THE FOREIGN SERVICE OF THE UNITED STATES OF AMERICA

UNITED STATES POLITICAL ADVISER FOR JAPAN

DIVISION OF NORTHEAST ASIAN AFFAIRS

SEP 13 1948 Tokyo, August 13, 1948. DEPARTMENT OF STATE

ACTION is assigned to



No. 532

UNCLASSIFIED

Subject: Japanese Port Operations and Charges Therefor.

XR 894.1561

The Acting Political Adviser has the honor to transmit copies of this Headquarters' Memorandum for the Japanese Government of August 13, 1948 entitled "Japanese Port Operations and Charges for Port Facilities and Terminal Services".

ACTION FE-100 COPIES TO: O TRC TFR

O FD OLA DC/R

According to the enclosed directive the Japanese Government will, effective October 1, 1948, be responsible for all port and terminal operations and customs surveillance in connection with the handling of commercial cargoes and passengers, as well as civilian relief cargoes, at the Tokyo-Yokohama and Kobe ports. Port facilities not required by the Occupation forces are to be released for this purpose by the Commanding General, Eighth Army. Terminal operations are to be conducted in accordance with good business practices the directive states, and should be conducted by reliable Japanese commercial firms. Commercial cargo and passenger handling is to be performed by authorized cargo handling companies selected by the general shipping agencies.

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The Japanese Government is also directed, effective October 1, 1948, to compute and assess charges in U.S. dollars or other currency acceptable to the Supreme Commander, for all port facilities and terminal services furnished from Japanese sources. The charges assessed for port facilities and terminal services are to be in accordance with the rates indicated in schedules attached to the directive. In this connection, provision is made for the payment of terminal charges in yen at the option of the party for whom the terminal service is performed, such yen charges to be determined in accordance with current Japanese business rates and practices.

894.843/8-1848

Enclosure: Memorandum of August 13, 1948 entitled "Japanese Port Operations and Charges for Port Facilities and Terminal Services".

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att. sealed and initialed with orig

SEP 21 1948

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

AG 567 (30 Jul 48)GD
SCAPIN 1927

13 August 1948

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Japanese Port Operations and Charges for Port
Facilities and Terminal Services

1. References.

a. Memorandum for the Japanese Government, AG 321 (8 Apr 46)
ESS/IE (SCAPIN 941-A, dated 8 April 1946, subject, "Japanese Customs
Organization."

b. Memorandum for the Japanese Government, AG 091.31 (4 Jun 46)
ESS/PC (SCAPIN 996), dated 4 June 1946, subject, "Illegal Import and
Export Trade."

c. Memorandum for the Japanese Government, AG 091.31 (19 Nov
46)OGA (SCAPIN 1346), dated 19 November 1946, subject, "Import-Export
Control for Japan."

d. Memorandum for the Japanese Government, AG 334 (3 Apr 46)
ESS/IE (SCAPIN 854, dated 3 April 1946, subject, "Board of Trade (Boeki-
Cho)."

e. Memorandum for the Japanese Government, AG 567 (1 Oct 47)PH
(SCAPIN 1787), dated 1 October 1947, subject, "Quarantine Installations
and Procedures."

f. Circular 10, General Headquarters, Supreme Commander for
the Allied Powers, dated 2 April 1948, subject, "Charges for Indigenous
Port Facilities Furnished to Foreign Vessels in Japanese Ports."

g. Circular 2, General Headquarters, Supreme Commander
for the Allied Powers, dated 4 February 1948, subject, "Port Facilities
for Foreign Vessels in Japanese Ports."

2. General. a. The Japanese Government will, effective 1 October
1948, subject to the supervision of the Commanding General, Eighth Army,
be responsible for all port operations, terminal operations and customs
surveillance in connection with the movement of civilian relief and
commercial cargoes and/or passengers to or from all foreign (non-Japanese)
vessels at the Tokyo-Yokohama and Kobe ports and for assessing United
States dollar charges for services and functions performed therefor as
prescribed herein. Piers, warehouses and other facilities not required

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SCAPIN 1927

by the occupation forces will be released to the Japanese Government for this purpose by the Commanding General, Eighth Army. The Japanese Government will continue to perform required port operations at other Japanese ports as at present subject to supervision of the Commanding General, Eighth Army.

b. The Japanese Government, through acceptable agencies designated by the Japanese Government, will furnish all port facilities required at the Tokyo-Yokohama and Kobe ports and at other seaports of entry in Japan by commercial and foreign government vessels carrying civilian relief and commercial cargo and/or passengers, as defined by and in accordance with Inclosure No. 1, "Charges for Port Facilities and Terminal Services"; and will assume responsibility for such operations beginning 1 October 1948.

c. The Japanese Government, through acceptable agencies designated by the Japanese Government, will be responsible for the following terminal operations at Takashima and South Piers at Tokyo-Yokohama Port and Hyogo and Naka Piers at Kobe Port, effective 1 October 1948; and for such other piers as and when released by the Commanding General, Eighth Army:

- (1) Pier and warehouse operation.
- (2) Safeguarding and accounting for cargoes, to include certified tallying and maintenance of appropriate records of cargo handled for the account of vessels.
- (3) Release of incoming cargo to consignees and receipt for shipment of outgoing cargo.
- (4) Furnishing the labor, equipment, supplies, tugs, lighters and supervisory and administrative personnel necessary to provide satisfactory terminal services.
- (5) Computing, assessing, invoicing and assisting otherwise in the procedure necessary to insure collection of United States dollar charges by the Supreme Commander for the Allied Powers for all terminal facilities furnished in connection with the handling, warehousing, safeguarding, accounting for, receipt and forwarding of commercial cargo in accordance with the instructions contained in this memorandum and the inclosures thereto.

d. The Japanese Government, through acceptable agencies designated by the Japanese Government and subject to the supervision of the Commanding General, Eighth Army, will be responsible for customs surveillance at all piers, sheds, warehouses and customs compounds where

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commercial cargo and passengers are moved, loaded or unloaded; for the clearance of such cargo and passengers; and that such movement of commercial cargoes and passengers is in accordance with instructions of the Supreme Commander for the Allied Powers now in effect or to be placed in effect, and with Japanese Customs Laws and Regulations not in conflict with such instructions.

3. Vessels and cargo to be handled.

a. In general, vessels which are to discharge or load only occupation force cargo and passengers will be discharged and loaded by the occupation forces. Vessels which are to discharge or load civilian relief, reparations and/or commercial cargoes and passengers will be discharged, loaded and furnished other port facilities by the Japanese Government or acceptable agencies designated by the Japanese Government. Vessels which are to discharge or load mixed cargo and/or passengers will normally be discharged or loaded by the Japanese when the preponderance of cargo and/or passengers to be loaded or unloaded is civilian relief, reparations and/or commercial cargo. The occupation force commander at the appropriate port will decide in each case whether a vessel will be handled by the occupation forces or by the Japanese.

b. Civilian relief, reparations and commercial cargoes will be handled by the Japanese at such piers as are released to the Japanese Government and in accordance with the following:

- (1) No civilian relief, reparations or commercial cargoes will be discharged or loaded at occupation force operated piers except as approved in each case by the occupation force port commander.
- (2) The unloading of occupation force cargo at Japanese operated piers will be supervised by the occupation force port commander and such cargo will normally be removed by occupation force agencies from such piers within seventy-two (72) hours after discharge.
- (3) Civilian relief and/or commercial cargoes unloaded at occupation force piers will be removed within seventy-two (72) hours after discharge unless specifically exempted from this requirement in each case by the Commanding General, Eighth Army.
- (4) Cargo handling and terminal operations, with respect to all foreign vessels in Japanese ports, will be on a seven-day week, twenty-four-hour-day basis. The Japanese Government will take necessary steps to assure that sufficient facilities are provided to prevent undue delay in discharging or loading of vessels.

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The occupation force commander at the appropriate port will determine which types of cargoes will be given priority in handling. The use of United States Army materials " handling equipment for the movement of cargoes designated herein as a Japanese responsibility will be subject to availability and approval of the Commanding General, Eighth Army. It is expected that the Japanese Government will take prompt action to insure provision of necessary materials handling equipment for all Japanese port operations by 1 October 1948.

- (5) Effective 1 October 1948 the occupation force port commanders at Tokyo-Yokohama and Kobe ports may deliver to the appropriate Japanese terminal operators such commercial and civilian relief cargoes then under their jurisdiction, or thereafter discharged by the United States Army, and will obtain receipt therefor. When such cargoes are discharged by the occupation forces the responsibility of the Japanese Government starts upon receipt of the cargo. Nothing herein changes existing instructions regarding the furnishing of receipts by the Japanese Government to military government units for civilian relief cargoes.

c. The Japanese Government, or its authorized agents, is authorized to deal directly with authorized licensed general shipping agents for the extension of port facilities from Japanese sources after assumption of the responsibilities as outlined in paragraph 2 above.

d. General shipping agents may select, with respect to commercial cargo and passengers, the authorized cargo handling company which will perform the cargo handling for their vessels. The occupation force port commander, however, shall, upon request, have priority on the utilization of such companies for the handling of occupation force cargo.

4. Terminal Operation. Terminal operation will be conducted in accordance with good business practices. Terminal operations at Japanese Government owned piers should be conducted by reliable Japanese commercial firms under contract to the Japanese Government, and terminal operation at privately owned Japanese piers, when established, should be conducted by Japanese commercial organizations designated by the pier owners or lessees. All terminal operations will be performed in accordance with the following procedure:

a. Upon receipt of incoming commercial cargo the terminal operator will inform the consignee prior to delivery of cargo:

- (1) That the cargo has arrived.

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- (2) Of the requirements of paragraph 4b and c below and that these requirements must be met prior to the release of the cargo.
- (3) By invoice of the United States dollar charges which must be paid or payment guaranteed in dollars or other currency acceptable to the Supreme Commander for the Allied Powers.

b. Incoming commercial cargo will not be released for delivery or shipment to consignees until all of the following conditions are met:

- (1) Cargo is released by the local general shipping agent (or appropriate foreign government mission, if there is no agent) for the vessel from which discharged.
- (2) Customs clearance has been granted by the Japanese Customs under supervision of the Commanding General, Eighth Army.
- (3) Evidence is presented that the consignee has paid a sum in United States dollars, or other currency acceptable to the Supreme Commander for the Allied Powers, sufficient to cover all terminal charges assessed; or has guaranteed such payment to the satisfaction of the Supreme Commander for the Allied Powers; or will pay for terminal services in yen under the provisions of paragraph 4c and 5d below.

c. Charges in yen for port facilities and terminal services furnished and the collection thereof will be in accordance with current Japanese business rates and practices.

d. Procurement demand receipts (GPA Form 2) will be executed for occupation force cargo handled at Japanese operated piers.

5. Charges for port facilities and terminal services.

a. Effective 1 October 1948 the Japanese Government, or acceptable agencies designated by the Japanese Government, will compute and assess charges in United States dollars or other currency acceptable to the Supreme Commander for the Allied Powers, against foreign (non-Japanese) vessel operators and/or governments, shipping agents, commercial companies, individuals and others with legal access to such currency for all port facilities and terminal services furnished from Japanese sources.

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b. The computation of these charges will be based on and will be in accordance with:

- (1) The currently effective "Schedule of Rates for Port Facilities at Japanese Ports," published by the Supreme Commander for the Allied Powers, attached as Annex A to Inclosure No. 1.
- (2) The currently effective "Rates for Terminal Services" attached as Annex B to Inclosure No. 1.
- (3) "Charges for Port Facilities and Terminal Services," Inclosure No. 1 hereto.

c. Itemized invoices of such computed charges for port facilities and terminal services furnished from Japanese sources will be prepared by the Japanese Government, or acceptable agencies designated by the Japanese Government, in accordance with the procedures outlined in Inclosure No. 1 hereto, and forwarded to the Supreme Commander for the Allied Powers. One copy of such invoices will be forwarded directly to the shipping agent or individual against whom the charges are being assessed.

d. Payment for terminal services may be made in yen, in lieu of the United States dollar charge prescribed herein, in accordance with paragraph 4c above provided the government, commercial company, individual or other agency for whom the terminal service is performed so elects.

6. Liability and processing of claims.

a. The Japanese Government will be held liable for all damage to or loss of cargo, equipment or gear not owned by the Japanese Government or its authorized agents, but in the possession of and arising from negligent or wrongful acts or omissions of the Japanese Government or its authorized agents or agencies of the Japanese Government, incident to the performance of port and/or terminal operations in compliance with this memorandum.

b. The Japanese Government will prepare and submit to the Supreme Commander for the Allied Powers for approval by 1 September 1948 a plan for the submission, adjudication and settlement of approved claims for such damage or loss by:

- (1) The payment thereof in foreign currency acceptable to the Supreme Commander for the Allied Powers through the Supreme Commander for the Allied Powers commercial account, or

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SCAPIN 1927

(2) The payment thereof in yen as might be required.

7. The provisions of this memorandum do not change existing directives in connection with the responsibility of the Japanese Government for handling reparations cargo and equipment. In this connection reference is made to Memorandum for the Japanese Government, AG 387.6 (22 Jul 47)REP (SCAPIN 1751), dated 22 July 1947, subject, "Responsibility of the Japanese Government for the Packaging, Transfer and Delivery of Equipment and Records Allocated to Claimant Nations Under the Reparations Program," as amended. The provisions of this memorandum do not apply to facilities or services furnished Shipping Control Administration Japan ships.

8. The Japanese Government will formulate its final organizational and operational plan for full implementation of the provisions of this memorandum and will submit ten (10) copies of this plan to the Supreme Commander for the Allied Powers not later than 1 September 1948.

a. Separate plans will be submitted for the Tokyo-Yokohama and Kobe ports.

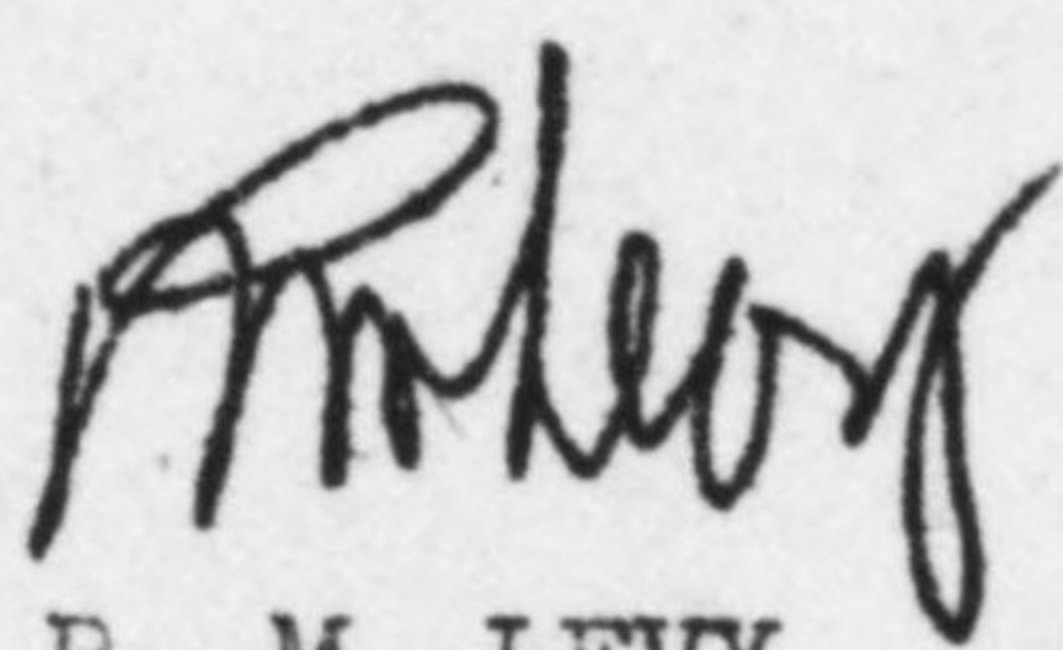
b. Each plan will be accompanied by functional charts and will outline in detail the responsibilities, organization, operations and allied functions of each Japanese governmental and/or commercial agency involved.

c. The plan called for in paragraph 6b above will be included.

9. Procedures and instructions to implement this memorandum will be published by the Commanding General, Eighth Army.

FOR THE SUPREME COMMANDER:

1 Incl
Charges for Port Facilities
and Terminal Services
w/Annexes A and B


R. M. LEVY,
Colonel, AGD,
Adjutant General.

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

CHARGES FOR PORT FACILITIES AND TERMINAL SERVICES

1. Definitions. The following definitions are applicable only to the provisions of this memorandum.

a. Port facilities include all labor, material, equipment and supplies that are used or consumed in the movement of a vessel into and out of a harbor, and in handling cargo for the vessel. These facilities are categorized into the following three groups:

- (1) Repairs and supplies include bunkers, subsistence, spare parts, material and labor for repairs and all other supplies furnished to vessels.
- (2) Cargo handling includes all labor, equipment and supplies required to shift cargo on the vessel and to discharge and load cargo between the vessel and the pier, and cleaning holds.
- (3) Port entry and ship services include pilotage, quarantine, immigration clearance, tonnage dues, consular clearance, bills of health, wharfage, buoy hire, shifting of vessels, line handling, garbage disposal, watchmen, berthing and tuggage.

b. Terminal services include all labor, material, equipment and supplies that are used or consumed in the loading and landing, handling, storage and movement of cargo and passengers between the ship's hook or gangway and points of delivery as follows:

- (1) Inbound cargo will be delivered or made accessible by the terminal operator to the consignee at lighter, pier, pier shed or terminal operator's warehouse.
- (2) Outbound cargo will be delivered or made accessible by the shipper to the terminal operator for loading aboard a vessel or for transshipment at the terminal operator's warehouse, pier shed, pier or lighter.

c. A foreign government is any government other than the Japanese Government.

d. Occupation cargo includes:

- (1) Occupation force cargo for the support of the occupation forces.

Incl 1 to SCAPIN 1927

(2) Civilian relief cargo imported for the Japanese Government for the relief of the Japanese population, including cargo for prevention of disease and unrest.

e. Reparations cargo is reparations goods designated and allocated to claimant nations by the Supreme Commander for the Allied Powers.

f. Commercial cargo is all cargo other than occupation and reparations cargo.

g. Mixed cargo is any combination of cargo defined in paragraphs d, e and f.

h. A foreign vessel is any vessel of non-Japanese Government registry except Shipping Control Administration Japan vessels.

i. Licensed general shipping agents are those agents or firms licensed by the Supreme Commander for the Allied Powers to engage in such business in Japan as is required to enable them to discharge their responsibilities to the operators or shipping lines they represent.

2. General. Effective 1 October 1948 the Japanese Government, or acceptable agencies designated by the Japanese Government, will compute and assess charges for port facilities and terminal services furnished at all ports from Japanese sources as prescribed herein.

3. Charges for Port Facilities.

a. All charges will be assessed by one of the following methods:

- (1) Directly against an operator or licensed general shipping agent.
- (2) Through the government of registry against an operator or licensed general shipping agent.
- (3) Directly against a government.

b. Charges for repairs, spare parts materials and labor for repairs will be assessed against all foreign vessels, except those vessels operated or owned and operated by foreign governments which are members of the Far Eastern Commission when such vessels carry only occupation force cargo. An invoice of the repairs performed and/or of the materials and labor furnished for repairs will be prepared by the Japanese and forwarded to the Commanding General, Eighth Army. The Commanding General, Eighth Army, will evaluate these invoices in United States dollars and return them to the appropriate Japanese agency for processing in accordance with the instructions contained herein.

c. Charges for supplies, other than material and spare parts

furnished for repairs, will be assessed against all foreign vessels except those operated or owned and operated by foreign governments which are members of the Far Eastern Commission when such vessels carry only occupation force cargo. Invoices for such charges will be processed in accordance with paragraph 5b below.

d. Charges will be assessed against commercial vessels as follows:

- (1) When a vessel carries only occupation force cargo and/or passengers or only reparations cargo, charges will be assessed only for the cost of all repairs and supplies. The value of cargo handling and other port facilities furnished in connection with reparations cargo will be computed and reported in accordance with current procedure.
- (2) When a vessel carries only commercial cargo, for the cost of all port facilities furnished.
- (3) When a vessel carries mixed cargo:
 - (a) For all repairs and supplies.
 - (b) For cargo handling of commercial cargo.
 - (c) For port entry and ship services for commercial cargo and/or passengers as follows:
 1. The total charges for port entry and ship services will be computed in accordance with current effective Schedule of Rates, Annex A.
 2. The percentage of commercial cargo to be discharged and loaded at each port, based on the total of all cargo to be discharged and loaded at the same port, will be computed. For the purpose of establishing distribution of charges each passenger will be considered the equivalent of 20 revenue tons of cargo.
 3. The charges to be assessed for the account of commercial cargo will be that percentage of the total amount of charges for port entry and ship services which corresponds to the percentage of commercial cargo as computed in accordance with subparagraph 2 above.
 - (d) The value of cargo handling of reparations cargo will be computed in yen and reported to the Supreme Commander for the Allied Powers for charge against

the reparations account of the claimant nation in accordance with the Far Eastern Commission policy applicable to reparations goods.

- (c) The value of port entry and ship services for the amount of reparations cargo will be computed in yen in the same manner as is prescribed in paragraph 3d(3)(c)2 and 3 and charged against the reparations account of the claimant nation in accordance with current procedure.

e. Vessels operated or owned and operated by foreign governments which are members of the Far Eastern Commission will not be assessed charges for port facilities when such vessels carry only occupation force cargo. When these vessels carry commercial cargo, reparations cargo or mixed cargo the appropriate government will be assessed charges for port facilities furnished as prescribed in paragraph 3d for commercial vessels.

f. Vessels operated or owned and operated by foreign governments which are not members of the Far Eastern Commission will be assessed charges as prescribed in paragraph 3d for commercial vessels.

g. All foreign vessels calling at Japanese ports in cases of emergency, except United States Army, United States Air Force, United States Navy and British Commonwealth Occupation Force operated or owned and operated vessels which carry occupation force cargo, will be assessed appropriate charges for all port facilities except tonnage dues.

h. The Japanese Government, or acceptable agency designated by the Japanese Government, will compute and assess in United States dollars all charges, except for repairs and supplies, in accordance with the procedures outlined above and based on the "Schedule of Rates for Port Facilities," Annex A, or as subsequently revised.

4. Charges for Terminal Services.

a. Charges for terminal services, including handling, warehousing, receipt and forwarding, for commercial cargoes consigned to consignees having legal access to United States dollars or other currency acceptable to the Supreme Commander for the Allied Powers, will be computed in dollars by terminal operators from the current Rates for Terminal Services, Annex B. The foregoing does not apply to reparations cargo.

b. Nothing in this memorandum is intended to prohibit payment in yen in lieu of the United States dollar charge herein prescribed for terminal services furnished from Japanese sources, provided that the government, commercial company, individual or other agency for whom such terminal services are furnished so elects. Collection of such charges in yen for terminal services will be in accordance with current Japanese business rates and practices.

5. Reimbursement Procedure for Port Facilities Furnished.

a. Itemized invoices for port facilities furnished foreign vessels from Japanese sources will be prepared in English by the Japanese Government, or an agency designated by the Japanese Government, based on the Schedule of Rates, Annex A. Five (5) copies of the invoice will be forwarded to the Supreme Commander for the Allied Powers, Attention: ESS/FTC; and one (1) copy will be forwarded to the licensed general shipping agent, operator or representative of the foreign government as may be appropriate with a notation thereon that payment, if not already made, should be made to the Supreme Commander for the Allied Powers, Attention: ESS/FTC. A statement to the effect that the itemized port facilities have been received subject to invoicing at prices current, signed by the master of such vessel and by the receiving officer, will be executed on each invoice. All signatures will be in ink. Date of receipt will be shown with such signatures.

b. The United States dollar value of charges assessed for supplies furnished (other than material and spare parts for repairs) for which no schedule of rates in United States dollars has been published, will be furnished by the Supreme Commander for the Allied Powers (ESS). Invoices for such supplies will indicate the quantity and type of supplies furnished and will be forwarded to the Supreme Commander for the Allied Powers, Attention: ESS/FTC, in accordance with a above, without indicating the United States dollar value thereon.

c. When charges are assessed foreign vessels (except United States Army and United States Air Force vessels) for port facilities, other than repairs and supplies, furnished from Japanese sources under procurement demand to the occupation forces using them at the Tokyo-Yokohama and Kobe Army operated ports, 20% of such charges will be credited to the United States Army to cover the cost of Army port overhead, including supervision of soldier labor. Notation will be made on the invoices rendered to that effect. The GPA Form 2 will not be executed for such services.

d. Procurement demand receipts (GPA Form 2) will not be executed for Japanese supplies and services when charges for such supplies and services are assessed in accordance with paragraphs 3 and 4 above, inasmuch as such supplies and services are not for the occupation forces.

6. Reimbursement Procedure for Terminal Services Furnished.

a. Itemized invoices for terminal services furnished in connection with commercial cargo will be prepared in English by the Japanese Government, or acceptable agency designated by the Japanese Government, based on the Rates for Terminal Services, Annex B. Five (5) copies of the invoice will be forwarded to the Supreme Commander for the Allied Powers, Attention: ESS/FTC, and one (1) copy will be forwarded to the consignee with a notation thereon that payment, if not already made, should be made to the Supreme Commander for the Allied Powers, Attention: ESS/FTC.

b. Incoming commercial cargo invoicing will be as follows:

- (1) If the consignee is a commercial company, foreign government mission or other agency which has previously guaranteed in writing to the Supreme Commander for the Allied Powers (ESS/FTC) the payment of terminal and shipping charges assessed against cargo consigned to the agency, invoices will be prepared and forwarded as above after the cargo has been received by or shipped to the consignee. Upon presentation of the invoices such agencies will remit the required amount to the Supreme Commander for the Allied Powers, Attention: ESS/FTC, in United States dollars or other currency acceptable to the Supreme Commander for the Allied Powers.
- (2) If the consignee is an individual or an agency which has not previously guaranteed in writing to the Supreme Commander for the Allied Powers the payment of terminal and shipping charges for the account of commercial cargo, the total charges must be paid prior to release of the cargo. In this case separate invoice entries will be made for storage and trucking charges.
 - (a) In addition to indicating the minimum terminal charges to be assessed if cargo is released to consignee within five (5) days after consignee is notified his shipment has arrived, invoices will indicate separately the intransit storage charges to be assessed per additional thirty (30) days if cargo is not shipped within above five-day "free" period. Intransit storage charges to be paid to the Supreme Commander for the Allied Powers will be computed as of the date of payment to the Supreme Commander for the Allied Powers, at which time the terminal operator may be notified to release the cargo to the consignee. Additional storage charges may be assessed the consignee if cargo is not picked up or the terminal operator has not been instructed by the consignee within five (5) days from date of above payment as to what disposition is to be made of the cargo.
 - (b) Invoices will be prepared upon receipt of the cargo by the terminal operator and forwarded as in subparagraph 6a above. Consignee will be required to present a copy of the paid invoice indicating his choice under subparagraph 6b(2)(c) below prior to release or on shipment of his cargo, unless release is granted through the Japanese Government by the Supreme Commander for the Allied Powers

(ESS/FTC) as in paragraph 6b(2)(a) above.

- (c) Delivery charges to be assessed in United States dollars against the consignee in accordance with paragraph 6d below will be shown separately on the invoice. Payment to the Supreme Commander for the Allied Powers will be based on the consignee's determination whether he will pick up the cargo at his expense or terminal operator is to ship to destination.

c. Outgoing cargo invoicing will be as follows:

- (1) If the shipper is a commercial company, foreign government mission or other agency which has guaranteed payment to the Supreme Commander for the Allied Powers, invoicing will be accomplished as in subparagraph 6b(1) above after cargo is loaded aboard vessel.
- (2) If the shipper is an individual or any agency which has not guaranteed payment to the Supreme Commander for the Allied Powers, invoicing will be accomplished as follows:
- (a) No dollar charges for inland shipping will be assessed as it will be the shipper's responsibility to move his cargo into pier intransit warehouses. Local truck hire and cargo handling may be furnished by the terminal operator, however, and invoiced in United States dollars payable to the Supreme Commander for the Allied Powers (Annex B).
- (b) Upon acceptance of outgoing cargo the terminal operator will invoice for the necessary terminal operation charges to deliver cargo to ship's hook. Invoices will assess minimum charges to include intransit storage until scheduled arrival time of outbound vessel.
- (c) Shipper will be required to present copy of paid invoice to terminal operator prior to latter's releasing cargo for loading aboard outgoing vessel, or cargo may be released for loading by the Japanese Government when notified by the Supreme Commander for the Allied Powers (ESS/FTC) that the invoice has been paid.

d. Pickup and delivery service will be by special arrangement between the terminal operator and the shipper or receiver of the cargo. The terminal operator may:

- (1) Deliver and load inbound cargo aboard a railroad car or deliver to a local railroad station.
- (2) Pickup cargo from railroad depot or unload cargo from railroad car and transport to terminal for outloading.

Appropriate United States dollar charges will be assessed for the above service based on the rates established in Annex B.

e. No provision is made herein for the payment in United States dollars of charges assessed for the inland movement of commercial cargo by rail. Such charges will be assessed and collected in yen by the Japanese Government in accordance with current business practices. These yen charges will not be collected by the Supreme Commander for the Allied Powers.

2 Annexes.

Annex A. - Schedule of Rates for Port
Facilities at Japanese Ports,
1 October 1948

Annex B. - Rates for Terminal Services.

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

13 August 1948

SCHEDULE OF RATES FOR PORT FACILITIES AT JAPANESE PORTS

Effective
1 October 1948

GENERAL TERMS	SECTION I
REPAIRS AND SUPPLIES	SECTION II
STEVEDORING	SECTION III
PORT ENTRY AND SHIP SERVICES	SECTION IV
EQUIPMENT HIRE	SECTION V

ANNEX A to INCL 1 to SCAPIN 1927

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

Effective
1 October 1948

SCHEDULE OF RATES FOR PORT FACILITIES AT JAPANESE PORTS

SECTION I

GENERAL TERMS

1. Schedule of Rates for Port Facilities at Japanese Ports, 1 August 1947, is rescinded, and the following is substituted, effective 1 October 1948.
2. The rates, charges, rules and regulations herein, additions, revisions or supplements hereto, shall apply on and after effective date hereof or effective dates of additions, revisions or supplements hereto, provided however, that when charges have been prepared at the rates in effect, such rates shall prevail until completion of operation.
3. Terms are cash. All port facilities furnished, charges under rates herein, or other charges not specifically fixed, are due as they accrue, and are furnished and payable in accordance with the provisions of Circular 2, General Headquarters, Supreme Commander for the Allied Powers, 4 February 1948, and Circular 10, General Headquarters, Supreme Commander for the Allied Powers, 2 April 1948.
 - a. Cargo will be released to the consignee, or shipping agency, or shipowner or individual responsible for such charges, only when charges accrued under this schedule and in accordance with other terms, have either been paid or adequate guarantee has been furnished for the payment thereof.
 - b. Accounts remaining unpaid for 30 days from receipt of invoice will bear interest at 6% per annum from date of receipt of invoice.
 - c. The terminal operators reserve the right to demand prepayment of all charges on perishable freight, freight of unknown or doubtful value and on household goods.
4. Use of piers, equipment, facilities or services shall be deemed an acceptance of rates, terms and conditions herein.
5. Right is reserved by terminal operators to furnish all equipment, supplies and material and to perform all services in connection with the operation of their terminals under rates and conditions herein, or at rates agreed upon for such items which are not included herein.

6. Hazardous or offensive freight or freight which, by its nature, is liable to damage other freight, is subject to immediate removal, either from the pier or pier premises or to other locations within said premises, with all expense and risk of loss or damage for the account of ship-owner, general shipping agency, shipper or consignee.

7. Freight remaining on pier or pier premises after expiration of free time, and freight shut out at clearance of vessel may be piled or repiled to make space, transferred to other locations or receptacles within pier premises, or removed to public or private warehouses with all expense and risk of loss or damage for account of the ship-owner, general shipping agency, shipper or consignee, as responsibility may appear, at rates applicable for such services in accordance with "Rates for Terminal Services", 1 October 1948.

8. The acceptance, handling or storage of dangerous or hazardous material shall be subject to special arrangements with terminal operators and governed by applicable rules and regulations.

9. Glass, liquids and fragile articles will be accepted only at owner's risk for breakage, leakage, or damage.

10. Delays in loading, unloading, receiving, deliveries, or handling freight arising from combinations, riots, or strikes of any persons in the employ of the terminal companies or in the services of others, or arising from any other cause not reasonably within the control of the terminal companies will not entitle the ship-owners, general shipping agencies or consignees of the freight to waiver of any terminal charges or expenses that may be incurred.

11. Rates named herein do not include any insurance except that of labor compensation to cover labor employed to perform services, and liability insurance.

12. The rates named herein, additions, revisions, or supplements thereto, are based upon existing traffic and labor conditions. If and when these conditions change because of demands of labor for increased wages, strikes, congestions, or other causes not reasonably within the control of the terminal companies, resulting in an increased cost of service, the rates are subject to change without notice. Changes in rates named herein for reasons other than stated will become effective 30 days from date of publication.

13. If and when others than the terminal companies are permitted to perform services on the piers or premises of the terminal companies they shall be liable for the injury of persons in their employ and shall also

be held responsible for loss, damage or theft by themselves or persons in their employ.

14. The terminals will take reasonable precautions and exercise reasonable care to prevent loss of or damage to freight, and having taken such measures, will not be responsible for any loss or damage caused by earthquakes, fire, frost, heat, dampness, leakage, the elements, evaporation, natural shrinkage, wastage or decay; animals, rats, mice, or other rodents, moths, weevils or other insects; leakage or discharge from fire protection systems, collapse of buildings or structures, breakdown of plant or machinery or equipment; or by floats, logs or piling required in breasting vessels away from wharf; nor will it be answerable for any loss, damage, or delay arising from insufficient notification or from war, insurrection, shortage of labor, combinations, riots or strikes of any persons in its employ or in the services of others or from any consequences arising therefrom.

15. All tonnage rates for stevedoring will be based on ship's manifest revenue tons. Fractions of a ton will be computed as a full ton.

16. Customs of the port.

a. When day or sunrise to sunset periods, night or sunset to sunrise periods, and other alternate divisions of work periods are listed, the actual hours of such periods will be determined by local almanac time or customs existing at each port. This information may be secured from the terminal operator at each port.

b. Other information regarding customs of the port and existing practices and procedures adopted by and applicable to each port may be secured from the terminal operator at each port.

GENERAL HEADQUARTERS
 SUPREME COMMANDER FOR THE ALLIED POWERS
 APO 500

Effective
 1 October 1948

SCHEDULE OF RATES FOR PORT FACILITIES AT JAPANESE PORTS

SECTION II - REPAIRS AND SUPPLIES

A. REPAIRS

1. Repairs to foreign (non-Japanese) vessels will be furnished only under the provisions of Circular 10, General Headquarters, Supreme Commander for the Allied Powers, 2 April 1948.

2. The value of repairs, and all materials and supplies used in accomplishing such repairs, will be estimated by the Commanding General, Eighth Army.

B. SUPPLIES

1. FUEL (Liquid, solid, galley coal) will be furnished at current prices through authorized media.
2. SUBSISTENCE and SHIP STORES will be furnished at current prices through authorized media.
3. BALLAST Loaded on vessel. Per metric ton: \$ 3.00
4. WATER

a. From wharf.	Per metric ton:	.07
b. From barge, inside breakwater.	" " "	.135
c. From barge, outside breakwater.	" " "	.135
PLUS: Distance from b/w to vessel.	Per ton/mile:	.045
d. Delivery between sunset and sunrise, add:		50%
5. DUNNAGE At current prices.
6. OTHER SUPPLIES At current prices.

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

Effective
1 October 1948

SCHEDULE OF RATES FOR PORT FACILITIES AT JAPANESE PORTS

SECTION III - STEVEDORING

A. GENERAL

1. Stevedoring is defined as loading or discharging cargo to or from ship's tackle, with equipment normally used, in accordance with customs of the port.

2. Size and composition of a stevedore gang.

a. A stevedore gang working under normal and usual conditions handling the following types of cargo, usually consists of eighteen to thirty-one men as follows:

	<u>General Cargo</u>	<u>Reefer Cargo</u>	<u>Bulk Cargo</u>
Hatch foreman	1	1	1
Signalman	1	1	1
Winchmen	2	2	2
Slingmen	2	2	2
Laborers	12	20	24-25
	18	26	30-31

b. The size and composition of a stevedore gang required to handle cargo efficiently may vary with bulk, heavy or bulky cargo, or heavy lifts, or when stevedore gangs work in small or restricted spaces, compartments or hatches. In such cases, or when unusual conditions arise, the actual size and composition of a stevedore gang may be changed by agreement between the terminal operator and the shipowner or general shipping agency.

3. Straight time and overtime hours for labor.

a. Except as otherwise provided, straight time hours are defined as 8 hours work between sunrise and sunset.

b. Except as otherwise provided, overtime hours are defined as:

- (1) Those hours actually worked in excess of 8 hours between sunrise and sunset.
- (2) Those hours actually worked between sunset and sunrise.

4. Basic and overtime rates for labor.

a. Except as otherwise provided, basic rate is the rate per day or per hour for labor during straight time hours.

b. Except as otherwise provided, overtime rate is the percentage of

the basic rate plus the basic rate per day or per hour for labor during overtime hours, as follows:

- | | |
|---|-----|
| (1) Between sunrise and sunset: Hours in excess of 8 hours: | 25% |
| (2) Between sunset and 2300 or midnight: | 25% |
| (3) Between 2300 or midnight and sunrise: | 50% |

5. Computation of overtime pay for labor.

a. Except as otherwise provided, a day's overtime pay will be computed by adding the overtime percentage of the basic rate to the basic rate.

b. Except as otherwise provided, an hour's overtime pay will be computed by adding the overtime percentage of 1/8 of the basic rate to 1/8 of the basic rate.

6. When labor and equipment not normally used in stevedoring are requested by shipowner, general shipping agency or consignee, the cost thereof, in accordance with the rates prescribed, will be charged against the party who requested the employment and use of such labor and equipment.

7. When shore equipment is used for stevedoring a vessel at berth, charges will be made for labor and equipment hire, in accordance with the rates prescribed in Section III, Part D, and Section V. The rates in Section III, Part B, will not apply.

8. When shore equipment is used for stevedoring a vessel at berth, and cargo is moved in a continuous operation between the vessel and pier shed, charges will be made for labor and equipment hire, in accordance with the rates prescribed in Section III, Part D, and Section V. The rates in Section III, Part B, will not apply.

9. Stevedoring will be performed during overtime hours, outside breakwater, or under other unusual conditions only when requested by shipowner, general shipping agency or consignee.

SECTION III - STEVEDORINGB. CARGO CATEGORIES AND BASIC RATES PER TON

<u>CAT.</u>	<u>RATE</u>	<u>DESCRIPTION OF CARGO</u>		
1	15¢	Straw Products		
2	18¢	Gravel, bulk	Sand, bulk	
3	20¢	Bean cake Beans, bag Cigarettes, case Coal, dust, bulk Flour, bag Fruits, dry & dried	Gambier Grains, bag Nuts, bag, bulk Peas, bag, bulk Salt, bag Seeds, bag Tea, case Tobacco, cask Vegetables, dry, case bag	
4	22¢	Abalone, dry Adanba hats, case Agar agar, case Aluminum ware, case Antimony ware, case Auto accessories, bat- teries, spare parts Bags, Boston Bamboo goods, case Bandage gauze, rolls Baskets Batteries, dry Beans, bulk Bone, animal, dust, bag Books Bristle, bristle fibers Buttons Cable Cameras Cards, playing Charcoal, straw bag Chicken incubators Chop Sticks Christmas decorations Clay, pencil, refractory Clocks Coalite, bag, bulk Cokes, dust, bulk Communication equipment Confectioneries Copra Cord clothing Cotton duck, linters, piece goods, rags, yarn	Cotton, raw, bales D. D. F. Electric light bulbs Electrical devices Electrical materials Fans, desk Feathers Fishing nets, cotton Forage, bundle Gallnuts, case General Cargo Grains, bulk Grains, powder, bag Gum copal Gum dammar Harmonicas Hat bodies Hemp, bale Hides, dried Hoes Kaolin, bag Knives Leather belting, findings Magazines Mats Meat, carcass, packed Medical supplies Microphones Mine lamps Molasses, barrels Ores, dust, bulk Paper books, covers, goods	Pearls, Necklace, limit. Pig iron Pigments Poles, fishing Poultry, packed Projection equipment Pulp, dry Pumps Radio sets, repair, spare parts Rice cultivators Rope, manila Salt, dust, bulk Seaweed, dried Shells Shoes, leather, canvas, rubber Sickles Silverware Slide rules Starch Sugar, raw, refined Tableware Telephone subsectors Tires and tubes Toys, tin, mechanical Tungsten, case Wattle bark, bag Wire cloth, roll Wooden fabrics & goods Wool, felt Wool, raw

SECTION III - STEVEDORINGB. CARGO CATEGORIES AND BASIC RATES PER TON - CONT.

<u>CAT.</u>	<u>RATE</u>	<u>DESCRIPTION OF CARGO</u>		
5	24¢	Almina, bag Amplifiers Automobiles, crated, uncrated Beer, bbls, bottles, case Butter Canned goods & provisions Carbon black Cement, barrel, drum Cheese Clothing Coal, lump, bulk	Dehydrated foods Dental supplies Drugs Dyestuffs Electric Motors Engines, diesel, semi- diesel Fertilizer, bag, bulk Freight cars Iron, scrap, pressed Lead ingots, concentrates Locomotives, steam, elec.	Logs Lumber Machinery Medicines Printing presses Rayon piece goods, yarn Scales Shutters Slag cars Steam winches Stone Sulphate of ammonia, bag Trucks, crated, uncrated Zinc oxide
6	26¢	Copper ingots Crossties.	Sulphate of ammonia, bulk	Telephone poles, wood Timbers, mining
7	29¢	Bleaching powder Calcium phosphide Camphor & products	Caustic soda, drum Iron grain, bulk Lime, bag	Matches Nitro-dyes Soda, soda ash
8	31¢	Ores, lump, bulk	*Ores, special, bag	Salt, lump, bulk
9	33¢	Acetone Alcohol Ammonia, liquid Asphalt, cask Benzene Benzol Brick Carbon bi-sulphide Carbonic acid gas Celluloid & products Compressed gas Cutch, bag Earthenware Ether Film Fish oils, drum Glass, window Cement, paper bag	Glassware Gunny bags, bale Hydrochloric acid Iron & products Lard, can Linseed oil, can Mercury Naphtha Nitric acid Oil, lubricating, bbl, case, drum Oil paper & similar goods *Ores, special, bulk Paints Perchlorate	Peroxide Poisonous Gas Porcelain ware Radio tubes, case Resin, barrel Roller bearings Rubber, crude, bag, case Rubber, scrap, sheets Slate Steel & products Sulphuric acid Telephone poles, metal Tin plates Vacuum bottles Vacuum tubes Wattle extract

SECTION III - STEVEDORINGB. CARGO CATEGORIES AND BASIC RATES PER TON - CONT.

<u>CAT.</u>	<u>RATE</u>	<u>DESCRIPTION</u>		
11	37¢	Cocoons	Hides, salted, bundle	Silk, raw, bale
		Fish, frozen	Silk piece goods	
12	40¢	Iron, scrap, bulk		
13	42¢	Fish, salted, case		
14	51¢	Ammonium nitrate	Explosive compounds	Metallic Kalium
		Coke, large, lump, bulk	Fireworks	Metallic natrium
		Detonators	Gunpowder	Nitro cellulose &
		Dynamite	Magnesium powder	products

*Ores, special: Blacklead, Copper, Ferro Silicon, Mica,
Sulphur, Zinc Concentrate.

Commodities which are not listed in category groups will be considered in the same category as other commodities of similar size, weight, packing and value.

SECTION III - STEVEDORINGC. ADDITIONAL AND SUPPLEMENTARY CHARGES

<u>TYPE OF OPERATION</u>	<u>*ADD. CHARGE</u>
1. Special Storage Spaces.	
Forecastles, afterhouses, deep tanks, underbridges, reserve bunkers, refrigerator compartments, passenger quarters and all stowage spaces other than usual hatch space.	30%
2. In refrigerated space:	80%
3. Shifting within vessel, with ship's gear from hold to hold:	100%
4. Transshipment with ship's gear directly from vessel to vessel:	100%
5. Measuring or weighing:	20%
6. Sorting cargo by marks:	50%
7. Erecting, tearing-down and removing bulk cargo bins. At rates for labor in Part D, plus cost or rental of material.	
8. Overtime rates.	
1501 - 2300:	50%
2301 - 0700:	100%
9. Winter operations:	
a. During winter season, from 1 November to 31 March.	
(1) At ports on east coast of Honshu, north of 38° Lat.	20%
(2) At ports on west and north coasts of Honshu, north of 35° Lat.	30%
b. During winter season, from 1 November to 30 April.	
All ports in Hokkaido	40%
10. Valuable cargo.	
a. Gold and silver bullion, coins, paper currency, securities, jewelry:	.0001 of value
b. Other cargo, when value is declared,	
Over \$100 per package:	.0001 of value
Over \$500 per ton:	.0001 of value

*Percentages of basic rate, Section III B, in addition to basic rate per ton.

SECTION III - STEVEDORING

D. LABOR

1. TALLYING. Tallying for the account of vessel or cargo is not included in any rate herein.

a. BASIC RATES.

<u>Type of Cargo</u>	<u>Basic Rate</u> <u>Per Ton</u>
Bulk, clean:	\$.025
Bagged, clean:	.04
Baled, cased, packaged, lumber, metals:	.05
Bulk and bagged (dusty, dirty), acids, drugs, chemicals:	.08
Hazardous, dangerous, inflammable:	.10
Livestock:	.02 per head
Poultry, other crated stock:	.02 per crate

b. ADDITIONAL CHARGES.

<u>Type of Operation</u>	<u>*Add.</u> <u>Charge</u>
In stream, outside breakwater:	20%
Shifting between holds in the same vessel:	40%
Sorting:	20%
Overtime.	Dockside, 1501-2300: 50%
	2301-0700: 100%
	Shipside, 1601-2300: 50%
	2301-0700: 100%

*Percentage of basic rate in addition to basic rate, la.

2. OTHER LABOR.

	<u>BASIC RATE</u>
a. CARPENTERS, per man, per day:	\$ 2.70
b. COOPERS, per man, per day:	1.75
c. WINCHMEN, per man, per day:	2.15
d. ORDINARY LABOR.	
Foremen, per man, per day:	1.60
Laborers, per man, per day:	1.25
e. CLEANING HOLDS.	
Per man, per hour:	.20

SECTION III - STEVEDORING

D. LABOR - CONT.

f. WATCHMEN (Shore), each shift

	<u>0801-1600</u>	<u>1601-2400</u>	<u>2401-0800</u>
Head Watchmen:	\$ 1.75	\$ 1.85	\$ 1.95
Asst. Head Watchman:	1.70	1.80	1.90
Watchman:	1.40	1.50	1.60

3. STANDBY. Except as otherwise provided, when stevedore gangs are ordered and standby, either before beginning work or during work, except meal hours or rest periods, as a result of conditions beyond the control of the terminal operator, the following charges will be made:

- a. Before operations begin, per gang per hour: \$ 4.00
 If released without working, minimum charge is for 4 hours.
- b. During operations, except meal hours and rest periods, per gang per hour: 4.00
- c. Standby charges will be assessed for periods of 15 minutes or longer, and will be computed in periods of 15 minutes.

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SCHEDULE OF RATES FOR PORT FACILITIES AT JAPANESE PORTS

SECTION IV

PORT ENTRY AND SHIP SERVICES

1. PILOTAGE

- a. During local daylight almanac time. Each operation, between position outside breakwater and inside harbor.

Vessels under 1,000 GT and under 3 meters draft: \$ 7.50

PLUS, for each additional 1,000 GT or part: .45

PLUS, for each additional 1/3 meter draft or part: .45

- b. Shifting anchorage. Inside breakwater: 7.50
Outside breakwater: 9.00

- c. During local night almanac time. In addition to rates in a and b above, each operation: 4.50

2. TONNAGE DUES

- a. Each entry, per net registered ton: .0165

- b. Annual rate, payable in advance for calendar year on first entry of vessel, per net registered ton: .0495

3. WHARFAGE

First 24 hour period, per net registered ton: .0059

After 24 hours & up to 96 hours, per net registered ton: .0089

Over 96 hours, per 24 hours, per net registered ton: .003

4. BUOY HIRE

Vessels up to 5,000 GT Per 24 hrs: 3.00

From 5,001 up to 10,000 GT Per 24 hrs: 4.50

From 10,001 up to 15,000 GT Per 24 hrs: 7.00

Over 15,000 GT Per 24 hrs: 9.00

SECTION IV - PORT ENTRY AND SHIP SERVICES - CONT.

5. LINE HANDLING

- a. At buoy, inside breakwater, including sampan and labor.
Shackling and unshackling, sunrise to sunset: \$ 3.00
- b. At berths, securing and releasing lines, sunrise to sunset.
 - Vessels up to 3,000 GT 3.75
 - From 3,001 up to 5,000 GT 4.75
 - From 5,001 up to 7,000 GT 5.50
 - From 7,001 up to 10,000 GT 7.25
 - From 10,001 up to 15,000 GT 8.50
 - Vessels over 15,000 GT 11.50
- c. Additional charges for line handling during hours other than sunrise to sunset.
 - (1) Sunset to 2200: 50%
 - (2) 2201 to sunrise: 100%

6. GARBAGE DISPOSAL SERVICE Per each pick-up \$ 4.00

7. LAUNCH SERVICE

- a. First hour: 4.00
- Each additional half hour or fraction: 2.00
- b. Harbor taxi service. 3 scheduled calls per day: 8.00

8. TUG HIRE, for docking or undocking only, each tug.

	1st Hour	Each Add. Hr.	*Standby Per Hour
Sunrise to sunset	\$6.00	\$3.00	\$2.00
Sunset to sunrise	9.00	4.50	3.00

*When vessel is not ready for movement and tugs have been ordered and standby 15 minutes or more, computed in periods of 15 minutes or fractions from reporting time.

9. LAUNDRY

- a. Ship's flat work, per piece: \$.03
- b. Other laundry at current rates.

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SCHEDULE OF RATES FOR PORT FACILITIES AT JAPANESE PORTS

SECTION V - EQUIPMENT HIRE

Equipment requested by the shipowner, consignee, or shipper which is in addition to equipment normally used in a stevedoring operation, will be charged for at the rates listed herein.

When equipment is used during hours when technical employees (equipment operators and engineers) and labor receive overtime pay, additional charges will be made for overtime as prescribed in paragraph 4 below.

1. FLOATING CRANES

- | | |
|--|---------|
| a. <u>Minimum charge.</u> Exclusive of tug hire: | \$20.00 |
| b. <u>Towing time.</u> From and to crane anchorage, per half hour: | 2.50 |
| c. <u>Tug hire.</u> See Section VI, Rates for Terminal Services. | |
| d. <u>Standby.</u> When crane stands by 15 minutes or more. | |

(1) Before operation begins, each 15 minutes or part:	2.50
---	------

Computed from the time crane arrives at working spot, but not earlier than the time crane has been ordered to report.

(2) During operation, except meal hours and rest periods, each 15 minutes or part:	2.50
--	------

e. Tonnage Rates.

<u>SIZE OF EACH LIFT</u>	<u>RATE</u>
Up to 5 tons	per lift: \$ 8.50
Over 5, up to 10 tons	per lift: 10.00
Over 10, up to 15 tons	per ton : 1.00
Over 15, up to 20 tons	per ton : 1.15
Over 20, up to 25 tons	per ton : 1.30
Over 25, up to 30 tons	per ton : 1.50
Over 30, up to 35 tons	per ton : 1.75
Over 35, up to 40 tons	per ton : 2.00
Over 40, up to 45 tons	per ton : 2.25
Over 45, up to 50 tons	per ton : 2.50
Over 50 tons	Upon Application

SECTION V - EQUIPMENT HIRE - CONT.

f. Minimum revenue. When all charges total less than \$20.00 per hour of operation, exclusive of tug hire, minimum revenue, per hour: \$20.00

2. MOBILE CRANES, over 3 tons capacity.

a. Minimum charge. 10.00

b. Standby. When equipment stands by 15 minutes or more.

(1) Before operation begins, each 15 minutes or part. 1.25

(2) During operation, except meal hours and rest periods, each 15 minutes or part: 1.25

c. Tonnage charge.

<u>SIZE OF EACH LIFT</u>	<u>RATE</u>
From 3, up to 5 tons	per lift: \$2.50
Over 5, up to 10 tons	per ton: .50
Over 10, up to 15 tons	per ton: .60
Over 15, up to 20 tons	per ton: .75
Over 20, up to 30 tons	per ton: .90
Over 30 tons	Upon Application

d. Minimum revenue. When all charges total less than \$5.00 per hour of operation, minimum revenue, per hour: \$ 5.00

3. MISCELLANEOUS PIER EQUIPMENT

	<u>RATES PER HOUR</u>
*Mobile land cranes, under 3 tons cap.	\$ 1.50 (Minimum 4 hrs)
*Fork lift trucks	1.25 (Minimum 4 hrs)
*Tractors, large	1.00 (Minimum 4 hrs)
*Tractors, small	.75 (Minimum 4 hrs)
Trailers, large	.05
Trailers, small	.03
Other equipment	Upon Application

*Includes technical employees during straight time.

SECTION V - EQUIPMENT HIRE - CONT.

4. Additional charges for technical employees and other labor during overtime hours.

a. Technical Employees.

	<u>Overtime Rates</u>	
	<u>0601-2200</u>	<u>2201-0600</u>

(1) If employee has not completed 8 hrs. work in day or 40 hrs. work in week, per employee:	No add. chrg.	6¢ per hr.
---	---------------	------------

(2) If employee has completed 8 hrs. work in day or 40 hrs. work in week, per employee:	14¢ per hr.	23¢ per hr.
---	-------------	-------------

b. Other Labor. At rates for additional pay during overtime hours only in excess of basic rates, as prescribed in Section III.

5. FIXED SHORE EQUIPMENT Rates upon Application.

6. LIGHTERS SEE SECTION V, RATES FOR TERMINAL SERVICES.

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13 August 1948

RATES FOR TERMINAL SERVICES

Effective
1 October 1948

GENERAL TERMS AND BASIC RATES	SECTION I
LANDING AND SHIPPING CARGO CATEGORIES	SECTION II
LONGSHORING CARGO CATEGORIES	SECTION III
IN TRANSIT STORAGE	SECTION IV
LIGHTERS	SECTION V
TUG HIRE	SECTION VI
TRUCK HIRE	SECTION VII

ANNEX B to INCL 1 to SCAPIN 1927

GENERAL HEADQUARTERS
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RATES FOR TERMINAL SERVICES

Effective
1 October 1948

SECTION I

A. GENERAL TERMS

1. The rates, charges, rules and regulations herein, additions, revisions or supplements thereto, shall apply on all freight received at terminals on and after effective date hereof or effective dates of additions, revisions or supplements hereto provided, however, that when terminal charges have been prepared at point of origin at the rates in effect on date of shipping such rates shall prevail even though the shipment is received at destination after effective date of the new rates, revisions or supplements. Unless otherwise specified all transit freight received at terminals and undelivered prior to effective dates of revisions or supplements hereto, shall be charged the rates in effect on the date such freight was received until entire lot or shipment has been withdrawn.
2. Terms are cash. All charges under rates herein, or other charges not specifically fixed are due and payable as they accrue.
 - a. Cargo will be released to the consignee, or shipping agency, or shipowner, or individual responsible for such charges, only when charges accrued under this schedule and in accordance with other terms, have either been paid or adequate guarantee has been furnished for the payment thereof.
 - b. Accounts remaining unpaid for 30 days from receipt of invoice will bear interest at 6% per annum from date of receipt of invoice.
 - c. The terminal operator reserves the right to demand prepayment of all charges on perishable freight, freight of unknown or doubtful value and on household goods.
3. Use of piers, warehouses, facilities or services shall be deemed an acceptance of the rates, terms and conditions herein.

SECTION IA. GENERAL TERMS, CONTINUED

4. Right is reserved by terminal operators to furnish all equipment, supplies and material and to perform all services in connection with the operation of their terminals under rates and conditions herein, or at rates agreed upon for such items which are not included herein.

5. Hazardous or offensive freight or freight which, by its nature, is liable to damage other freight, is subject to immediate removal, either from the pier or pier premises, or to other locations within said premises, with all expense and risk of loss or damage for the account of owner, shipper or consignee.

6. Freight remaining on pier or pier premises after expiration of free time, and freight shut out at clearance of vessel may be piled or repiled to make space, transferred to other locations or receptacles within the pier premises, or removed to public or private warehouses with all expense and risk of loss or damage for account of the owner, shipper, consignee or carrier, as responsibility may appear.

7. The acceptance, handling or storage of explosives or excessively inflammable material shall be subject to special arrangements with terminal operators and governed by applicable rules and regulations.

8. Glass, liquids and fragile articles will be accepted only at owner's risk for breakage, leakage or chafing.

9. Delays in loading, unloading, receiving, deliveries or handling freight arising from combinations, riots or strikes of any persons in the employ of the terminal companies or in the services of others, or arising from any other cause not reasonably within the control of the terminal companies will not entitle the owners, shippers, consignees or carriers of the freight to waiver of any terminal charges or expenses that may be incurred.

10. Rates named herein do not include any insurance except that of labor compensation to cover labor employed to perform services, and liability insurance.

11. The rates named herein, additions, revisions or supplements thereto, are based upon existing traffic and labor conditions. If and when these conditions change because of de-

SECTION IA. GENERAL TERMS, CONTINUED

mands of labor for increased wages, strikes, congestions, or other causes not reasonably within the control of the terminal companies, resulting in an increased cost of service, the rates are subject to change without notice. Changes in rates named herein for reasons other than stated will become effective thirty (30) days from date of publication.

12. If and when others than the terminal companies are permitted to perform services on the piers or premises of the terminal companies they shall be liable for the injury of persons in their employ and shall also be held responsible for loss, damage or theft by themselves or persons in their employ.

13. The terminals will take reasonable precautions and exercise reasonable care to prevent loss of or damage to freight and, having taken such measures, will not be responsible for any loss or damage caused by fire, frost, heat, dampness, leakage, the elements, evaporation, natural shrinkage, wastage or decay; animals, rats, mice or other rodents, moths, weevils or other insects; leakage or discharge from fire protection systems, collapse of buildings or structures, breakdown of plant or machinery or equipment; or by floats, logs or piling required in breasting vessels away from wharf; nor will it be answerable for any loss, damage or delay arising from insufficient notification or from war, insurrection, shortage of labor, combinations, riots or strikes of any persons in its employ or in the services of others or from any consequences arising therefrom.

RATES FOR TERMINAL SERVICES

SECTION I - B. BASIC RATES

Effective
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(1) CARGO CATEGORY	SECTION II (2)		SECTION III (3)	SECTION IV INTRANSIT STORAGE	SECTION V LIGHTERS	SECTION VI TUG HIRE			SECTION VI (4) TRUCK HIRE
	Landing	Shipping	LONGSHORING			H. P.	1st Hour	Add. Hours	Distance KM
1	\$.40	\$.30	\$.18	SEE SECTION IV	LIGHTER HIRE	Up to 30	\$ 3.00	\$ 2.00	Up to 2
2	.45	.34	.21		31 to 50	6.00	2.50	Up to 4	
3	.50	.38	.23		51 to 80	9.00	3.50	Up to 6	
4	.55	.41	.25		81 to 150	12.00	5.00	Up to 8	
5	.60	.45	.28		Over 150	UPON APPLICATION		Up to 10	
6	.65	.49	.30		SEE SECT V A			Up to 12	
7	.70	.52	.32					Per KM	
8	.75	.56	.35					Over 12	
9	.80	.60	.37		LIGHTER CHARTER				DAILY HIRE
10	.85	.64	.40		SEE SECT V B				SEE SECT. VI
11	1.00	.75	.42						
12	1.15	.86	.46						
13	1.25	.94	.58						
14	1.30	.97	.76						
15	1.45	1.09							
16	1.70	1.27							
17	2.10	1.57							

All rates are for revenue tons, 40 cu ft or 1,000 KG (2,205 lbs), whichever is greater, unless otherwise specified.

- (1) Commodities are grouped in categories for: a. Landing and Shipping. b. Longshoring. To find cargo category, additional charges and other conditions, refer to section listed in each.
- (2) Heavy and bulky cargo, see Section II. MINIMUM CHARGE: Ordinary Cargo, \$.25. Valuable Cargo, \$.50.
- (3) MINIMUM CHARGE: Ordinary Cargo, \$.15. Valuable Cargo, \$.25.
- (4) MINIMUM CHARGE: \$.50.

RATES FOR TERMINAL SERVICES

SECTION I - B. BASIC RATES

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SECTION II (2)	SECTION III (3)	SECTION IV INTRANSIT STORAGE	SECTION V LIGHTERS	SECTION VI TUG HIRE			SECTION VII (4) TRUCK HIRE	
				H. P.	1st Hour	Add. Hours	Distance KM	Per Ton
Landing Shipping	LONGSHORING	SEE SECTION IV	LIGHTER HIRE WITH TOW- ING, 17¢ PER TON SEE SECT V A	Up to 30	\$ 3.00	\$2.00	Up to 2	\$.44
.45	.18			31 to 50	6.00	2.50	Up to 4	.54
.50	.21			51 to 80	9.00	3.50	Up to 6	.62
.55	.23			81 to 150	12.00	5.00	Up to 8	.72
.60	.25			Over 150	UPON APPLICATION		Up to 10	.81
.65	.28						Up to 12	.91
.70	.30						Per KM	
.75	.32						Over 12	.05
.80	.35						DAILY HIRE SEE SECT. VII B	
.85	.37				LIGHTER CHARTER SEE SECT V B			
.90	.40							
.95	.42							
1.00	.46							
1.05	.48							
1.10	.50							

4

are for revenue tons, 40 cu ft or 1,000 KG (2,205 lbs), whichever is greater, unless otherwise

ities are grouped in categories for: a. Landing and Shipping. b. Longshoring.
nd cargo category, additional charges and other conditions, refer to section listed in each column.

and bulky cargo, see Section II. MINIMUM CHARGE: Ordinary Cargo, \$.25. Valuable Cargo, \$.50.

MINIMUM CHARGE: Ordinary Cargo, \$.15. Valuable Cargo, \$.25.

MINIMUM CHARGE: \$.50.

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RATES FOR TERMINAL SERVICES

SECTION II - LANDING AND SHIPPING RATES

A. HEAVY AND BULKY CARGO

<u>SIZE</u>	<u>RATE PER TON</u>	
	<u>LANDING</u>	<u>SHIPPING</u>
<u>BY WEIGHT, EACH PIECE</u>		
From 1 to 2 Tons	\$1.25	\$.88
From 2 to 3 Tons	1.45	1.00
From 3 to 4 Tons	1.68	1.18
From 4 to 5 Tons	1.92	1.25
From 5 to 7 Tons	2.65	1.86
From 7 to 10 Tons	3.50	2.48
From 10 to 15 Tons	4.60	Upon Application
From 15 to 20 Tons	5.30	
From 20 to 30 Tons	5.90	
Over 30 Tons	Upon Application	

BY MEASURE, EACH PIECE

From 1 to 2 Tons	\$.90	\$.65
From 2 to 3 Tons	1.00	.71
From 3 to 4 Tons	1.12	.79
From 4 to 5 Tons	1.27	.88
From 5 to 10 Tons	1.53	1.06
From 10 to 15 Tons	1.92	1.33
From 15 to 20 Tons	2.30	1.63
From 20 to 30 Tons	2.65	1.92
Over 30 Tons	Upon Application	

The rates listed above are applicable to only those commodities that are not listed in cargo categories, Section II B.

SECTION II - LANDING AND SHIPPING RATESB. CARGO CATEGORIES

1	Gravel	Sand	
2	Automobiles, uncrated Coal, dust, bulk	Straw products	Trucks, uncrated.
3	Bean cake Beans, bag, bulk Cotton, raw, bales Cotton, duck, linters, piece goods, rag, yarn Forage	Fruits, dry & dried Gambier Grains, bag Nuts Ore, dust, bulk Peas, bag	Potatoes Salt, dust, bag Seeds, bag Vegetables, dry
4	Charcoal Clay, pencil, refractory Coalite, bulk	Copra, bag Grains, bulk Kaolin	Salt, dust, bulk Stone
5	Abalone, dry Adanba hats Agar agar Aluminum ware Antimony ware Bags, Boston Bamboo goods Bandage gauze, rolls Baskets Batteries, dry Bicycles Bobbins, bone Bone, animal, dust, bag Books Buttons Cameras Canned goods & provisions Cards, playing Cement, paper bag Chicken incubators Chilies, dry Chop sticks Christmas decorations Cigarettes Clocks	Coal, lump, bulk Coke, dust, bulk Communication equipment Confectioneries Copper fingers Copper ingots Cord clothing D. D. T. Dental supplies Drugs Electric light bulbs Electrical devices Electrical materials Enameled ware Fans, desk Feathers Fertilizer, bag Fish oils Fishing nets, cotton Flour, bag Gallnuts General Cargo Glassware Grains, powder, bag Gum copal	Gum dammar Harmonicas Hat bodies Hides, dried Hoes Knives Lead, lead concentrates Leather belting & findings Logs Magazines Mats Medical supplies Medicines Microphones Mine lamps Ores, lump, bulk Paper books, goods, covers Paper cutting knives Pearls, necklace, imit. Pig iron Pigments Poles, fishing Porcelain ware Pumps Projection equipment

SECTION II - LANDING AND SHIPPING RATESB. CARGO CATEGORIES - CONTD

5	Radio sets, tubes, re- pair & spare parts Rayon piece goods & yarn Rice cultivators Rope, manila Seaweed, dried Shells Shoddy Shoes, leather, rubber, canvas	Sickles Silverware Slide rules Starch Sugar, raw, refined Sulphate of ammonia bulk, package Tableware Telephone poles, wood Telephone sub-sectors	Tires and tubes Toys, tin & mechanical Wattle bark & extracts Wire cloth Wooden fabrics & goods Zinc, zinc slabs Zinc oxide
6	Amplifiers Almina Auto accessories, bat- teries, spare parts Automobiles, crated Beer, btld., case, bbl. Butter Cable Carbon black	Cement, bbl, drum Cheese Dyestuffs Electric motors Engines, diesel, semi- diesel Freight cars Iron, grain, bulk	Liquors, case Locomotives, steam, elec. Machinery Printing presses Scales Steam winches Trucks, crated Wool felt
7	Caustic soda Crossties Iron, scrap, pressed Lime	Lumber *Ores, special, bag Fulp, dry Salt, lump, bulk	Soda, soda ash Timber, mining Whale oil
8	Asphalt Boilers Bricks Bristle, bristle fibers Carbide Casin glue Clothing Crude rubber Cutch Earthen ware Fish, salted Glass, window	Gunny bags Hemp Iron and products Lard Linseed oil Molasses, barrels *Ores, special, bulk Paints Resin Roller bearings Rubber, scrap, sheets Shutters	Slag cars Slate Steel and products Tarpitch Tea, case Telephone poles, metal Tin plate Tobacco Vacuum bottles Vacuum tubes Wool grease Wool, raw, piece goods, yarn
9	Fish, frozen		
10	Coke, small, lump, bulk	Pitch, bulk	

SECTION II - LANDING AND SHIPPING RATESB. CARGO CATEGORIES - CONTD

11	Iron, scrap, bulk Cocoons	Oil, lubricating, bbl, case, drum	Silk piece goods Silk, raw, bale
12	Bleaching powder Calcium phosphide	Camphor and products Matches	Nitro-dyes
13	Alcohol Ammonia, liquid Benzene Carbon bi-sulphide Carbonic acid gas Celluloid and products	Compressed gas Ether Hydrochloric acid Naphtha Nitric acid Oil paper	Perchlorate Peroxide poisonous gas Sulphuric acid
14	Acetone Benzol	Film Mercury	Naphthalene
15	Hides, salted		
16	Coke, large, lump, bulk		
17	Ammonium nitrate Detonators Dynamite Explosive compounds	Fireworks Gunpowder Magnesium powder Metallic kalium	Metallic natrium Nitro cellulose and products

* Ores, special: Blacklead, Copper, Ferro Silicon, Mica, Sulphur, Zinc.

Commodities which are not listed will be considered in the same category as other commodities of similar size, weight, packing and value.

SECTION II - LANDING AND SHIPPING RATESC. SUPPLEMENTARY CHARGES

1. DEMURRAGE: Charges for demurrage, when beyond control of landing or shipping agent, will be made in accordance with rates for:
 - a. STORAGE: Sections I and IV.
 - b. LIGHTERS: Sections I and V.
2. MOVING, TRUCKING, STORAGE: Charges will be made in accordance with rates for those services if consignee does not take delivery of cargo within time specified by Customs or Agent.
3. SPECIAL HANDLING: Charges will be made for special handling and use of equipment under unusual circumstances, in accordance with customs of the port.
4. VALUABLE CARGO: Charges of .0005 will be made on declared value of cargo when such declaration is made by shipper or consignee, as follows:

VALUE: \$100. or more, per package or container.
\$500. or more per ton.

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SECTION III - LONGSHORING

A. CARGO CATEGORIES

1 Gravel	Sand	Straw products
2 Automobiles, uncrated	Gambier	Potatoes
Bean cake	Grains, bag	Seeds, bag
Beans, bag, bulk	Nuts	Trucks, uncrated
Forage	Peas, bag	Vegetables, dry
Fruits, dry & dried		
3 Charcoal	Ore, dust, bulk	Salt, dust, bag
Coal, dust, bulk		
4 Abalone, dried	Chilies, dry	Fans, desk
Adanba hats	Chop sticks	Feathers
Agar agar	Christmas decorations	Fish oils
Aluminum ware	Cigarettes	Fishing nets, cotton
Antimony ware	Clay, pencil, refractory	Flour, bag
Bags, Boston	Clocks	Gallnuts
Bamboo goods	Coalite, bulk	General Cargo
Bandage gauze, rolls	Coke, dust, bulk	Glassware
Baskets	Communication equipment	Grains, bulk
Batteries, dry	Confectioneries	Grains, powder, bag
Bicycles	Copper fingers	Gun copal
Bobbins, bone	Copra, bag	Gum dammar
Bone, animal, dust, bag	Cord clothing	Harmonicas
Books	Dehydrated foods	Hat bodies
Buttons	D. D. T.	Hides, dried
Cameras	Dental supplies	Hoes
Canned goods & provisions	Electric light bulbs	Kaolin
Cards, playing	Electrical devices	Knives
Cement, paper bag	Electrical materials	Leather belting, findings
Chicken incubators	Enameled ware	Magazines

SECTION III - LONGSHORINGA. CARGO CATEGORIES - CONTINUED

4	Mats Medical supplies Medicines Microphones Mine lamps Ores, lump, bulk Paper, books, covers, goods Paper cutting knives Pearls, necklace, imit. Pigments Poles, fishing Porcelain ware	Projection equipment Pumps Radio sets, tubes, re- pair, spare parts Rice cultivators Rope, manila Salt, dust, bulk Seaweed, dried Shells Shoes, leather, canvas, rubber Sickles Silverware	Slide rules Starch Stone Sugar, raw, refined Tableware Telephone sub-sectors Tires and tubes Toys, tin & mechanical Wattle bark & extracts Wire cloth Wooden fabrics & goods Zinc oxide
5	Almina Amplifiers Automobiles, crated Auto accessories, bat- teries, spare parts Beer, btld., case, barrel Butter Cable Carbon black Cement, barrel, drum Cheese Coal, lump, bulk Copper ingots	Drugs Dyestuffs Electric motors Engines, diesel, semi- diesel Fertilizer, bag Freight cars Lead, lead concentrates Liquors, case Locomotives, steam, electric Logs Machinery	Pig iron Printing presses Scales Shoddy Steam winches Sulphate of ammonia, package Superphosphates Telephone poles, wood Trucks, crated Wool felt Zinc, zinc slabs
6	Lime	Lumber	Sulphate of ammonia, bulk
7	Caustic soda Crossties	Iron, grain, bulk Soda, soda ash	Timbers, mining Whale oil
8	Bleaching powder Bricks Boilers Calcium phosphide	Camphor and products Iron, scrap, pressed Matches Nitro-dyes	*Ores, special, bag Salt, lump, bulk Slate

SECTION III - LONGSHORINGA. CARGO CATEGORIES - CONTINUED

9	Alcohol Ammonia, liquid Asphalt Benzene Bristle, bristle fibers Carbide Carbon bi-sulphide Carbonic acid gas Casin glue Celluloid and products Clothing Compressed gas Cotton, raw, bales Cotton, duck, linters, piece goods, rag, yarn Crude rubber Cutch Earthen ware Ether	Fish, salted Glass, window Gunny bags Hemp Hydrochloric acid Iron and products Lard Linseed oil Molasses, barrels Naphtha Nitric acid Oil, lubricating, bbl., case, drum Oil paper *Ores, special, bulk Paints Perchlorate Peroxide Poisonous gas	Rayon piece goods, yarn Resins Roller bearings Rubber, scrap, sheets Shutters Slag cars Steel and products Sulphuric acid Tea, case Telephone poles, metal Tin plate Tobacco Vacuum bottles Vacuum tubes Wool grease Wool, raw, piece goods, yarn
10	Acetone Benzol	Film Mercury	Naphthalene
11	Cocoons Fish, frozen	Hides, salted Pulp, dry	Silk piece goods Silk, raw
12	Coke, small, lump, bulk	Pitch, bulk	
13	Ammonium nitrate Detonators Dynamite Explosive compounds	Fireworks Gunpowder Iron, scrap, bulk Magnesium powder	Metallic kalium Metallic natrium Nitro cellulose and products
14	Coke, large, lump, bulk		

A longshoring operation consists of the handling and movement of cargo with usual equipment, (fork lifts, tow motors, trailers, hand carts, etc.), a normal distance, as determined by common practice and customs of the port.

Commodities which are not listed will be considered in the same category as other commodities of similar size, weight, packing and value.

* Ores, special: Blacklead, Copper, Ferro Silicon, Mica, Sulphur, Zinc.

SECTION III - LONGSHORING

B. ADDITIONAL CHARGES

<u>SHIFTING CARGO.</u>	On Shore:	*
	Between lighters:	70%
		80%
<u>SORTING CARGO:</u>		30%
<u>MEASURING OR WEIGHING:</u>		30%
<u>RESTACKING.</u>	Cargo under 2 meters high:	80%
<u>STACKING OR RESTACKING.</u>	Cargo over 2 meters high:	20%
<u>OVERTIME.</u>	1501 to 2300:	50%
	2301 to 0700:	100%
<u>STANDBY.</u>	Over 15 minutes, per man per hour.	
	0701 to 1500:	\$.15
	1501 to 2200:	.16 ¹ / ₂
	2201 to 0700:	.19
<u>VALUABLE CARGO.</u>	Gold, silver, bullion, jewelry, coins, currency, precious and semi-precious metals and stones, etc:	.0001 of Value
	Other cargo when declared.	
	Value. Over \$100. per pkge:	.0001 of Value
	Over \$500. per ton:	.0001 of Value

* Percentage of basic rates, SECTION I.

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

Effective
1 October 1948

RATES FOR TERMINAL SERVICES

SECTION IV - INTRANSIT STORAGE

	<u>TIME</u>	<u>RATE PER TON</u>	<u>MINIMUM CHARGE</u>
<u>PIER SHEDS:</u>	Up to 5th day	No charge	
	6th to 15th day	\$.012 per day	\$.01 per day
	After 15th day	.024 per day	.02 per day
<u>TIMBER YARD WATERS:</u>	Up to 10th day	No charge	
	11th to 20th day	.012 per day	.01 per day
	After 21st day	.018 per day	.02 per day

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RATES FOR TERMINAL SERVICES

SECTION V - LIGHTERS

A. LIGHTER HIRE, WITH TOWING

BASIC RATES: 17¢ per revenue ton of cargo actually moved by lighter between 2 points inside breakwater.

MINIMUM CHARGE: 17¢ per ton of 80% of *lighter capacity.

STANDBY: When ordered and not used: 3¢ per ton of *lighter capacity per day.

ADDITIONAL CHARGES

TRANSHIPMENT: Inside breakwater. Between vessels: 30%
Outside breakwater. Between vessel and pier: 10%
Between vessels: 40%

MULTIPLE LOADING OR DISCHARGING: Rate for total tonnage, plus, for each loading or discharge stop over two: 10%

TOWING: Distances over 3 KM, add tug hire rates, Section VI, for time consumed in round trip.

LABOR: Trimming, or slinging and unslinging along shore, by lighter crew: 25% of Longshoring

VALUABLE CARGO: Gold, silver, bullion, jewelry, coins, currency, precious and semi-precious metals and stones, etc: .0002 of value
Other cargo, when declared:
Value: \$100 or more per package: .0002 of value
\$500 or more per ton: .0002 of value

DEMURRAGE: Begins 72 hours after commencing loading. Rates for demurrage are the same as rates for lighter charterage after 48 hours. (See Section V B).

*Lighter capacity is measured tonnage (40 cu ft) up to coaming level.

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RATES FOR TERMINAL SERVICES

SECTION V. - LIGHTERS

B. LIGHTER CHARTER

* <u>SIZE OF LIGHTER</u> <u>in MT of 40 cu ft</u>	<u>RATES PER LIGHTER</u>	
	<u>1st 48 hrs</u>	<u>After 48 hrs</u>
Up to 30 MT	\$ 2.70	\$ 1.35 per day
31 to 40 MT	3.60	1.80 per day
41 to 50 MT	4.50	2.25 per day
51 to 60 MT	5.40	2.70 per day
61 to 70 MT	6.30	3.15 per day
71 to 80 MT	7.20	3.60 per day
81 to 100 MT	9.00	4.50 per day
101 to 150 MT	12.00	6.00 per day
151 to 200 MT	16.00	8.00 per day
201 to 250 MT	20.00	10.00 per day
251 to 300 MT	24.00	12.00 per day
301 to 400 MT	32.00	16.00 per day
Over 400 MT	4¢ per ton of MT capacity of lighter	

* SIZE OF LIGHTER IS MEASURED SPACE UP TO COAMING LEVEL.

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RATES FOR TERMINAL SERVICES

SECTION VI - TUG HIRE RATES

PRIVATELY OWNED TUGS

A. BASIC RATES

<u>SIZE OF TUG</u>	<u>1st 2 HOURS</u>	<u>ADD HOURS</u>
Up to 30 HP	\$ 3.00	\$ 2.00 per hour
31 to 50 HP	6.00	2.50 " "
51 to 80 HP	9.00	3.50 " "
81 to 150 HP	12.00	5.00 " "
Over 150 HP		

RATES FURNISHED UPON APPLICATION

B. ADDITIONAL CHARGES

FROM 1801 to 2400	20%
FROM 2401 to 0600	50%
OUTSIDE BREAKWATER	20%

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RATES FOR TERMINAL SERVICES

SECTION VII - TRUCK HIRE

A. MILEAGE

<u>DISTANCE</u>	<u>PER TON</u>
Up to 2 KM	\$.44
Up to 4 KM	.54
Up to 6 KM	.62
Up to 8 KM	.72
Up to 10 KM	.81
Up to 12 KM	.91
Per KM, over 12 KM	.05
MINIMUM CHARGE	.50

B. DAILY HIRE

<u>CAPACITY</u> (Maximum Load)	<u>PER DAY</u> (8 hrs, 60 KM)
Up to 3 Tons	\$ 9.00
Up to 4 Tons	12.00
Over 4 Tons	Rates Upon Application

HR

DIVISION OF COMMUNICATIONS AND RECORDS TELEGRAPH BRANCH

DEPARTMENT OF STATE INCOMING TELEGRAM

ACTION COPY



PLAIN

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Control 5881

Rec'd November 17, 1948 4:24 a.m.

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Action: TR Info:

T O FE OLI CIA ITP OFD DCR

FROM: Tokyo

TO: Secretary of State

NO: ZX 30098, November 17 (Army Message)

FROM SCAP TO DEPT OF THE ARMY, STATE DEPARTMENT, MARITCOM WASHINGTON, CG PHILCOM, CG USAFIK.

Subject is review of rates for port facilities in Japan.

Part one. Comprehensive review of present rate structure for Japanese port facilities being initiated to insure that true values are reflected in rate schedules.

A. Desire to secure rates for 1941 and current rates for: straight time stevedoring per ton of general cargo, tallying, land and floating lift equipment hire, tuggage for docking and undocking, towing and transocean vessels, lighterage per cargo ton, lighter hire, tug hire, and the following types of labor: carpenters, coopers, winchmen, stevedores and ordinary pier labor.

B. Desire to secure information in part one A for the following areas:

Far East area to include Shanghai, Hong Kong, Singapore, Manila, Batavia, Melbourne, Sydney, Pusan and Jinsen. Middle East area to include Bombay, Calcutta, Karachi, Alexandria.

Western area to include New York, New Orleans, San Francisco, Vancouver, Rio De Janeiro, Montevideo, Valparaiso and Buenos Aires.

European

PLAIN

JAN 6 1949

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EO 1 B

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Handwritten: X/R 894.156 ↓

PLAIN

-2- #ZX 30098, November 17 (Army Message), from Tokyo

European area to include London, Liverpool, Naples, Cherbourg and Marseilles.

Part Two. To Department of the Army, State and Maritime Commission: request information, complete or in fragmentary series, for ports in Middle East, western and European area.

Part Three. To Commanding General PHILCOM: request information, complete or in fragmentary series, for ports in Far East area, less Korean ports.

Part Four. To Commanding General USAFIC: request information for Pusan and Jinsen.

EMB:JAN

PLAIN