



Service Manual*

Valid as from 21/11/2022

The Service Manual is being revised by EPV.

CERTIFICATE BY THE EXTERNAL TECHNICAL AUDIT EXPERTS

Messrs.

Terminal Portuario Valparaíso

We have performed an external technical audit to the **Service Manual**, submitted by **Terminal Portuario Valparaíso S.A.** Said Manual is prepared by the Administration of **Terminal Portuario Valparaíso S.A.**, as concessionaire for the Development, Maintenance and Operation of Terminal No. 2 of the Port of Valparaíso. The **Service Manual** is prepared pursuant to the regulatory stipulations, mainly according to the requirements of the Regulations on the Use of Berths issued for Empresa Portuaria Valparaíso S.A.

We are responsible for certifying that the norms and procedures contained in the Service Manual abide by the legal stipulation of not allowing discriminatory actions by the Concessionaire.

This audit was performed according to special audit techniques and procedures applicable in these cases. Said practices required revision and analysis pursuant to the norms and requirements imposed on the Concessionaire by the Concession Contract for the Development, Maintenance and Operation of Berth entered into between Empresa Portuaria Valparaíso and **Terminal Portuario Valparaíso S.A.**; the Regulation for the Use of Berths issued by Empresa Portuaria Valparaíso; Act No. 19.542 "Modernization of the State Port Sector" published on December 9, 1997, about modernizing the state port sector, especially the norms indicated in the final section of No. 2 of article 14th and second section of article 22nd of this legal instrument. We consider that the audits performed are a reasonable basis to support our certification.

We hereby certify that the Service Manual, version March 16, 2022, submitted for our revision by **Terminal Portuario Valparaíso S.A.** does not violate any norms nor general procedures and abides by the legal stipulation that does allow discriminatory actions by the Concessionaire, as its charges, application procedures and the norms to allocate the use of the berths are objective, published in advance and its conditions are easy to fulfil by all of the users of the Concession Berth.

Viña del Mar, February 14, 2022

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1. TITLE I: DEFINITIONS

Article 1

Unless the context clearly indicates otherwise, the following words and phrases have the meaning indicated below.

- (1) **Storage or Stacking:** the stay and custody inside the Concession Area of the import, export cabotage cargoes or others subject to customs destination, including the resources and tasks required to render said services.
- (2) **Mooring:** activity consisting in securing the vessel to the Berth by installing lines around the pier's bits, including the resources and activities necessary for the rendering of said service.
- (3) **Previous year:** regarding any Contractual Year, it will mean the 12-month period immediately before said Contractual Year.
- (4) **Calendar year:** 12-month period between January 1 and December 31 of each year.
- (5) **Contractual year:** 12-month calendar period starting on the Delivery Date of the Terminal [March-16-2022] to the concessionaire and each subsequent 12-month period until the Termination Date of the Concession Contract.
- (6) **Concession area:** surface comprising the Berth described in the Concession Contract and the other optional areas described therein.
- (7) **Owner or shipping man:** the natural or corporate body, be s/he the proprietor or not of the Vessel, who trades her or dispatches her under her/his name.
- (8) **Naval artefact:** one which, not being constructed to navigate, fulfils within the water functions which are complementary or of assistance in maritime, river or lake activities, such as floating docks, floating cranes, fixed or floating platforms, rafts, buoys or others of a similar nature.
- (9) **Small automotive:** vehicles driven by engine and wheel, equivalent to the size of a jeep, station wagon, automobile and truck, whose weight does not exceed 1,500 kilos.

- (10) **Large automotive:** vehicles driven by engine and wheel, bigger than a jeep, station wagon, automobile and truck, whose weight exceeds 1,500 kilos.
- (11) **Government authorization:** any authorization, consent, approval, license, resolution, permit, certification, exemption, exoneration, registry or any other similar document issued by any Chilean government authority.
- (12) **Tender terms and conditions:** norms that regulate the tender of the Concession Area contained in the document issued by EPV, whose sale started on March 16, 2021, including all its Annexes and modifications made through the corresponding Complementary Circulars.
- (13) **Box:** maritime, dry standard, 20-foot, 40-foot container, according to ISO norms.
- (14) **Special container:** any type of container, of sizes other than 20 feet, 40 feet, Dry standard, that does not comply with the ISO specifications (NON-ISO).
- (15) **Break-bulk cargo:** any cargo made up by "bundles", of any nature, not carried inside containers.
- (16) **General break-bulk cargo:** any cargo made up by "bundles", of nature other than fruits and vegetables, not carried inside containers.
- (17) **Fruit and vegetable break-bulk cargo:** any cargo made up by "bundles", fruits and vegetables, not carried inside containers.
- (18) **Project cargo:** any piece or part weighing more than 30 tons or whose dimensions exceed the measures of an ISO 20- or 40-foot container.
- (19) **Loading:** the action of taking the cargo from the Storage, Stacking or Warehousing, moving it and placing it on a land means of transport, including the resources and activities necessary for the rendering of said service.
- (20) **CFS or Container Freight Station:** Container Station or Consolidation and Deconsolidation Center.
- (21) **Bill of lading:** a document which establishes the existence of a contract of maritime transport and which verifies that the carrier has taken charge of or has loaded the goods and has undertaken to deliver them against the presentation of that document to a determined person to his order or to the bearer.

- (22) **Consignee:** person entitled by the bill of lading or any similar document to receive the goods.
- (23) **Consolidation:** set of actions to stuff a container, arrange the cargo inside it and seal it, including the resources and activities necessary for the rendering of said Services.
- (24) **Contract:** agreement by means of which TPV and a Vessel Owner have agreed on the preferential and exclusive operation of their vessels and transfer of cargo at the terminal administered by TPV, regularly and for a limited period, based on objective and repeatable conditions for other Users that request entering into an agreement under the same terms.
- (25) **Concession contract:** Agreement entered into by means of public deed granted in the Notary of Valparaíso of Mr. Alfonso Gastón Alberto del Fierro Elgart on January 21, 2022, and recorded under repertoire No. 252 of the same year, by virtue of which EPV grants TPV the concession of Terminal No. 2 of the Port of Valparaíso.
- (26) **Warehouse:** the stay and custody of the cargoes not subject to customs destination inside the Concession Area, including the resources and tasks required to render said service.
- (27) **Unmooring:** the action of releasing the lines that secure the Vessel to the Berth, including the resources and tasks in land required to render said service.
- (28) **Discharge:** the action of taking the cargo from a land means of transport, taking it and placing it on a Storage, Stacking or Warehouse, including the resources and activities necessary for the rendering of said service.
- (29) **Deconsolidation:** activities consisting of the opening of the container's seal and doors and taking its content out, including the resources and activities necessary for the rendering of said services.
- (30) **Discharge:** transfer of cargo from a vessel's deck or hold to the Berth, including the resources and activities necessary for the rendering of said service.
- (31) **Unstowing:** unstowing the cargo inside a vessel's holds or on her deck, including the resources and activities necessary for the rendering of said service.
- (32) **Unlashing:** releasing the cargo from the elements that secure it to the vessel, including the resources and tasks required to render said service.

(33) **Business day(s):** any day other than Saturday, Sunday or legal holiday in the Republic of Chile. If a deadline of Business Days expires on a non-business day, it will be understood it extends until the following business day.

(34) **Dollar, US\$ or dollars:** the legal currency of the United States of America.

(35) **DRC:** [acronym for *Documento de Recepción de Carga*, in Spanish] cargo reception document issued by TPV.

(36) **Transfer element:** any fixed or movable equipment or element used to transfer cargo from the Terminal to the Vessel or vice versa.

(37) **Shipment:** the act of carrying the cargo from the Berth to the Vessel's holds or deck, including the resources and activities necessary for the rendering of said service.

(38) **Tarpping:** regarding break-bulk cargo, placing or assistance in the placing of tarpaulin, canvas or similar on the cargo carried on trucks to cover it; also, fixating or tying the tarpaulin or canvas to the truck's structure, including the supply of the area to park the truck that will be served and of the workers who will perform the task, as well as the resources and activities necessary for the rendering of said service.

(39) **EPV:** Empresa Portuaria Valparaíso, created by article 1st of the Ports Act.

(40) **International industry standards:** the best practices, procedures and methodologies used in the global port industry by prudent and diligent berth operator, under conditions and circumstances similar to those in the Concession Area.

(41) **Stowing:** stowing the cargo inside a vessel's holds or on her deck, including the resources and activities necessary for the rendering said service.

(42) **Force majeure event:** any event or circumstance other than the lack of financial resources, unforeseen and impossible to resist by means of a reasonable care by the party obliged to comply. A force majeure event may be, without any limitation, shipwrecks, tsunamis, shipping accidents, fires, earthquakes, landslides, avalanches, floods, hurricanes, tornadoes, storms and other phenomena of nature or disasters, explosions, epidemics, pandemics, war, declared or not declared, hostilities, guerrillas, terrorism, vandalism, insurrection, riots, sabotage, obstructions, non-judicial embargoes, total and absolute blackouts, malicious acts by third parties, blockage of any kind and acts of authority other than fault, indolence or negligence by the liable party and that is unforeseen and impossible to resist.

- (43) **FEU:** is a capacity measurement unit for maritime carriage of containers, from the English acronym "Forty-foot Equivalent Unit," which uses a 40-foot container as model and its exterior volume is equal to 2,390 cubic feet, equivalent to 67.7 cubic meters.
- (44) **Berth:** Docking place No. 2, made up by the Base Area and part of the existing infrastructure (both described in Annex C of the Concession Contract) that the Concessionaire requires for the operation, as well as the infrastructure, equipment and other assets identified in Annex C.
- (45) **Genset:** generating set that supplies the reefer containers with electricity.
- (46) **ISPS:** International Vessel and Port Facility Security Code.
- (47) **Ports Act:** Act No. 19.542, which modernizes the State Port Sector, published in the Official Gazette of December 19, 1997, and its subsequent amendments.
- (48) **Service manual:** this document, prepared pursuant to article 16 of the Regulations on the Use of Berths, which will regulate the Services that TPV will provide, its Charges, the norms and procedures that rule said provision of services, including a breakdown of the activities and resources involved, as well as the norms contained in the Concession Contract.
- (49) **Vessel:** any principal construction, destined to navigate, regardless of her class and size.
- (50) **Commercial vessel:** vessels destined to the carriage of goods.
- (51) **Special vessel:** vessels that are not fit for national or international carriage of goods or passengers; regarding this Regulation, special vessels are those of the National Navy, Scientific vessels, Factory vessels and Fishing vessels, pursuant to this Regulation.
- (52) **Cabotage vessel:** vessels that carry national or nationalized goods by sea and that navigate between two spots along the Chilean coast.
- (53) **Large vessel:** any Merchant or Special Vessel, larger than 50 Gross Registered Tonnage (GRT).
- (54) **Small vessel:** any Merchant or Special Vessel, equal to or smaller than 50 GRT.
- (55) **Merchant vessel:** vessels that perform the national or international carriage of goods or passengers.

(56) **Full container vessel:** any Merchant Vessel on which the percentage of transferred containerized cargo is equal to or higher than 90% of the total tonnage transferred by the Vessel. For the calculation of the percentage, the tares will be considered but the tonnage transferred for Stowing or Unstowing of the Vessel (false loading/discharge).

(57) **Reefer vessel:** any Merchant Vessel where the percentage of transferred reefer cargo is equal to or greater than 90% of the total tonnage transferred by the Vessel; also said vessels have refrigerated chambers to maintain the temperature of the cargoes.

(58) **Factory vessel:** special vessels used in fishing operations and in the elaboration of fishing by-products.

(59) **Pure Car Carrier (PCC) or Pure Car Truck Carrier (PCTC) Vessels:** any Merchant Vessel destined to the carriage of automobiles and large vessels on their own wheels; they may also carry break-bulk cargo.

(60) **General break-bulk cargo vessels:** any merchant Vessel where the percentage of break-bulk cargo or general is equal or greater than 90% of the total transferred tonnage.

(61) **Passenger vessel:** any vessel or tourism cruise vessels that carry 12 or more passengers. When they are combined carriage vessels, they are considered passenger vessels when they carry 100 or more people.

(62) **Legal norms:** any law, statute, ordinance, code, administrative resolution, judicial warrant, order, decree, municipal decree, enforced ruling, decision of any government authority or any bonding agreement with any government authority. This refers to the Republic of Chile.

(63) **Other berths:** Berth No. 1 of the Port and any other Berth projected and built at the Port of Valparaíso in the future.

(64) **Peso:** is the legal currency valid in the Republic of Chile.

(65) **Carriage:** activity related to the transfer of any cargo within the Concession Area and between the areas that make it up, including the resources and activities necessary for the rendering of said service.

(66) **"Investment Compulsory Project" or "POI" (in Spanish):** projects to be performed within the Concession Area, pursuant to the Tender Terms and Conditions, the Concession Contract and their attachments or complementary documents.

(67) **PPI:** United States Producer Price Index for Finished Goods, Not Seasonally Adjusted, published by the Bureau of Statistics of the Department of Labor of the USA on a monthly basis.

(68) **Port or Port Facility:** defined by Supreme Decree No. 130 of the Ministry of Transport and Telecommunications, passed on June 1, 2010, and published in the Official Gazette on October 4, 2010, and its future amendments, pursuant to article 153 of the Ports Act.

(69) **Coordination regulation:** coordination regulation of the Port Facilities of Puerto Valparaíso, issued by EPV, pursuant to No. 2 of article 8 and article 4 of Act 19.542 and in articles 5 and following of the Regulations for the Use of Berths, contained in Annex D and its subsequent amendments.

(70) **Regulation for the use of Berths or RUFA:** regulation issued by EPV, pursuant to article 22 of the Ports Act, approved by means of Exempt Resolution No. 3.244 of October 22, 2021, by the Under Secretariat of the Ministry of Transport and Telecommunications, copied in Annex D of the Tender Terms and Conditions and its subsequent amendments.

(71) **Rehandling of Containers:** any movement to be made inside the Terminal regarding the import, export, cabotage, transshipment, transit and customs re-destination of containers after being received by TPV, except the movements made with respect to the Services Subject to Maximum Charges.

(72) **Rehandling of break-bulk cargo:** any movement made inside the Terminal to the import, export, cabotage, transshipment, transit and customs re-destination of break-bulk cargo after being received by TPV and which, due to the non-withdrawal of the cargo by the consignees, it must be moved to another area with extra resources of TPV.

(73) **Weighing:** set of activities aimed at weighing cargo vehicles to determine the net weight of the products carried, including the weighing of the empty truck or train cart, also called taring, the weighing of the vehicle loaded, the calculation of the net weight carried and the delivery of the corresponding weighing certificates or receipts. In this stage of the transfer process, the total weight scale or the one required by the corresponding authority is considered, with its electronic devices installed inside the Berth, the specialized operator and the forms used to record the result of the weighing.

(74) **SAG:** Agricultural and Livestock Service of Chile.

(75) **Services:** Basic and Special Services provided by TPV.

- (76) **Basic Services:** services that are indispensable for the berthing of vessels, the cargo transfer or those that require the infrastructure granted in concession, without any alternative supply by companies different and independent from TPV, so that they render or may render them under monopoly conditions in the Concession Area. Also, services that are compulsory for TPV and Charges of which are subject to Maximum Values.
- (77) **Special or optional services:** services that do not require the infrastructure granted in Concession, so they may be rendered by companies different or independent from the Concessionaire, so that they may face competition. Also, services whose charges are not subject to Maximum Values or implicit in a Basic Service and whose contracting is not compulsory for the User.
- (78) **Services subject to maximum values:** TTC, TTF, TTH, TTR, TMC and TMN, for which TPV charges a Maximum Charge pursuant to Annex A of the Concession Contract.
- (79) **Prompt dispatch service:** cargo transfer services at the berth rendered in an expedite manner by TPV and for which the payment of rewards may be agreed with the Users.
- (80) **Stacking:** Storage, Stacking or Warehousing of containers at the Terminal.
- (81) **Charges:** Basic Charges (regulated) and Special Charges (not regulated), jointly.
- (82) **Basic charges (regulated):** amounts expressed in American dollars which TPV may periodically charge to Users for the Basic Services, which correspond to those specified separately, such as TTC, TTF, TTH, TTR, TMC, TMN.
- (83) **Special charges (not regulated):** each and every Charge TPV charges the User for the Special or Optional Services (not regulated).
- (84) **Maximum charges:** during any Contractual Year, will mean the maximum amount that TPV may charge for Basic Services (Regulated) and for the Use of the Intermodal Terminal, pursuant to Annex A of the Concession Contract.
- (85) **Charges on the cargo due to use of the pier or TMC:** the unit price, expressed in American dollars per ton of transferred cargo and tare, including the transfer for Stowing and Unstowing that TPV may charge for the use of the infrastructure of the Berth and its accessories.

(86) **Charges to the vessel for the use of the pier or TMN:** unit price, expressed in American dollars per meter or fraction of meter of total length and per each hour or fraction of hour, Occupancy Time by the Vessel, which TPV can charge the vessels or their principals for the use of the infrastructure and accessories of the Berth, including mooring and unmooring of the vessels that carry out commercial transfer of cargo.

(87) **Charges for non-fruit and vegetable or TTF break-bulk cargo transfer:** unit price, expressed in American dollars, per ton, which TPV can charge the Users for the transfer of non-containerized non-fruit and vegetable break-bulk cargo.

This Charge will be open in phase I break-bulk cargoes (TTF-I) for non-fruit and vegetable Break-bulk cargoes with service up to the Vessel's hook, Phase II (TTF-II), all the services after the Vessel's Hook for the same cargoes. Phase I Charges (TTF-I Automobile Cargo) for all the PCC vessels cargoes, with only break-bulking or stowing and Phase II Charges (TTF II Automobile Cargo) for all the post-trailer services of the vessel.

(88) **Charges for fruit and vegetable or TTH cargo transfer:** unit price, expressed in American dollars, per ton, which TPV can charge the Users for the transfer of non-containerized fruit and vegetable break-bulk cargo.

(89) **Charges for transfer of non-reefer containers or TTC:** unit price, expressed in American dollars, per Box, which TVCAL can charge the Users for the transfer of cargo carried inside standard, 20- or 40-foot non-reefer containers.

(90) **Charges for transfer of reefer containers or TTR:** unit price, expressed in American dollars, per Box, which TPV can charge the Users for the transfer of cargo carried inside standard, 20- or 40-foot reefer containers.

(91) **Terminal:** Concession Area, including the Berth and other areas operated by TPV.

(92) **Terminal Portuario Valparaíso S.A. or TPV:** Concessionaire Company in charge of the use, operation and maintenance of the berth, by virtue of the Concession Contract.

(93) **Intermodal terminal:** sector of the Concession Area defined by TPV destined to transfer cargo from train carts or trucks or any other means of transport other than maritime inside the Terminal and vice versa.

(94) **TEU:** is a capacity measurement unit for maritime transportation of containers, from the English acronym "Twenty-foot equivalent unit", which uses a 20-foot container as model and its exterior volume is equal to 1,360 cubic feet, equivalent to 38.51 cubic meters.

(95) **Wait time:** with respect to any vessel, it will mean the period, measured in hours or fractions of hours, starting on the date and time that the representative of the vessel has required its berthing, pursuant to the procedures established by TPV in the Service Manual and ending on the date and time of the mooring of the first line of such vessel to the Berth. It will be understood that, in case a Vessel arrives at the berth after:

- a) the date and time its principal has requested berthing, in case a berthing date and time has not been scheduled; or
- b) the date and time scheduled for berthing, in case a berth date and time has been scheduled;

The Wait Time will not start until the representative requests a new berthing date and time for the Vessel. In any case, such Wait Time will not start before 24 hours after the Vessel's representative requested her berthing or, if it occurs before, the date and time scheduled for her berthing by mutual agreement between the representative and TPV.

(96) **Occupancy time:** with respect to any Vessel, it is the period during which said Vessel stays berthed, starting from the moment said Vessel moors the first line to the Berth and ending when she releases the last line when unberthing.

(97) **Idle time:** with respect to any Vessel or means of transport, it is the period measured in hours or fraction of hours when there is non-productive time, causing that the resources provided by the Terminal, valued in American dollars per hour or gang, cannot be used for the performance of tasks. This may happen, for example, because the operations have to start at a different hour than the time set to start the shifts at the Terminal, which results in some non-worked or unproductive time between the start of the shifts and the actual start of the operations; because the operations end before the time set to the end of the shift, resulting in a non-worked or unproductive time between the actual end of the operations and the end of the shift; or because stoppages or suspensions during the operations for reasons not related to the Terminal, among others.

(98) **Use time:** with respect to any Vessel, it is the period said Vessel stays performing transfer operations at the Terminal, starting at the time said vessel begins her cargo/discharge and ends when she ends said operations, that is, the hours effectively worked by the Vessel during her occupation of the pier.

(99) **Applicable exchange rate:** it will mean, on any day, the "observed" exchange rate for the conversion from American dollars to Chilean pesos, as established by Banco Central de Chile, pursuant to No. 6 of Chapter I of Title I of the Compendium on International Exchange Norms by Banco Central de Chile,

published in the Official Gazette on such date or, if said date is not a Business Day, on the Business Day immediately before said date. If Banco Central de Chile stops determining said exchange rate, it will be the replacing exchange rate; if no replacement unit is established, the Parties will agree on an alternative mechanism in line with the Chilean market practices to determine it.

(100) **Ton:** a metric ton.

(101) **Tonnage:** the total weight in tons, matter of the Cargo Transfer.

(102) **Trailer and Chassis:** any platform on wheels that can be hooked and towed by a tractor-truck or traction vehicle, with or without cargo on its structure.

(103) **Transfer of containerized cargo and reefer containers cargo and of general and fruit and vegetable break-bulk cargo:** tasks related to stowing and unstowing, lashing or unlashings, shipment or discharge, carriage, loading or discharging to land means of transport, storage, stacking or warehousing, issuance of the documents that leave record of the reception and dispatch of the cargo, including administration and management, and will include the resources and activities necessary for the rendering of said Services. In the case of the storage, stacking or warehousing, these Services will include:

- a) With regards to the loading, 72 hours prior to the Mooring of the Vessel in which said cargo will be loaded plus Occupancy Time of same; and,
- b) With regards to the discharge, the Occupancy Time period of the Vessel and the following 24 hours as from the moment the unmooring of the Vessel is completed.

In the case of reefer containers, it will also include the withdrawal and placing of cold supply units, the connection and disconnection of the containers to the main electricity or other similar system and the electricity supply and monitoring for:

- a) With regards to the loading, 72 hours prior to the Mooring of the Vessel in which said cargo will be loaded plus Occupancy Time of same; and,
- b) With regards to the Discharge, the Occupancy Time period of the Vessel and the following 24 hours as from the moment the Unmooring of the Vessel is completed.

The Charges for any Service including an activity that is part of a Service subject to Maximum Values will not exceed the greater Charge recorded by the Concessionaire for said Service subject to Maximum Values. The sum of the Charges recorded for any Service including one or more activities that are part of a Service

subject to Maximum Values will not exceed the greater Charge recorded by the Concessionaire for said Service subject to Maximum Values.

(104) **Cargo transfer:** this definition will comprise both the Containerized Cargo Transfer, of reefer containers, of General Break-Bulk Cargo and Fruit and Vegetables cargo as concepts defined in the previous paragraphs.

(105) **Lashing:** the fastening of the cargo on a Vessel and will include the necessary resources and activities, which, according to the International Industry Standards, will be provided by TPV to render said service at the request and commercial agreement between the parties.

(106) **Adjustment Factor US PPI or US PPI AF:** with respect to any Contractual Year, it is the ratio between the "US PPI of the last month of the previous year" -dividend- and the "US PPI for the month immediately before the Delivery Date" -divisor.

(107) **Use of the intermodal terminal:** set of Cargo Transfer activities made up by the scheduling, coordination, reception, dispatch, entry, circulation, stay and exit of land means of transport (trucks, trains, etc.) to or from the Intermodal Terminal and that are subject to the application informed in TPV's Charges Manual.

(108) **Users:** people who use the Basic and Special Services offered in the Berth and, in general, at the port facilities concession of which is borne by TPV.

(109) **Season window:** windows of time that Terminal TPV agreed with the shipping companies or Owners that, due to their condition and contract with TPV, make said request. It will be allocated and will have priority in the days and times established to said effect. No compliance after 4 hours since the beginning of said window will be understood as loss and TPV will reallocate said berth in the planning, charging the Vessel that did not respect said condition the values declared in TPV's Charges.

2. TITLE II: PURPOSE AND SCOPE OF APPLICATION

Article 2

This Service Manual has been prepared by TPV in compliance with the stipulations of article 16 and following of the Regulations on the Use of Berths, approved by the Ministry of Transportation and Telecommunications for Empresa Portuaria Valparaíso and contains the norms and procedures applicable to the Services at the Terminal of the Port of Valparaíso, operated by TPV.

TPV will render the Services referred to in this Manual under the terms established herein. Therefore, the Users that require Services from TPV are subject to its norms, deadlines and charges.

Article 3

This Manual and its modifications, duly certified, will become valid after the approval by Empresa Portuaria Valparaíso and 30 days after its notification to the Users.

Article 4

Considering the future development and modernization of the Terminal, this Manual may be amended pursuant to the regulatory stipulations, according to Section 6.2.6 of the Concession Contract.

3. TITLE III: BASIC SERVICES

Article 5

The following are the Services subject to Maximum Values:

NOMENCLATURE SERVICE CHARGES

TMN: Charges to the Vessel for the Use of the Pier

TMC: Charges to the Cargo for the Use of the Pier

TTC: Charges for the Transfer of Containers

TTR: Charges for the Transfer of Reefer Containers

TTF: Charges for the Transfer of non-fruit and vegetable Break-Bulk Cargo

TTH: Charges for the Transfer of fruit and vegetable Break-Bulk Cargo

For the services not defined as subject to maximum values and that are not described herein either, TPV will invoice US\$ 1,000, as a minimum, for the Services requested by the customer.

CHAPTER ONE – Services for the Use of the Pier

Article 6

The Service for the Use of the Pier consists in the right of the Owners, by themselves or through their vessel's agent or representatives, and the Shippers or cargo Consignees, by themselves or through their representatives, to use the Terminal's infrastructure and accessories.

This Service is divided into the Services rendered to the Vessel for the Use of the Pier and the Services rendered to the Cargo for the Use of the Pier, whose applicable charges are the following: the "Charges to the Vessel for the Use of the Pier" and the "Charges to the Cargo for the Use of the Pier."

Section 1 – Service to the Vessel for the Use of the Pier

Article 7

THE SERVICE TO THE VESSEL FOR THE USE OF THE PIER is the right the Owners have, by themselves or through their vessel's agent or representatives, to use the Terminal's infrastructure and accessories to serve Large and Small Merchant Vessels, Large and Small Special Vessels and Floating structures. The Factory and Fishing Vessels will receive the same treatment as the Merchant Vessels.

The Service starts when the first mooring line is received and ends when the last mooring line is released. The Merchant and Special Vessels, large and small, and the floating structures that are lying alongside another Vessel or naval artefact, will pay the Charges to the Vessel for the Use of the Pier for an amount equal to the one if they were moored to the berth, pier or facility fit for said purpose.

B100: Use of the Pier to the Vessel

The charges to be applied to any vessel that berths or lies alongside any terminal's berth, except normal cabotage vessels.

B101: Use of the Pier to the Cabotage Vessels

Charges to be applied to any Cabotage Vessel that normally operates at the TPV terminal.

Service: it includes the Mooring and Unmooring, as well as maintaining in the berth in operational conditions, as well as its other basic facilities. Also, maintain the seabed in the berth area clean; arrange bits, side fenders, stern lines and buoys that TPV considers them necessary, pursuant to the norms of the competent

authority.

Important: The vessels that do not perform transfer operations with TPV will be subject to the additional charge for mooring and unmooring described in service E218 or E219.

Charging method: per meter of length of the vessel for the hours the service lasts. The fractions of hours and meters will be raised to the immediately higher integer.

Section 2 – Service to the Cargo for the Use of the Pier

Article 8

THE SERVICE TO THE CARGO FOR THE USE OF PIER consists of the right the Owners have, by themselves or through their vessel's agent or representatives, and the Shippers or cargo Consignees, by themselves or through their representatives, to use the Terminal's infrastructure and accessories to serve the cargo carried or to be carried on vessels or watercrafts that use the Terminal's berths.

B110: Use of the Pier to the Cargo

The unit price, expressed in American dollars, per ton of transferred cargo and tare, including the transfer for Stowing and Unstowing that TPV may charge for the use of the infrastructure of the Terminal and its accessories.

Service: it includes maintaining the berth in operational conditions, as well as the other basic facilities; maintaining the cleanliness of the seabed in the berth area; and arranging bitts, side fenders, stern lines and buoys that TPV considers them necessary, pursuant to the norms of the competent authority.

The following TPV charges apply for this Service:

Article 9

Charges B110 will apply to the cargoes transferred by all the vessels that make use of the Terminal's berths, while berthed, whichever the transfer element used.

The following Charges will not apply:

- a) when cargo is transferred inside the Vessel or between her hatches;
- b) in the supply operations of the vessels, such as loading of water, goods for the consumption of or sale to the crew; or
- c) during the loading/discharge of equipment to support the cargo Stowing/Unstowing operations.

These Charges will be paid by the Owners, Vessel's Agents, Consignees, Shippers, their representatives or whomever requests, under authorization, this Service.

CHAPTER TWO - Cargo Transfer Services

Article 10

Transfer of containerized cargo and reefer containers cargo and of general and fruit and vegetable break-bulk cargo: tasks related to stowing and unstowing, lashing or unlashings, shipment or discharge, carriage, loading or discharging to land means of transport, storage, stacking or warehousing, issuance of the documents that leave record of the reception and dispatch of the cargo, including administration and management and will include the resources and activities necessary for the rendering of said Services. In the case of the storage, stacking or warehousing, these Services will include:

- a) with regards to the loading, 72 hours prior to the Mooring of the Vessel in which said cargo will be loaded plus Occupancy Time of same; and
- b) with regards to the Discharge, the Occupancy Time period of the Vessel and the following 24 hours as from the moment the Unmooring of the Vessel is completed.

The following charges will apply for this Service, according to the type of cargo to be transferred.

B120: Transfer of Loaded 20-Foot Containers

Unit price, expressed in American dollars, per Box, that TPV can charge the Users for the Transfer of Cargo carried inside reefer standard 20-foot containers.

B121: Transfer of Loaded 40-Foot Containers

Unit price, expressed in American dollars, per Box, that TPV can charge the Users for the Transfer of Cargo carried inside reefer standard 40-foot containers.

B122: Transfer of Empty 20-Foot Containers

Unit price, expressed in American dollars, per Box, that TPV can charge the Users for the Transfer of Cargo carried inside any kind of empty 20-foot containers.

B123: Transfer of Empty 40-Foot Containers

Unit price, expressed in American dollars, per Box, that TPV can charge the Users for the Transfer of Cargo carried inside any kind of empty 40-foot containers.

B124: Transfer of Loaded 20-Foot Reefer Containers

Unit price, expressed in American dollars, per Box, that TPV can charge the Users for the Transfer of Cargo carried inside 20-foot reefer containers.

B125: Transfer of Loaded 40-Foot Reefer Containers

Unit price, expressed in American dollars per Box that TPV can charge the Users for the Transfer of Cargo carried inside 40-foot reefer containers stuffed with cargo.

Important: The transfer of containers whose measures are other than 40 and/or 20 foot will be subject to the charges for E333: Tools for special Container (other than 20- or 40-foot container, standard dry and reefer and/or High Cube).

B140: Transfer of General Break-Bulk Cargo

Unit price, expressed in American dollars, per Ton, which TPV may charge the Users for the transfer of general break-bulk cargo.

B141: Transfer of General Break-Bulk Cargo PHASE I

Unit price, expressed in American dollars, per Ton, which TPV may charge the Users for the following tasks that make up the transfer of general non-automotive break-bulk cargo: stowing and unstowing, lashing or unlashng, loading or discharge, including the administration and management, and include the resources and tasks required to render said services up to the hook.

B142: Transfer of General Break-Bulk Cargo PHASE II

Unit price, expressed in American dollars, per Ton, which TPV may charge the Users for the following tasks that make up the carriage and loading or discharge to land means of transport in an area allocated by TPV: storage, stacking or warehousing, issuance of the documents that leave on record the reception and dispatch of the cargo, including its administration and management and will include

the resources and activities necessary for the rendering of said Services; in the case of storage, stacking or warehousing, these services will include:

- a) with regards to the Loading, 72 hours prior to the Mooring of the Vessel in which said cargo will be loaded plus Occupancy Time of same; and
- b) with regards to the Discharge, the Occupancy Time period of the Vessel and the following 24 hours as from the moment the Unmooring of the Vessel is completed.

This includes its administration and management and will include the resources and activities required to render said Services.

B151: Transfer of General Automotive Break-Bulk Cargo PHASE I

Unit price, expressed in American dollars, per Ton, which TPV will charge the Users for the following activities that make up the transfer of general automotive break-bulk cargo: stowing and unstowing, lashing or unlashings, loading or discharge, up to the side of the vessel's ramp, including the administration and management, and will include the resources and activities required to render said services.

B152: Transfer of Automotive Break-Bulk Cargo PHASE II

Unit price, expressed in American dollars, per Ton, which TPV will charge the Users for the following activities that make up the: carriage and stacking on an area allocated by TPV, loading or discharge to land means of transport other than the trucks specialized in the carriage of vehicle (push-car); storage, stacking or warehousing, the issuance of the documents that leave on record the reception and dispatch of the cargo, including its administration and management, as well as all the resources and activities required to render said services. In the case of the Storage, Stacking or Warehousing, these services will include:

- a) with regards to the Loading, 72 hours prior to the Mooring of the Vessel in which said cargo will be loaded plus Occupancy Time of same; and
- b) with regards to the Discharge, 24 hours after the unmooring of the Vessel.

B160: Transfer of Fruit and Vegetable Break-Bulk Cargo

Unit price, expressed in American dollars, per Ton, which TPV may charge the Users for the transfer of fruit and vegetable break-bulk cargo.

B170: Use of Reach Stacker Crane to Lift Small Vessels

This is the service rendered by means of a Reach Stacker crane for grounding and ungrounding of small vessels not related to the movements included in the respective Transfer of Cargo, such as the supply of vessels, transfer of spare parts, rental for subcontractors carrying out wharfage works or any other work not included in the Transfer of Cargo not exceeding 25 tons.

Service: it includes the coordination and scheduling of the operation, the monitoring personnel, the use of the shore crane and its operator.

Charging method: per movement

4. TITLE IV: SPECIAL OR OPTIONAL SERVICES

CHAPTER ONE – Terminal Services

Article 11

SPECIAL OR OPTIONAL SERVICES are those that do not require the infrastructure granted in Concession, so they may be rendered by companies different or independent from the Concessionaire, so that they may face competition. Also, services charges of which are not subject to Maximum Values or implicit in a Basic Service, contracting of which is not compulsory for the User. They will be rendered at the request by means of a document called Request for Special Services, which will be submitted during working hours of the Terminal and will be rendered pursuant to the planning of the operations, in the time and places allocated.

Article 12

The Terminal's Services are rendered by TPV to the Owners and Shippers and/or Consignees, by themselves or through their Agents or representatives, which choose to use the Terminal and requests their services. These services are not related to the Transfer of cargoes from or to the vessels and the charges set for said services are not subject to any regulation.

Section 1 – Services to the Vessels

Article 13

The optional services to the vessel are those requested during the call and that are not directly related to the transferred cargoes.

E200: Shipping Planning and Additional Operations Service

The additional shipping planning and operations service will be applied to the Users, Vessel Agents, Owners or their representatives that waive requests of previous berths (and associated services) after the announcement referred to by Article 27 of this Service Manual.

Service: re-planning of the allocations of the vessels, of the operations inside the Terminal and any other activity that may be affected by the waiver of the service request. These Services will be rendered with personnel, information systems related to all the areas of the Terminal and competent authorities and users of TPV.

Charging method: per event.

E201: Second Mooring of Vessels of up to 20,000 GRT

Service rendered to the Vessels whose GRT is equal to or smaller than 20,000 tons and that, while being moored at any berth of the Terminal, for safety reasons and by orders of the authority, by application of the norms that rule her stay at the berth, because the Vessel must depart to stay in roads and for any other reason alien to TPV's responsibility, require being moved to another Terminal's berth and/or have to be moored again to said berth. The foregoing upon the user's request.

Service: it includes the supply of supervisory personnel and moorers and excludes the first and last mooring/unmooring operation of the vessel.

Charging method: per task.

E202: Second Mooring of Vessels over 20,000 GRT

Service rendered to the Vessels GRT of which is equal to or greater than 20,000 tons and that, while being moored at any berth of the Terminal, for safety reasons and by orders of the authority, by application of the norms that rule her stay at the berth, because the Vessel must depart to stay in roads and for any other reason alien to TPV's responsibility, require being moved to another Terminal's berth and/or have to be moored again to said berth. The foregoing upon the user's request.

Service: it includes the supply of supervisory personnel and moorers and excludes the first and last mooring/unmooring operation of the vessel.

Charging method: per task.

E205: Mooring of Tugboats in the Seafront Area

This service is rendered to the tugboats that usually operate in the Valparaíso's harbor and that require an anchorage spot during the periods without any activity.

Service: it includes the coordination of the mooring and unmooring operations in the Terminal's seafront area.

Charging method: per month, per tugboat.

E206: Mooring of the Rest of Floating Structures in the Seafront Area

This service is rendered to the rest of the floating structures that require a temporary rest area. Service: it includes the coordination of the mooring and unmooring operations in the Terminal's seafront area.

Charging method: per day, per naval artefact.

E210: Drinking Water Connection on Business Day

Service rendered from Monday to Saturday, except holidays, consisting of connecting hoses, couplings, gauges, etc. to the TPV's drinking water source to allow the supply of drinking water to large and small vessels or other users.

Service: it includes the equipment and own or sub-hired personnel allocated to the connection and subsequent disconnection operations.

Charging method: per connection.

E211: Drinking Water Connection on Non-Business Day

Service rendered on Sundays or holidays, consisting of connecting hoses, couplings, gauges, etc. to the TPV's drinking water source to allow the supply of drinking water to large and small vessels or other users.

Service: it includes the equipment and own or sub-hired personnel allocated to the connection and subsequent disconnection operations.

Charging method: per connection.

E212: Water Supply

Service rendered to the vessels that call at the Terminal and that require water supply.

Service: it includes the coordination and scheduling of the tasks, the supervision, registry of the consumption, the corresponding documentation and the water itself.

Charging method: per m3 of supplied water.

E213: Connection to Electricity on Business Day (other than charges for B124-B125)

Service rendered from Monday to Saturday, except holidays and Sundays, consisting of connecting to TPV's electricity source to supply electricity to the vessels or to any other need of the requesting user. The service also extends to the reefer units. The foregoing upon the user's request.

Service: it includes the connection, disconnection, the control of equipment and machinery or others to TPV's electricity source, as well as the equipment and own or sub-hired personnel.

Charging method: per event.

E214: Connection to Electricity on Non-Business Day (other than charges for B124-B125)

Service rendered on Sundays and holidays, consisting of connecting to TPV's electricity sources to supply electricity to the vessels or to any other need of the requesting user. The service also extends to the reefer units. The foregoing upon the user's request.

Service: it includes the connection, disconnection, the control of equipment and machinery or others to TPV's electricity source, as well as the equipment and own or sub-hired personnel.

Charging method: per event.

E215: Electricity Supply

Service rendered to the vessels that call at the Terminal and that require electricity or for any other needs of the requesting user; the service also extends to the import and export reefer units. The foregoing upon the user's request.

Service: it includes the coordination and scheduling of the tasks, the supervision, registry of the consumption, the corresponding documentation and the electricity itself.

Charging method: per Kwh consumed, plus 20%.

E216: Re-adjustment of DUS

Service requested by the customer or its representative from TPV to modify the value(s) indicated in the DUS, which, once confirmed, has had differences or amendments such as: quantity of cargo, tonnage, consignee, port of destination, any other information subject to modification, which requires update, in order to generate a new DUS. Pursuant to the procedures established by TPV and knowing all the AGA, the request of modification to re-adjust the DUS is made by means of well-established formats, where the requested service is indicated. It is worth noting that **this service is free of charge until 12 hours after the departure of the vessel.**

Service: includes personnel, registry of the indications and printing, on-line equipment and delivery of the new printed document. Trained and specialized personnel must make the requested correction and then print out documents and inform all the parties involved, requesting AGA, Vessel's Agency, Line that operates the Vessel of the changes made, every time any change is made. Supplies used: Personnel, print-outs.

Charging method: per entered and amended document (DUS).

E217: Uploading of DUS

Service requested by the customer or its representative from TPV to type the DUS, which must have been uploaded to TPV's system by the corresponding customs agency. This must be made before the loading of the cargo, in person at the Terminal's office by TPV's personnel, which generates an additional task with the use of resources and time.

The uploading of the DUS is responsibility of the AGA, representative of the Exporter; the non-compliance with the procedures immediately generates the uploading of the DUS by TPV. For this procedure it is required to have qualified and specialized personnel to avoid delaying the loading in the scheduled tasks.

Service: includes personnel, equipment and on-line services.

Charging method: per uploaded document (DUS).

E218: Mooring and/or Unmooring of an OGTB-Type Vessel, without Cargo Transfer, on Business Day

Service requested by the customer or its representative from TPV, to MOOR OR UNMOOR a vessel, as indicated in the description of the charges. Service rendered on a business day, from our terminal, so a MOORING will mean securing the vessel to the berth under the concession of TPV by means of lines or

proper lashing elements, authorized by the competent authority; UNMOORING will mean releasing the lines or proper lashing elements, authorized by the competent authority, which secure a vessel to the berth under the concession of TPV.

Service: It includes the gang of moorers, the installation of beacons and safety cones; this does not include nor replaces the use of pier to the vessel.

Charging method: per task.

E219: Mooring and/or Unmooring of an OGTB-Type Vessel, without Cargo Transfer, on Non-Business Day

Service requested by the customer or its representative from TPV, to MOOR OR UNMOOR a vessel, as indicated in the description of the fee. Service rendered on a holiday, from our terminal, so a MOORING will mean securing the vessel to the berth under the concession of TPV by means of lines or proper lashing elements, authorized by the competent authority; UNMOORING will mean releasing the lines or proper lashing elements, authorized by the competent authority, which secure a vessel to the berth under the concession of TPV.

Service: It includes the gang of moorers, the installation of beacons and safety cones; this does not include nor replaces the use of pier to the vessel.

Charging method: per task.

E220 Handling of pontoons on Board

The service consists of the extraction and positioning of pontoons inside an area on board the Vessel. These movements are not related to the Cargo Transfer operation, so they will not be subject to this charge and will be scheduled according to the Vessel's work plan.

Service: it will be rendered upon the express request of the user and includes own or sub-hired equipment and personnel.

Charging method: per pontoon.

E221: Fumigation of Decks

The Service consists of fumigating the deck of the vessels and is rendered at the request of the Master or her/his representative, to the vessels of certain traffic areas that arrived at or called at ports the competent authority declares as dangerous in order to prevent the entrance of infestations or insects to the country. This

Service is originated by regulations of the local authority, for national norm of the Agricultural and Livestock Service (SAG) or the National Health Service and will be performed with personnel, procedures and products authorized and regulated by the competent authority.

Service: it includes the authorization of the SAG to render the Service, the personnel and the supervision, the application of the product on the Vessel's deck. The provision of the Service will be subject to the authorization of the Competent Authorities.

Charging method: per vessel/call.

E222: Caretakers or Safety Service

The Service consists of providing additional personnel, not included in the Services, subject to Maximum Values and whose main function is to watch and control the access to the vessels that berth at the Terminal.

Service: It includes the appointment and provision of personnel per shift, administrative processing of the authorization for the entry to the port area, the submission of personnel list before the Port authority, the ascertaining of the rest of the legal and regulatory obligations, such as the payment of salaries and social security.

Charging method: per employee per shift.

E223: Removal of Bilge or Sewage

This Service consists of removing the waste from the bilges or sewage from the vessels.

Service: it includes the supply of the required elements and personnel, as well as the connection to place the waste in tanks, their carriage to the treatment places duly authorized by the competent authorities and the delivery of the processing of the waste or sewage certificates. It will be rendered by sub-contractors authorized by the health entities and the SAG, pursuant to the hygiene and environment care norms, which TPV is subject to.

Charging method: per removal truck.

E224: Waste Removal from the Vessel

Service to discharge the waste produced throughout the Vessel's voyage.

Service: It includes the collection of garbage and/or cleaning of the Vessel's area affected. It will be rendered by sub-contractors authorized by the health entities and the SAG, pursuant to the hygiene and environment

care norms, which TPV is subject to.

Charging method: per cubic meter.

E225: Supply of Lashing Materials or Others

Service requested by the customer or its representative from TPV when they require the supply of Lashing Materials, such as nails, certified timber, lashing bag, plastic, tensors, chains, cables, etc. to fix the cargo inside containers, vessels, or any other requests.

Service: it includes the coordination, the lashing materials, the supervision, the consumption record, the documentation and the details of all the material costs, at market value, and, in the case of the timber, copy of the phytosanitary certificate.

Charging method: per event.

E226: Administration of consumption elements of the vessel, marine slings, seals or others

Service requested by the customer or its representative from TPV to control the stock, supplies and reports of their own materials for the consumption of the vessels, marine sling, seals or others.

Service: it includes the personnel for the inventory and stock control, the record of consumption and the corresponding documentation of the materials under the custody and responsibility of TPV.

Charging method: per vessel.

E227: Use of Mooring Line at TPV

It is the service requested by the customer or its representative from TPV to allow any vessel or naval artefact, GRT of which is less than 50 tons and her length does not exceed 25 meters, use TPV's facilities as berth to fulfil pilotage, supply when the vessel is at anchor and/or carriage of people or cargoes.

Service: it includes availability of a berth area indicated by TPV, valid 24 hours a day; it does not include mooring/unmooring services.

Charging method: per vessel/day.

E228: Use of Mooring Line at TPV

It is the service requested by the customer or its representative to TPV to allow any vessel or naval artefact,

whose GRT is less than 50 tons and her length does not exceed 25 meters, use TPV's facilities as berth to fulfil pilotage, supply when the vessel is at anchor and/or carriage of people or cargoes.

Service: it includes availability of a berth area indicated by TPV, valid 24 hours a day; it does not include mooring/unmooring services.

Charging method: per vessel/month.

E229: Rental of Office, Modules inside TPV

It is the service requested by the customer or its representative from TPV for the rental of offices or modules inside the terminal, destined to the use of agencies or customers to generate documents associated to the dispatch, cargo reception and port operations inside the terminal.

Service: it includes a module with electricity supply.

Charging method: per office, module/month

E230: Inventory and Seal Control

Service requested by the customer or its representative from TPV for the inventory, control of stock, consumption, and reports of their own seals.

Service: it includes the personnel for the inventory and stock control, the record of consumption and the corresponding documentation of the materials.

Charging method: per seal.

E231 Handling of pontoons through the Pier

The service consists of the extraction and positioning of pontoons of the Vessel inside an area of the pier. These movements are not related to the Cargo Transfer operation, so they will not be subject to this charge and will be scheduled according to the Vessel's work plan.

Service: it will be rendered at the express request of the user and includes own or sub-hired equipment and personnel.

Charging method: per pontoon.

Section 2 – Services to the Cargoes at the Pier and on the Vessel

Article 14

Services complementary to the Cargo Transfer and are rendered on board the Vessels or at the Pier right alongside them.

E240: Transshipment of Dry Containers

Service rendered to the containers from Cabotage or International Trade vessels that regularly use the Terminal, which require being transshipped to another Cabotage or International Trade Vessel that uses the same Terminal, in the understanding that the lines that call at least twice a month use it.

Service: it includes the unlashng, discharge, movement from alongside the vessel to a temporary Stacking, re-handling of the unit inside the Terminal to be later taken to the final Stacking of the Vessel and its subsequent transshipment to a Vessel of the same line at the Terminal's berth. Charges include the respective Cargo Transfer Services, 1 day of Stacking, 1 re-handling or selection of containers in the Terminal and 1 carriage of containers between two areas of the Terminal.

Charging method: per container.

E241: Transshipment of Reefer Containers

Service rendered to the containers from Cabotage or International Trade vessels that regularly use the Terminal, which require being transshipped to another Cabotage or International Trade Vessel or that, per choice and type of service, discharge reefer units to be stuffed and subsequently re-stowed on the same Vessels that were discharged and that use TPV for said events, in the understanding that the lines that call at least once a month use it.

Service: it includes the unlashng, discharge, movement from alongside the vessel to a temporary Stacking, discharge and loading (EIR), re-handling of the unit inside the Terminal, the storage and its subsequent transfer to the same Vessel from which it was discharged. Charges include the respective Cargo Transfer Services, 1 day of Stacking, re-handling or selection of containers in the Terminal and carriage of containers alongside the vessel at the Terminal.

Charging method: per container.

E242: Re-labelling of Palletized Cargo

Service requested by the customer or its representative from TPV for the re-labelling of the fruit and vegetable

cargo pallets, which, as it cannot be read by grabbers at port (tracket) at the port for its loading or discharge, must be re-labelled at the terminal. The service consists of typing, printing, labelling of folios, which must be attached to the cargo on its four sides, so that said cargo codes are legible by the grabbers (tracket) before loading.

Service: it includes personnel, equipment such as printer, grabbers (tracket) and the elements required for this new labelling at the port.

Charging method: per folio of 4 printed numbers.

E250: Re-stowing through Vessel of 20-Foot Containers

The service comprises the group of own tasks required for the rearrangement inside the Vessel by means of the cranes of the Vessel or the Terminal, of 20-footcontainers, whose final destination is not the Port of Valparaíso.

The Service is rendered when it is required to relocate the container in positions other than the originally allocated by the Owner (term that includes the planner, the Master or operator of the Vessel), whether due to changes in the stowing already made by the Terminal, due to weight restrictions, changes of ports of destination, due to the dangerous particulars of the cargo and other similar reasons.

The term THROUGH VESSEL refers to the fact that the container is relocated in the same warehouse or operation area by the workforce without the need to move it through the pier.

Service: it includes the port and supervisory personnel, the elements and the equipment used to move standard containers, unlashng of the container, the discharge from the vessel or pier with crane, when available, the stowing and lashing of the container in the new position on the vessel, the new documentation regarding stowing plans and cargo lists generated by said Service.

Charging method: per box.

E251: Re-stowing through Vessel of 40-foot Containers

The service comprises the group of own tasks required for the rearrangement inside the Vessel by means of the cranes of the Vessel or the Terminal, of 40-foot containers, whose final destination is not the Port of Valparaíso.

The Service is rendered when it is required to relocate the container in positions other than the originally allocated by the Owner (term that includes the planner, the Master or operator of the Vessel), whether due to changes in the stowing already made by the Terminal, due to weight restrictions, changes of ports of

destination or due to the dangerous particulars of the cargo and other similar reasons.

The term THROUGH VESSEL refers to the fact that the container is relocated in the same warehouse or operation area by the workforce without the need to move it through the pier.

Service: it includes the port and supervisory personnel, the elements and the equipment used to move standard containers, unlashings of the container, the discharge from the vessel or pier with crane, when available, the stowing and lashing of the container in the new position on the vessel, the new documentation regarding stowing plans and cargo lists generated by said Service.

Charging method: per box.

E252: Re-stowing through Pier of 20-Foot Containers

The service comprises the group of own tasks required for the rearrangement inside the Vessel by means of the cranes of the Vessel or the Terminal, of 20-foot containers, whose final destination is not the Port of Valparaíso.

The Service is rendered when it is required to relocate the container in positions other than the originally allocated by the Owner (term that includes the planner, the Master or operator of the Vessel), whether due to changes in the stowing already made by the Terminal, due to weight restrictions, changes of ports of destination or due to the dangerous particulars of the cargo and other similar reasons.

The term THROUGH PIER means the movement of the container along the Pier until placing it next to the hold or cell where it will be reloaded and definitively stowed because it is considered that the container will be relocated inside the vessel in another hold or operation area by the workforce.

Service: it includes the port and supervisory personnel, the elements and the equipment used to move standard containers, unlashings of the container, the discharge from the vessel or pier with crane, when available, the stowing and lashing of the container in the new position on the vessel, the new documentation regarding stowing plans and cargo lists generated by said Service.

Charging method: per box.

E253: Re-stowing through Pier of 40-Foot Containers

The service comprises the group of own tasks required for the rearrangement inside the Vessel by means of the cranes of the Vessel or the Terminal, of 40-foot containers, final destination of which is not the Port of Valparaíso. The service is rendered when it is necessary to relocate the container in positions different than

the ones originally allocated by the Owner (term that includes the planner, the Master or operator of the vessel), whether due to changes in the stowing already made by the Terminal, to weight restrictions, to change of ports of destination or to the dangerous particulars of the cargo and other similar reasons.

Term THROUGH PIER means the movement of the container along the Pier until placing it next to the hold or cell where it will be reloaded and definitively stowed because it is considered that the container will be relocated inside the vessel in another hold or operation area by the workforce.

Service: it includes the port and supervisory personnel, the elements and the equipment used to move standard containers, unlashings of the container, the discharge from the vessel or pier with crane, when available, the stowing and lashing of the container in the new position on the vessel, the new documentation regarding stowing plans and cargo lists generated by said Service.

Charging method: per box.

E260: Re-stowing through Vessel of General Break-bulk Cargo

The service comprises the group of own tasks required for the rearrangement inside the Vessel by means of the cranes of the Vessel, of the Terminal's personnel or cranes, of break-bulk cargo, whose final destination is not the Port of Valparaíso.

The Service is rendered when it is required to relocate the cargo in positions other than the originally allocated by the Owner (term that includes the planner, the Master or operator of the Vessel), whether due to changes in the stowing already made by the Terminal, due to weight restrictions, changes of ports of destination or due to the dangerous particulars of the cargo and other similar reasons.

The term THROUGH VESSEL refers to the fact that the cargo is relocated in the same hold or operation area by the workforce without the need to move it through the pier.

Service: it includes the supply of port and supervisory personnel, as well as the elements and equipment to move the break-bulk cargo, the unlashings, the discharge with a vessel's or pier's crane, whichever is available, the stowing and lashing of the break-bulk cargo in the new position on the vessel and the new documentation regarding stowing plans and list of cargos generated by this Service.

Charging method: per ton.

E261: Re-stowing through Pier of General Break-bulk Cargo

The service comprises the group of own tasks required for the rearrangement inside the Vessel by means of the cranes of the Vessel, of the Terminal's personnel or cranes, of break-bulk cargo, final destination of which is not the Port of Valparaíso. The Service is rendered when it is required to relocate the cargo in positions other than the one originally allocated by the Owner (term that includes the planner, the Master or operator of the Vessel), whether due to changes in the stowing already made by the Terminal, due to weight restrictions, changes of ports of destination or due to the dangerous particulars of the cargo and other similar reasons.

The term THROUGH PIER means the movement of the cargo along the Pier until placing it next to the hold or cell where it will be reloaded and definitively stowed, because it is considered that the cargo will be relocated inside the vessel in another hold or operation area by the workforce.

Service: it includes the supply of port and supervisory personnel, as well as the elements and equipment to move the break-bulk cargo, the unlash, the discharge with a vessel's or pier's crane, whichever is available, the stowing and lashing of the break-bulk cargo in the new position on the vessel and the new documentation regarding stowing plans and list of cargoes generated by this Service.

Charging method: per ton.

E262: Re-stowing through the Vessel of Fruits and Vegetables Cargo

The service comprises the group of own tasks required for the rearrangement inside the Vessel by means of the cranes of the Vessel, of the Terminal's personnel or cranes, of break-bulk cargo, final destination of which is not the Port of Valparaíso.

The Service is rendered when it is required to relocate the cargo in positions other than the one originally allocated by the Owner (term that includes the planner, the Master or operator of the Vessel), whether due to changes in the stowing already made by the Terminal, due to weight restrictions, changes of ports of destination, due to the dangerous particulars of the cargo and other similar reasons. The term THROUGH VESSEL means the movement of the cargo on the Vessel until placing it next to the hold or cell where it will be reloaded and definitively stowed, because it is considered that the cargo will be relocated inside the vessel in another hold or operation area by the workforce.

Service: it includes the supply of port and supervisory personnel, as well as the elements and equipment to move the break-bulk cargo, the unlashing, the discharge, the movement with a vessel's crane, the stowing and lashing of the break-bulk cargo in the new position on the vessel and the new documentation regarding stowing plans and list of cargos generated by this Service.

Charging method: per ton.

E263: Re-stowing of Fruit and Vegetable Cargo through the Pier

The service comprises the group of own tasks required for the rearrangement inside the Vessel by means of the cranes of the Vessel, of the Terminal's personnel or cranes, of break-bulk cargo, final destination of which is not the Port of Valparaíso. The Service is rendered when it is required to relocate the cargo in positions other than the originally allocated by the Owner (term that includes the planner, the Master or operator of the Vessel), whether due to changes in the stowing already made by the Terminal, due to weight restrictions, changes of ports in destination, due to the dangerous particulars of the cargo and other similar reasons.

The term THROUGH PIER means the movement of the cargo on the Vessel until placing it next to the hold or cell where it will be reloaded and definitively stowed because it is considered that the cargo will be relocated inside the vessel in another hold or operation area by the workforce.

Service: it includes the supply of port and supervisory personnel, as well as the elements and equipment to move the break-bulk cargo, the unlashing, the discharge, the movement with a vessel's crane, the stowing and lashing of the break-bulk cargo in the new position on the vessel and the new documentation regarding stowing plans and list of cargoes generated by this Service.

Charging method: per ton.

E270: Connection and Disconnection of Reefer Containers on board Vessels on a Business Day

Service rendered from Monday to Saturday, except holidays, consisting of the connection and disconnection of reefer containers that are not under Cargo Transfer and that are on board vessels. The service will be rendered by express request of the User.

Service: it includes 1 connection or 1 disconnection of each reefer container and will be rendered by own personnel or sub-hired by TPV.

Charging method: per container and connection or disconnection operation.

E271: Connection and Disconnection of Reefer Containers on board Vessels on a Non-Business Day

Service rendered on Sundays and holidays, consisting of the connection and disconnection of reefer containers that are not under Cargo Transfer and that are on board vessels.

Service: it will be rendered by the express request of the User and includes 1 connection or 1 disconnection of each reefer container and will be rendered by own personnel or sub-hired by TPV.

Charging method: per container and connection or disconnection operation.

E280: Extra Workers on Board, not related to the transfer

It means the supply of additional personnel to render the Services not included in the services subject to maximum values and it is generated by the request of the Master of the vessel, directly or indirectly through the vessel's agent, to support the usual tasks of the vessel, such as cleaning of holds, preparation of holds for stowing in other ports, special lashings, recovery of stowage elements, crane operators for tasks other than the cargo transfer, etc.

Service: It includes the appointment and provision of personnel per shift, administrative processing of the authorization for the entry to the port area, the submission of personnel list to the Port Authority, the ascertaining of the rest of the legal and regulatory obligations, such as the payment of remunerations and social security contribution and the introduction of the personnel to the Master of the Vessel.

Charging method: per employee per shift.

E281: Use of Reach Stacker Crane for Works other than the Transfer

This is the service rendered by means of a Gottwald crane for tasks not related to the movements included in the corresponding Transfer of Cargo, such as the supply of Vessels, transfer of spare parts, lifting of fishing vessels, rental for subcontractors carrying out wharfage tasks or any other work not included in the Transfer of Cargo over 25 tons.

Service: Includes the coordination and scheduling of the operation, supervisory personnel, the use of the shore crane and its operator.

Charging method: per hour (from the moment the crane leaves its parking position to its return, with a minimum charge for 4 hours).

E282: Vessel's Time Out

"Time out, wait time and not-supply of work on the vessel" are any stoppage or interruption in the cargo

transfer tasks for reasons alien to TPV.

TPV will keep a record available for the User and the Port Company, in which all the stoppages of vessel operations will be written down, attributable to the User or TPV and others, indicating the causes and responsibilities of same. This record will be the basis for determining the total time that will be considered for the application of the fee. The User may access the record and file a claim when s/he considers that the timings charged against her/him are not appropriate.

Charges will specially apply in the following cases:

- a) When, at the request of the Master of the vessel, her Owner or representative, the operations have to start at a time other than the time set for the beginning of the work shifts at the Terminal.
- b) If, having agreed on the use of the vessel's maneuvers, they fail during the operation, generating time out for the repairs.
- c) If, due to the lack of the documents required for the loading or discharge, the operations have to be interrupted waiting for the document clearance.
- d) If, having agreed on the stowing, changes have to be made due to lack of cargo.
- e) If, having agreed on a time to start the stowing tasks, it is not complied with and the tasks have to be rearranged.
- f) If, having requested the corresponding berth to start the operations at a certain time, the vessel is delayed because there is no authorization to load the cargo.
- g) Due to swells, rain, wind and other weather conditions that force TPV to stop the operations.
- h) For any other event ascribable to the vessel, her Master or representative that causes the stoppage of the vessel.

Charging method: per hour per gang.

E283: Use of the Apron Area

This service consists of the use of areas at the berth (apron and facilities of a berth) to perform any kind of operations, different than those required to the cargo transfer.

Service: it includes the area of use at the apron exclusively dedicated to perform a certain operation.

Charging method: per square meter per hour of use.

E284: Preparation of Pools on Reefer Vessels

It consists of the preparation of a special lashing on reefer vessels, caused by the lack of cargo to complete the intermediate deck/hold.

Service: it includes the lashing personnel and required nylon. For the vessels with TIE DOWN, lashing material will not be considered. In the cases lashing timber is required, it will be charged at cost plus 30%.

Charging method: per intermediate deck/hold.

E285: Lashing Gang on Reefer Vessel

Service consisting of lashing tasks on the vessel's intermediate decks with air bags.

Service: it includes the lashing personnel. The materials and air pistols must be provided by the vessel.

Charging method: per employee per shift.

E286: Use of Gottwald Crane during Service to the Vessel (quick dispatch)

Crane service ashore rendered in case a vessel's crane fails, for safety reasons, for better efficiency of the operation, to reduce the stay of the vessel, for cargoes that exceed 25 tons or any other reason, at the request of the users and of the shipping company. Services not related to the basic transfer charges.

Service: It includes the coordination and scheduling of the operation, supervisory personnel, the use of the shore crane and its operator.

Charging method: per full hour (from the moment the crane leaves its parking position to its return).

Section 3 – Services to Containers

Article 15

It includes the services rendered to containers of any nature at the terminal's yard. The services provided at the intermodal terminal and Warehousing (storage) services are expressly excluded and are addressed in paragraphs specifically related to this matter.

E300: Consolidation or Deconsolidation of 20-Foot Containers

The service comprises the operational and documentary activities required for the consolidation or deconsolidation of a 20-foot container with loose cargo, which will be delivered to the import or export containers that require it.

Service: it includes the consolidation or deconsolidation of the unit in the consolidation/deconsolidation area (CFS), the moving personnel, tallies and equipment (forklift cranes), the required port documentation for the reception/delivery of the cargo, the handling of the full container and its movement from or to the Stacking area of the vessel. This service is mainly oriented to the LCL containers or filled for the convenience of the vessel and declared as cargo and not as container.

Charging method: per container.

E301: Consolidation or Deconsolidation of 40-Foot Containers

The service comprises the operational and documentary activities required for the consolidation or deconsolidation of a 40-foot container with loose cargo, which will be delivered to the import or export containers that require it.

Service: it includes the consolidation or deconsolidation of the unit in the consolidation/deconsolidation area (CFS), the moving personnel, tallies and equipment (forklift cranes), the required port documentation for the reception/delivery of the cargo, the handling of the full container and its movement from or to the Stacking area of the vessel. This service is mainly oriented to the LCL containers or filled for the convenience of the vessel and declared as cargo and not as container.

Charging method: per container.

E302: Consolidation or Deconsolidation of 20-Foot Reefer Containers

The service comprises the operational and documentary tasks required to stuff or unstuff a 20-foot container with cargo sensitive to temperature.

Service: it includes the personnel, equipment and operational and documentary tasks for the movement of the container to the consolidation area allocated by TPV, its inspection, cleaning, consolidation of pallets and loose cargo and its movement to the Stacking area, as well as the issuance of the required documents.

Charging method: per container.

E303: Consolidation or Deconsolidation of 40-Foot Reefer Containers

The service comprises the operational and documentary tasks required to stuff or unstuff a 40-foot container with cargo sensitive to temperature.

Service: it includes the personnel, equipment and operational and documentary tasks for the movement of the container to the consolidation area allocated by TPV, its inspection, cleaning, consolidation of pallets and loose cargo and its movement to the Stacking area, as well as the issuance of the required documents.

Charging method: per container.

E310: Check-up of Reefer Containers (PTI) before the Voyage – Business Day

It is a service consisting of checking the operating conditions of the reefer unit before the delivery of the container to the shipper in order to ensure that the unit is operational.

Service: it includes the supply of personnel, the supervision, equipment and electricity required for the operation and the respective documentation. The service is rendered on business days.

Charging method: per container.

E311: Pre-cooling of Reefer Containers – Business Day

Service rendered to the reefer containers that need to be prepared or pre-cooled to receive cargoes that require controlled environments or predetermined temperatures.

Service: it includes the supply of supervisory personnel and the specialized refrigeration personnel, the

setting of the required temperatures, the control of the temperature and the documentation of those temperatures during the pre-cooling process, based on the standard procedures of the industry. Charging method: per container.

E312: Monitoring of reefer containers – other than B124 and B125 rates

It is a service rendered to the reefer containers that need to be controlled or monitored on operating conditions being connected to electricity supplies by TPV's personnel.

Service: It includes the supply of supervisory personnel monitors and corresponding monitoring jointly with documents of temperature records based on standard procedures agreed with each customer.

Charging method: per container per day in USD

E313: Stay of Reefer Containers at the Electrical Source

Service rendered to the reefer containers that stay at the Terminal for a period before or after the onedefined for the Cargo Transfer and that have to be connected to the electricity supply source inside the Terminal.

Service: it includes the space destined to the stay of the equipment and the energy supplied.

Charging method: per calendar day or fraction of a day the container remains connected to the electricity sources at the Terminal, minimum for one day.

E314: Assembly/Disassembly of Genset for Reefer Containers

Service provided to the reefer containers that require assembly or disassembly of the Genset unit, other than the operation required for the respective cargo transfer.

Service: it includes providing the supervisory personnel, the forklift crane and the personnel for the connection and disconnection of the Gent Set, as well as the area determined by TPV for said operation.

Charging method: per operation (any time a Genset is installed or uninstalled to a certain container).

E320: Weighing of Containers

It consists of the service rendered to the containers that require verification or information of their weight due to commercial or control reasons by a controlling entity.

Service: it includes the supply of the personnel, the scale, the certification of the container's weight under the

standards of the corresponding regulation entities and the issuance of the pertinent receipt.

Charging method: Per container.

E321: Reception of containers off the clock

This service is rendered to the containers for which the User requested Services subject to Maximum Fee for loading on a designated vessel, but, due to its arrival at the Terminal outside the normal time scheduled for its reception at the Stacking allocated to the vessel, it is rejected by TPV for said Loading on such Vessel under the defined program. The normal reception time period is 2 days (48 hours) calculated up to 24 hours prior to the vessel's informed arrival and from 9:00 a.m. to 10:00 p.m.

Service: it comprises all the additional operational and documentary tasks required by the loading of the containers on the originally determined vessel, including the supply of personnel and the equipment required to work on special times, both in the operation of the equipment and in the computers and data grabbers, the adjustment of the stowing plan, the revision of the unit and the re- handling of the unit inside the Terminal to achieve the planned sequence of loading.

Charging method: per container.

E322: Carriage of Containers between Two Points of the Terminal

The service consists of the carriage of containers received at the terminal, which need to be moved between two points of the terminal for different operations that are required for its respective Cargo Transfer, such as inspections in an area outside the Vessel Stacking, withdrawal, withdrawal of a damaged container and movement due to re-handling. The containers on which any of the following Charges are excluded from the charging of this fee: E323, E920 or E922.

Service: it includes the supply of supervisory personnel, the record of the movement, the handling of the container (loading and discharge to and from the chassis) and the carriage of the unit (tractor operator, tractor and chassis).

Charging method: per box.

E323: Re-handling or Selection of Containers

Any movement to be made inside the Terminal regarding the import, export, cabotage, transshipment, transit and customs re-destination of containers after being received at the Terminal, except the movements made with respect to the Services Subject to Maximum Charges.

The extra movements on which this fee is applied are those resulting from: cancellations of loading, change of the vessel initially determined for the loading of the cargo, movement of containers from one Stacking area to another, separation of containerized dangerous cargo that have not been informed as such by the User, among others.

Service: it includes supplying the yard's control personnel and the supervisory personnel, the container cranes and the registry officials.

Charging method: per movement/container.

E324: Full Acknowledgement of the Cargo in 20-Foot Containers

This Service includes all the necessary tasks that must be performed on the containers handled at the Terminal and that, due to commercial reasons (i.e., certification surveys on the country of destination), requires re-handling of the cargo for counting, revision, inspection or acknowledgement, of a volume greater than 50% of the cargo inside the container.

Service: it includes supplying the required personnel and supervision or acknowledgement, as well as the documentation personnel, the tally and the coordination with the customer. This service does NOT include the handling, re-handling of the unit nor the seals to re-seal once the operation is finished.

Charging method: per container.

E325: Partial Acknowledgement of the Cargo in Containers

This Service includes all the necessary tasks that must be performed on the containers in transit at the Terminal and that, due to commercial reasons or control by any auditing entity (i.e., certification surveys in

the country of destination), requires re-handling of the goods for counting, revision, inspection or acknowledgement, of a volume less than 50% of the cargo inside the container. Service: it includes supplying the required personnel and supervision, as well as the documentation personnel, the tally and the coordination with the customer. This service does NOT include the handling, re-handling of the unit nor the seals to re-seal once the operation is finished.

Charging method: per container.

E326: Visual Inspection of Containerized Cargo

This Service includes all the necessary tasks that must be performed on the containers in transit at the Terminal and that, due to commercial reasons or control by any auditing entity (i.e., certification surveys in the country of destination, among others), requires the visual inspection of the goods inside the container.

Service: it includes the supply of the required personnel and supervision during the survey and the coordination with the user. This service does NOT include the movement of the stuffed goods, the handling of the container, the re-handling of the unit nor the seals to re-seal once the operation is finished.

Charging method: Per container.

E327: Acknowledgement or Inspection of Empty Containers

Service that comprises the tasks to be performed in empty containers that transit in the Terminal and that, due to commercial reasons, the customer requires their revision.

Service: it includes appointing and supplying the supervision, the control of yards and operation personnel, documentation and coordination with the Agency that represents the Owner who is transferring the empty containers.

Charging method: Per container.

E328. Sealing or Re-sealing of Containers

Service rendered to the containers that, due to cargo safety reasons, of anti-drug control or similar, require to be sealed or re-sealed if their original seal is defective or has been violated.

Service: it includes supplying the supervisory personnel, the registry of the sealed or re-sealed unit, the corresponding cap or tin seal and the worker that places the seal, which must be supplied by the line that issues the B/L.

Charging method: per container.

E329: Placement of IMO labels on container

This service consists in the placement of IMO labels on containers in compliance with the established regulations.

Service: it includes the necessary container labels and personnel for their placement.

Charging method: per container.

E330: Fumigation Service

This service is rendered to containers from vessels that transit through certain areas in order to prevent pests or insects from entering the country and it was implemented under regulations of the local authority or under national norms, of either the Agricultural and Livestock Service (SAG, in Spanish) or the National Health Service.

This service is rendered to all containers from vessels that have previously called at ports declared dangerous by the authority and it will be carried out on the outer parts of the container with personnel, procedures and products authorized by and subject to the corresponding authority.

Service: it includes SAG's authorization for the rendering of the service, provision of personnel and supervision, necessary quantity and composition of the product for fumigation, and the application of the product on the container. Certification charges (if applicable) are not included.

Charging method: per container.

E331 Pre-Trip Inspection (PTI) or Reefer Containers – Holiday

It is a service consisting of checking the operating conditions of the reefer unit before the delivery of the container to the shipper in order to ensure that the unit is operational.

Service: it includes the supply of personnel, the supervision, equipment and electricity required for the operation and the respective documentation. The service is rendered on holidays.

Charging method: per container.

E332: Pre-cooling of Reefer Containers – Holiday

Service rendered to the reefer containers that need to be prepared or pre-cooled to receive cargoes that require controlled environments or predetermined temperatures on a non-business day.

Service: it includes the supply of supervisory personnel and of specialized refrigerating personnel, the setting of the required temperatures, the control of temperature and the documentation of recorded temperatures during the pre-cooling process, based on the standard procedures of the industry.

Charging method: per container.

E333-A: Equipment for special container

The service corresponds to the handling of containers from or to the vessel for all those units which are not standardized (even, ten -foot containers) and includes the provision and preparation of special equipment necessary for loading/unloading of those containers. This service excludes the oversize special containers subject to E333-B service.

Service: it includes as follows:

- a) Referring to loading, 72 (seventy – two) hours prior to the mooring of the vessel which is going to receive that cargo plus time of same operation, and
- b) Referring to discharge, the deadline of such as operation and 24 (twenty-four) hours following the completion of unmooring the vessel.

Charging method: per container

E333-B: Equipment for special container (oversized)

This service corresponds to the handling of containers from or to the vessel for all those units which are Not standardized, and over 20 or 40 feet, in dry, reefer standard and/or high cube units. It includes the provision and preparation of special equipment necessary for loading/unloading operations.

Service: It includes as follows:

- a) Referring to loading, 72 (seventy-two) hours prior to the mooring of the vessel which is going to receive that cargo plus of same operation and
- b) Referring to discharge, the deadline of much an operation and 24 hours (twenty - four) hours following the completion of unmooring the vessel.

Charging method: Per Container.

E334: Full Acknowledgement of the Cargo in 40-Foot Containers

This Service includes all the necessary tasks that must be performed on the containers handled at the Terminal and that, due to commercial reasons (i.e., certification surveys on the country of destination), requires re-handling of the cargo for counting, revision, inspection or acknowledgement, of a volume greater

than 50% of the cargo inside the container.

Service: it includes supplying the required personnel and supervision or acknowledgement, as well as the documentation personnel, the tally and the coordination with the customer. This service does NOT include the handling, re-handling of the unit nor the seals to re-seal once the operation is finished.

Charging method: per container.

Section 4 – Break-Bulk Cargo Services

Article 16

It includes those services rendered to the break-bulk cargo of any nature at the terminal's yard. The services provided at the intermodal terminal and Warehousing (storage) services are expressly excluded and are addressed in paragraphs specifically related to this matter.

E350: Project Cargo Operation/Charging per Event

The customer or her/his representative requests this service from TPV when requiring the discharge (or loading) of cargo classified as Project Cargo due to its size and/or weight. The Project Cargo has larger, wider and/or higher dimensions than those of a 40-foot ISO container and/or has a capacity of 30 or more tons; therefore, it entails a difficult operation, which will require a longer time period for the transfer (discharge or loading); the need to use greater terminal resources, in terms of more personnel (with further experience and training) for the handling of the cargo and equipment; the use of specialized machinery and with greater lifting capacity; the use of a greater workspace, taking special precautions to ensure a successful operation, minimizing the risks inherent in this type of movement for the people, cargo as well as for the equipment, by means of a design and planning that is specific to the work to be carried out, different from, exclusive of and additional to the actual transfer of the cargo.

Service: includes advanced planning of loading and discharge operations and proper trained personnel and qualified supervision, suitable machinery for each operation in accordance with the characteristics of the cargo, stowing/unstowing materials required and have the necessary workplace available for the operation. The customer or her/his representative shall be responsible for road permits, route studies, authorizations, escorts and all the necessary efforts for the prompt transfer of the cargo from port. The charging of this service "per event" does not include the charging of service E351/Charging per ton.

Charging method: per Event.

E351: Project Cargo Operation/Charging per Ton or m3

The customer or her/his representative requests this service from TPV when requiring the discharge (or loading) of cargo classified as Project Cargo due to its size and/or weight. The Project Cargo has larger, wider and/or higher dimensions than those of a 40-foot ISO container and/or has a capacity of 30 or more tons; therefore, it entails a difficult operation, which will require a longer time period for the transfer (discharge or loading); the need to use greater terminal resources, in terms of more personnel (with further experience and training) for the handling of the cargo and equipment; the use of specialized machinery and with greater lifting capacity; the use of a greater workspace, taking special precautions to ensure a successful operation, minimizing the risks inherent in this type of movement for the people, cargo as well as for the equipment, by means of a design and planning that is specific to the work to be carried out, different from, exclusive of and additional to the actual transfer of the cargo.

Service: it includes advance planning of loading and discharge operations and proper trained personnel and qualified supervision, suitable machinery for each operation in accordance with the characteristics of the cargo, stowing/unstowing materials required and have the necessary workplace available for the operation. The customer or her/his representative shall be responsible for road permits, route studies, authorizations, escorts and all the necessary efforts for the prompt transfer of the cargo from port. The charging of this service "per Ton" does not include the charging of service E350/Charging per Event.

Charging method: per Ton or m3.

E352: Break-Bulk Cargo Carriage between Two Terminal Points

The service consists in the carriage of break-bulk cargo at the terminal, which need to be moved between two points of the terminal for different operations that are required for its respective Cargo Transfer, such as inspections in an area outside the stacking of the Vessel's cargo, withdrawal due to damage and carriage due to re-handling.

Service: it includes the corresponding provision of supervisory personnel, record of the move, tractor operator, tractor and chassis for the carriage.

Charging method: per Ton.

E353: Weighing of Break-Bulk Cargo on Truck

This is the Service that is provided to the Break-Bulk Cargo transiting on truck and requiring verification and acknowledgement of its weight for its loading or discharge.

Service: it includes personnel in charge of weighing, weight certificate of the truck in compliance with the standards of the corresponding regulatory bodies, weight of the truck, weight of the cargo and pertinent documentation.

Charging method: per truck.

E354: Survey or Inspection of Break-Bulk Cargo

This Service includes all the necessary activities that must be performed on the Break-Bulk Cargo handled at the Terminal and that, due to commercial reasons, requires re-handling for counting, revision, inspection, or survey.

Service: it includes the provision of personnel in charge of yard control, supervision or survey, pertinent documentation, and coordination with the customer.

Charging method: per ton, with a minimum of 6 tons.

E355: Off the Clock Reception of Break-Bulk Cargo

This service is rendered to the Break-Bulk Cargo for which the User requested Basic Services for loading on a designated vessel, but, due to its arrival at the Terminal outside the normal time scheduled for its reception, it is rejected by TPV for said Loading on such Vessel under the defined program.

The normal reception time period is 2 days (48 hours) as from 24 hours prior to the Vessel's informed arrival and from 9:00 a.m. to 10:00 p.m.

Service: it includes all additional operational and documentary activities required for the loading of said cargo on the Vessel initially determined, as well as the provision of the necessary personnel and equipment for work carried out in special hours, both for the operation of equipment and of computers and data grabbers, tallies, and re-handling necessary inside the Terminal to achieve the planned Loading sequence.

Charging method: per ton.

E356: Repair of Packaging per Bundle per Ton

The service consists in repairing packaging in poor condition.

Service: it includes the provision of personnel, supervision, materials (if applicable) and equipment for this type of operations.

Charging method: per ton plus materials (type and quantity, in the respective invoice).

E357: Repair of Packaging per Bundle per Unit

The service consists in repairing packaging in poor condition.

Service: it includes the provision of personnel, supervision, materials (if applicable) and equipment for this type of operations.

Charging method: per unit plus materials (type and quantity, in the respective invoice).

E358: Segregation or Repair of Cargo

This corresponds to the selection, repair, and special moves of batches of cargo during its stay at the Terminal.

Service: it includes the provision of personnel in charge of supervision, operation, mobilization and repair of packaging, as well as 1 forklift crane and its respective operator. It does not include the materials necessary for the repair and the customer requesting the Service will have to provide them.

Charging method: per ton.

E359 (A-B-C-D): Rental of Forklift Crane

The customer or her/his representative requests this service from TPV for the rental of a forklift crane to be used within TPV's premises for purposes other than the transfer of cargo; the rental value will be subject to the crane's lifting capacity.

Service: it includes coordination of the service, forklift crane, operator and record on TPV's additional service, in which the start and end time of the disposal service will be indicated.

Charging method: per hour.

E360: Truck Tarping/Untarping

Truck Tarping/Untarping consists in positioning/removing the tents over the goods placed on the truck ramps that carry them.

Service: it includes the personnel, supervision, and equipment for this operation.

Charging method: per truck.

E361: Scanning of Fruit Pallets

This service includes the provision of dedicated personnel and consists in scanning codes of information (or barcode) attached to the cargo or pallet that supports the fruit boxes.

Charging method: per pallet.

E362: Hand Forklift Operation

The hand forklift operation is the one performed inside the van or container to bring the pallets near the door, from which they are carried by the forklift cranes.

Service: it includes the provision of personnel, equipment, and supervision for this type of operation.

Charging method: per truck, van or container.

E363: Reassembly of Pallets

This service consists in reassembling the pallets that, due to reasons not related to the Operation of the Vessel, have sustained damages, or were disassembled, or at the customers' request.

Service: it includes personnel, strapping band, corner protectors and certified fruit pallet, if required.

Charging method: per pallet.

E364: Pallet Re-Strapping

This service consists in placing new strapping bands that secure the cargo to the supporting pallet.

Service: it includes the provision of personnel, supervision, materials (if applicable) and equipment for this type of operations.

Charging method: per pallet.

E365: Re-Scheduling for Loading at the Terminal

This service will be performed at the customer's or her/his representative's request when the original schedule for the loading of the cargo is not complied with, thus having to enter, modify and amend the initial export timetable. Once the Shipping Company sends the appointment to TPV, a new timetable will be entered

into and uploaded to Siloport. This will be charged only when there is re-scheduling for the loading due to the non-compliance with what was initially scheduled. This includes prior request for the service and charging in agreement with the shipping company.

Service: it includes personnel, record of the new indications, scheduling and printing, on-line equipment and delivery of the new appointment.

Charging method: per event.

E366: Segregation of Cargo in Yard by Type and Consignee

It consists in the selection and special moves of certain batches of cargo during its stay at the Terminal, in such a way that these are specifically separated by customer, brands and type of cargo, as requested by the user. This operation implies having the additional resources for loading the cargo prior to the sequence. The foregoing upon the user's request.

Service: it includes the provision of personnel in charge of supervision, operation and mobilization, as well as 1 forklift crane and its respective operator.

Charging method: per ton.

E367: Truck Fastening or Unfastening

It provides personnel that is trained and equipped with personal protective elements in accordance with TPV's safety standards and lightweight tools for the fastening and/or unfastening of the cargo on their means of transport; it does not include materials. The user must provide the fastening and tying elements for the cargo, whether these are chains, tongue-and-groove pliers, ratchet wrenches, ratchet straps, etc. The foregoing upon the user's request.

Service: it includes the personnel, supervision, and equipment for this operation.

Charging method: per truck.

E368: Change of condition to dispatch break-bulk cargo

This service corresponds to the dispatch of direct cargoes from the Terminal. And, due to different reasons to TPV, are not picked up in the established sequence and duly informed to the user.

Service: it includes personnel and equipment necessary for dispatch.

Charging method: USD per ton.

Section 5 – Vehicle Service

Article 18

These are the services rendered to any type of wheeled vehicle at the terminal's yard. The services provided at the intermodal terminal and Warehousing (storage) services are expressly excluded, and are addressed in paragraphs specifically related to this matter.

E400: Segregation of Vehicles at the Dock

The service consists in special segregation and movement operations of certain vehicle items, only for operations not included in the respective Transfer of Cargo.

Service: it includes the provision of personnel in charge of supervision, operations and mobilization to perform the segregation of vehicles.

Charging method: per ton.

E401: Small Vehicle Inventory

This service consists in a detailed and specific inventory with the physical conditions of the vehicle, different from the service performed as part of the Transfer of Cargo.

Service: It will be provided during business days from 08.00 a.m. to 04.00 p.m., and it includes the personnel, with the corresponding in-house or outsourced gear, as well as the issuance of an official document with two copies: one for the interested party and the other for TPV.

Charging method: per vehicle.

E402: Large Vehicle and Machine Inventory

This corresponds to the making of an inventory, in a pre-defined format, used for large vehicles, machines and their parts/pieces.

Service: it includes the provision of personnel in charge of documentary services, the making of the inventory and report.

Charging method: per vehicle, machine and part/piece.

E403: Setup of Vehicles in Poor Conditions

The service is provided during the discharge process of vehicles, when some of them are not working properly and require technical and mechanical services for their repair.

Service: it includes specialized personnel and equipment.

Charging method: per vehicle.

E404: Fuel Supply for Vehicles

The service is provided during the discharge process of vehicles, when some of them do not start due to a lack of fuel.

Service: it includes the provision of the necessary fuel.

Charging method: per liter of fuel.

E405: Towing of Vehicles

The service is provided during the discharge process of vehicles, when some of them are not working properly and must be towed because it is impossible to repair them.

Service: it includes specialized personnel and equipment.

Charging method: per vehicle.

E406: Change of Small Vehicle Tires in Poor Condition

The service is provided during the discharge process of light vehicles (automobiles, trucks, Jeeps) when these have tires in poor condition that must be replaced with the spare tire. The spare tire must be provided by the user.

Service: it includes the necessary personnel and equipment.

Charging method: per tire.

E407: Change of Large Vehicle Tires in Poor Condition

The service is provided during the discharge process of light [SIC.] vehicles (automobiles, trucks, Jeeps) when these have tires in poor condition that must be replaced with the spare tire. The spare tire must be provided by the user.

Service: it includes the necessary personnel and equipment.

Charging method: per tire.

E408: Locksmith Services

The service consists in the opening of the vehicle when it is not under the necessary conditions to be moved, either during its discharge or loading. This service will be performed by a specialized locksmith and will be performed at the customer's or her/his representative's request. For charging purposes, this will be per vessel operation, irrespective of the quantity of locks to be handled.

Service: it includes specialized personnel and equipment for this type of operation.

Charging method: per vessel operation.

E409: Segregation of Machines at Dock

The service consists in special segregation and movement operations of certain machine items, only for operations not included in the respective Transfer of Cargo.

Service: it includes the provision of personnel in charge of supervision, operations and mobilization to perform the segregation of machines.

Charging method: per ton.

E410: Re-Stowing through the vessel of Automotive cargo

The service comprises the group of own tasks required for the rearrangement inside the vessel by means of specialized personnel, whose final destination is not the Port of Valparaiso. The service is rendered when it is required to relocate the vehicles in positions other than the one originally allocated by the ships owner (term that includes the planner, the master or operator of the vessel), whether due to changes in the stowing already made by the Terminal, or due to weight restrictions, changes of ports of destination, dangerous particulars of the cargo and other similar reasons.

The term through vessel is referred to the cargo placed in the same hold or operating area without moving it through the berth. Upon the user's request.

Service:

Charging method: per ton.

E411: Re – stowing of automatic cargo through berth

The service consists of several proper and necessary activities for on-board reordering of automotive cargo by means of specialized personnel whose final destination is not the Port of Valparaiso. This service is rendered when the cargo requires to be placed in a different position on board from that one originally assigned by the ship owner (the term can include planner, master, or ship operator), due to changes in the stowing process, already done by the Terminal; due to changes in the port of destination, weight restrictions, handling of hazardous materials and other similar reasons.

The term through berth is referred to moving cargo to the berth, discharge of vehicles and even placing it in the hold or space again other the cargo is required to be reloaded and stowed in a new position on board. Upon the user's request.

Service: it includes the provision of port and supervisory personnel; as well as the materials and equipment for moving the automotive cargo, unlashing, discharge with specialized people, stowing and lashing of this cargo in the new position on board the vessel and documents referring to the stowage plan and cargo list generated by this service.

Charging method: Per ton.

E412: Towing of small vehicles

The service is provided during the discharge process of small vehicles when some of them do not work properly and must be towed by specialized towing equipment. Upon the user's request.

Service: It includes specialized personnel and equipment

Charging Method: Per full hour.

E413: Towing of heavy vehicles and machinery

The service is rendered when heavy vehicles and machinery are being discharged and some do not work properly, so they must be towed by special towing equipment.

Service: It includes specializes personnel and equipment upon the user's request.

Charging method: Per Full Hour.

E414: Transfer and segregation of small vehicles inside TPV's premises.

The service consists of the transfer of small vehicles staying at the Terminal which need to be moved inside TPV's premises for different reasons, such as: segregation by make, type, customer, inspection, custody and later dispatch. Upon the user's request.

Service: It includes the supply of supervisory personnel, the registry of movement, the specialized drivers, inspection and security personnel. Upon the user's request.

Charging method: Per ton.

E415: Transfer and segregation of heavy vehicles and/or machinery inside TPV's premises

The service consists of the transfer of heavy vehicles and/or machinery staying at the Terminal which need to be moved inside TPV's premises for different reasons, such as: segregation by make, type, customer, inspection, custody and later dispatch upon the user's request.

Service: It includes the supply of supervisory personnel, the registry of the movement, the specialized, drivers, inspection, and security personnel. Upon the user's request.

Charging method: Per ton

Section 6 – Passenger Service

Article 17

These are the services rendered to Passengers disembarking and/or boarding Tourism Cruise Vessels calling at the terminal.

E450: Passenger Boarding, Disembarkation and Transit

This service consists in the authorization granted to Vessels, passengers or Users who require boarding or disembarking Vessels calling at any of the Terminal's berth, using port facilities.

Service: it includes personnel in charge of access control, coordination with Vessel Agents, preparation of the document authorizing the stay at the Terminal and the use of the dock by the passengers.

Charging method: per passenger on board, disembarked and in transit.

E451: Rental of ramps to vessels

The service is rendered at the customer's request and consists of providing a ramp for access to people and crewmembers.

Service: it includes coordination and planning of work and use ramp.

Charging method: per call.

E453: Rental of conveyor belt for luggage and food supplies

This service is rendered at the customer's request and consist of easing the respective transfer of cargo (food, ship's supply, etc.) and luggage.

Service: it includes coordination and planning of work, personnel of supervision, the use of conveyor belt and its operator.

Charging method: per day or fraction of a day

E455: Fee on Passenger Boarding Vessels for Island Cabotage

This service consists in the authorization granted to Vessels, or passengers or Users of Island Cabotage services who require boarding or disembarking Vessels calling at any of the Terminal's berth, using port facilities.

Service: it includes personnel in charge of access control, coordination with Vessel Agents, preparation of the document authorizing the stay at the Terminal and the use of the dock by the passengers.

Charging method: per passenger on board, disembarked and/or in transit.

E456: Fee on Wharf Use for Passengers, Users and/or Crewmembers of Vessels at anchor

The customer or her/his representative requests this service from TPV, which consists in the authorization granted for the use of TPV's wharf for the passengers/Crewmembers/Users disembarking and/or boarding Tourism Cruise Vessels, merchant Vessels or any type of vessel staying in roads. SOCIBER personnel will not be charged for this.

Service: it includes personnel in charge of access control, coordination with Vessel Agents, preparation of the document authorizing the stay at the Terminal and the use of the wharf.

Charging method: per passenger/Crewmember/User on board, disembarked and/or in transit.

E457 (A-B-C): Coordination for using Vehicle for Transport of Passengers and Terminal Building

This service consists in the management of passenger and luggage inflow to carry out the boarding, disembarkation or transit formalities of a Passenger Vessel moored at any berth through the use of Terminal building and Vehicle. This service will be performed at the express request of the Owner, shipping company, authority or representatives.

Charging method: per event.

E457- D: Coordination of Terminal and Vehicle for Transport of Passengers Building – Vessel with Over 500 PAX

This service consists in the management of passenger and luggage inflow to carry out the boarding, disembarkation or transit formalities of a Passenger Vessel moored at any berth through the use of Terminal and Vehicles Building. This service will be performed at the express request of the Owner, shipping company, authority or representatives.

Charging method: per passenger.

Section 7 - Other Terminal Services

Article 19

These are services offered at the terminal, which are not classifiable in the previous paragraphs.

E600: Enablement of the Terminal

The service stems from the request of any other special service (except for the reception and withdrawal of cargoes), outside the normal business hours established by the Terminal and it is charged independently of the original service requested.

Service: it includes the opening of the Gates at extraordinary hours enabling the Terminal to carry out the requested operation, the continuation of the operations, the provision of personnel and equipment necessary for the enablement and the activity that the customer requests to be executed during such extraordinary hours.

Charging method: per hour, with a minimum of 3 hours.

E601: Cleaning of the Berth and Collection of Garbage

The service consists in collecting garbage or unusable residues of goods, including the cleaning of the operational area used for the Transfer of Cargo, resulting from poor quality of the packaging, damage sustained due to incidents during the maritime voyage or poor stowage at ports of origin. The corresponding Owners involved will be in charge of cleaning and garbage removal work and the rendering of the service will be previously informed to the respective User.

Service: it includes the collection of garbage and/or cleaning of the operational area.

Charging method: per gang per shift.

E602: Extra Yard Workers

The service consists in providing additional personnel for the rendering of services not included in the Services subject to Maximum Values, such as personnel for the loading of trucks, cleaning of truck platforms, etc.

Service: it includes the appointment and provision of personnel per shift, administrative processing of the authorization for the entry to the port area, the submission of personnel list before the Port Authority.

Charging method: per worker per shift.

E603: Idle Time, Waiting Time or Time not Provisioned

The terms "Idle Time, Waiting Time and Work Not Provisioned at the Terminal" refer to stoppages or interruptions of ashore operations caused by reasons not related to TPV, not included in rates for E282 or E521.

TPV will keep a record available for the User and the Port Company, in which all the stoppages of ashore operations will be written down, attributable to the User or TPV and others, indicating the causes and responsibilities of same. This record will be the basis for determining the total time that will be considered for the application of the rate. The User will be able to access the record and file a claim when s/he considers that the timings charged against her/him are not appropriate.

Charging method: per hour per gang.

E604: Use of Reach Stacker Crane for Works Different from Transfer

This is the service rendered by means of a Reach Stacker crane for activities not related to the movements included in the corresponding Transfer of Cargo, such as the supply of Vessels, transfer of spare parts, rental for subcontractors carrying out wharfage work or any other work not included in the Transfer of Cargo under 25 tons.

Service: it includes the coordination and programming of the operation, supervisory personnel, the use of the shore crane and its operator.

Charging method: per full hour.

E605: Stay of Cargo Vehicles

This is the parking service rendered to trucks or any other vehicle used for the transport of cargo, which must remain inside the facility during Waiting Time or any other reason not under the Terminal's responsibility.

The Terminal reserves the right to restrict the granting of this service or may even suspend or limit the time period in which the vehicle stays inside the Terminal, depending on the level of traffic that is observed within the area. Additionally, all vehicles whose stay period is exceeded due to the following reasons will be exempt from charges:

- a) Physical appraisal ordered by the National Customs Service.
- b) A provision from the control authorities that temporarily prohibits its exit (S.A.G., Customs, National Health Service or other auditing entities)
- c) Safety reasons due to the Cargo and established by the Port authority.
- d) Terminal's responsibility reasons.

This service starts automatically once the first 30 minutes parked have passed.

Service: it includes the parking area that is specified and the documentation of the rendering of the service.

Charging method: per indivisible hour.

E606: Warehousing Service for Office Cabins

The service consists in the provision of storage areas for specific time periods for the warehousing of office cabins.

Service: it includes the provision of Terminal areas for the storing of office units.

Charging method: per daily square meter.

E607: Use of infrastructure for Truck Fuel Supply

The service is rendered for fuel supplying operations by means of trucks and it consists in providing the specific area for carrying out the works, where all the safety measures associated with the stay of the truck are established.

Service: it includes the use of infrastructure for fuel operations to the vessels moored at the Terminal.

Charging method: per truck.

E611: Use of Infrastructure for Food and/or Supply Trucks for Vessels at anchor.

The customer or her/his representative requests this service from TPV to carry out food and supply operations by means of trucks or other cargo vehicles and it consists in providing the specific area for carrying out said work, committing to the compliance with all safety measures during the entry to and stay at the terminal.

Service: it includes the use of infrastructure for supply operations to the vessels moored at the Terminal. This is not charged when the entry of the truck/vehicle is related to the use of service E604 or to the Transfer of Cargo service (B140, B141, B142).

Charging method: per each truck/vehicle entry.

E612: Use of Infrastructure for Garbage, Bilge and/or Sewage Collection Trucks

The customer or her/his representative requests this service from TPV to perform garbage, bilge and/or sewage collection operations by means of trucks or other cargo vehicles and it consists in providing the specific area to carry out said work, ensuring the customer the compliance of all safety measures during the entry to and stay at the terminal.

Service: it includes the use of infrastructure for the garbage, bilge and/or sewage collection operations from vessels that remain at anchor or are moored at the Terminal.

This is not charged when the entry of the truck/vehicle is related to the use of service E604 or to the Transfer of Cargo service (B140, B141, B142).

Charging method: per truck/vehicle.

E615: Supervision of Bunkering/Fuel Operation

The customer or her/his representative requests this service from TPV for those vessels carrying out fuel operations aimed at their operation and navigation, for which TPV will have to provide and appoint a cargo and equipment supervisor, who will interact with the receiving vessel and the supplying vessel or truck. This service will not be charged as such for operations in which the fuel is transported as cargo inside vessel tanks (transfer) or other vessels used for this purpose, such as island cabotage vessels. Request according to service manual and cancellation 24 hours in advance.

Service: it includes Cargo Supervisor with respective training course, 220-meter containment boom, vessel watchkeeping personnel in case of spill, necessary equipment for response and containment.

Charging method: per hour, with a minimum of 2 hours.

E650: Access Credential for People

The service consists in printing and providing a TPV credential for people to access the Terminal in the terms, opportunities and frequency defined with the Users. The credential is activated upon the payment of charges applied for E651 or E652. The requests must be directly dealt with TPV's Security Area.

Service: it includes access credential, its issuance and access control system.

Charging method: per credential.

E651: Temporary (one-day) Access Permit for People

The service consists in authorizing the entry and movement of people within the Terminal and inside the vessels moored at the Terminal for a day.

This service is granted to all Users requiring access to the Terminal and who TPV must identify and control in compliance with the safety regulations from the Terminal, ISPS Code and the corresponding authority, for any other activity that is authorized by the Terminal and that is not included in the Services Subject to Maximum Values. The requests must be directly dealt with TPV's Security Area.

Service: it includes all control activities of people at the Terminal's access gate in compliance with the safety regulations and the issuance of the temporary permit.

All people directly associated with the transfer of the cargo (carriers, customs agencies, shipping companies, vessel agencies, auditing bodies, direct TPV suppliers, etc.) are exempt from this charge.

Charging method: per one-day permit per person.

E652: Annual Entry Permit for People

The service consists in authorizing the entry and movement of people inside the Terminal and on the vessels moored at the Terminal, with a duration of one year as from the issuance date of the foregoing permit. This service is granted to all Users requiring access to the Terminal and who TPV must identify and control in compliance with the safety regulations from the Terminal, ISPS Code and the corresponding authority. The requests must be directly dealt with TPV's Security Area.

Service: it includes all control activities of people at the access gates of the Terminal in accordance with the safety regulations.

All people directly associated with the transfer of the cargo (carriers, customs agencies, shipping companies, vessel agencies, auditing bodies, direct TPV suppliers, etc.).

Charging method: per annual permit per person.

E655: Access Credential for Vehicles

The service consists in printing and providing a registered credential for vehicles—owned by the users—to access the Terminal in the terms, opportunities and frequency defined with the Users. The credential is activated upon the payment of charges applied for E652 or E657. The requests must be handled directly with TPV's Security Area.

Service: it includes access credential, issuance and Access Control System.

Charging method: per credential.

E656: Temporary Access Permit for Vehicles

The service consists in authorizing the entry, controlling and admitting vehicles for operations that must be rendered by third parties at the Terminal.

Service: it includes personnel in charge of access control, preparation of the authorization document, coordination and transit of vehicles inside the Terminal.

Charging method: per daily permit per vehicle.

E657: Annual Access Permit for Vehicles

The service consists in entry authorization, control, admission and logistic arrangement of vehicles for operations that must be rendered by third parties at the Terminal, and will be valid for a year as from the issuance date of the foregoing permit, for which both the vehicle and the authorized personnel must strictly comply with all the safety and movement measures inside TPV's premises.

Service: it includes personnel in charge of access control, preparation of the authorization document, coordination and transit of vehicles inside the Terminal.

Charging method: per annual permit per vehicle.

E680: Copy of the Service Manual

The service consists in the sale of a valid copy of TPV's Service Manual.

Charging method: per manual.

E681: Certification and Authentication of Documents

The service consists in the issuance of a second copy of any original document issued by the Terminal, such as second copies of reception documents, EIR, automobile inventories, invoices, cargo manifests, among others.

Service: it includes the provision of personnel in charge of documentary services and a copy of the document.

Charging method: per authenticated document.

E682: Remaking of Invoices due to Errors Unrelated to TPV

The service consists in the issuance and submission of new documentation to the interested parties, solving errors or omissions from other people not concerning TPV's management, which are informed to TPV.

Service: it includes reanalyzing data in accordance with the errors and omissions informed to TPV, the remaking of the respective document, both the authenticated document and its authenticated or non-authenticated copies, as applicable, and the invoice, as well as the corresponding resubmission of the document.

Charging method: per document.

CHAPTER TWO - Storage Services

Article 20

The STORAGE or STACKING service consists in the stay and custody inside the Concession Area of the import or export cargoes or others subject to customs destination, including the resources and activities required to render said services.

The WAREHOUSING service consists in the stay and custody inside the Terminal of the cargoes not subject to customs destination, including the resources and activities required to render said services.

Section 1 - Storage

Article 21

The SPECIAL STORAGE SERVICES consist in the stay and custody at the terminal of cargo aimed at:

- a) cabotage vessel or of international trade operated at the Terminal;
- b) other Berths; and
- c) other ports or terminals outside the Port of Valparaíso, including all the necessary resources and activities for the provision of said services, not including Storage, Stacking or Warehousing required for the respective Transfer of Cargo.

The Charges detailed below are applicable to the Storage Services:

STORAGE/WAREHOUSING SERVICE CODE

Containers:

E700: 20-ft Container Storage

E701: 40-ft Container Storage

E702: 20-ft Container Storage, classified as direct or hazardous withdrawal.

E703: 40-ft Container Storage, classified as direct or hazardous withdrawal.

These charges will apply in the following manner:

- a) In the case of Discharge containers, the storage charge will be invoiced 24 hours after the last mooring line of the vessel that was used for their discharge;
- b) In the case of Shipping containers, the storage charge will be invoiced up to 72 hours before the calling of the vessel that will load them;
- c) In the case of Shipping containers, which, for reasons not concerning TPV, were not on board the assigned vessel/voyage, the storage charge will correspond to the value indicated in TPV's Service Charge for the number of days elapsed as per the following events:
 - from its arrival at the terminal until its exit by land transport
 - from its arrival at the terminal and 3 days before the arrival of the newly assigned vessel;
- d) In the case of Transshipment containers, 50% of the charges for E700, E701, E702 and E703 will apply.

Break-Bulk Cargo:

E750: Storage of Break-Bulk Cargo at Unenclosed Site

E751: Storage of Break-Bulk Cargo, classified as direct or hazardous withdrawal, at an Unenclosed Site

E752: Storage of Break-Bulk Cargo within Enclosed Site

E753: Storage of Break-Bulk Cargo, classified as direct or hazardous withdrawal, within an Enclosed Site

E754: Storage of Motor Vehicles, Machines, Trailers, Chassis, Platforms, etc. on wheels, with or without cargo on its structure, at Unenclosed Site

These charges will apply in the following manner:

- a) In the case of the Discharge of break-bulk cargo, the storage charge will be invoiced 24 hours after the last mooring line of the vessel that was used for their discharge;
- b) In the case of the Loading of break-bulk cargo, the storage charge will be invoiced from its arrival at the terminal until 72 hours before the calling of the vessel on which it will be loaded. In the case of the cargoes transferred within the intermodal area, the storage charge will be invoiced from their arrival at the Terminal until the end of the 4-hour free time from their discharge from the means of transport;
- c) In the case of the Loading of break-bulk cargo, which, for reasons not concerning TPV, it was not on board the assigned vessel/voyage, the storage charge will correspond to the value indicated in TPV's Service Charge for the number of days elapsed as per the following events:
 - from its arrival at the terminal until its exit by land transport;
 - from its arrival at the terminal and 3 days before the arrival of the newly assigned vessel.
- d) In the case of the Transshipment of break-bulk cargo, 50% of the charges for E750, N751, N752, N753 and N754 will apply.

Service: it includes the custody of the cargo, provision of the storage and surveillance personnel, the necessary enclosed or unenclosed area inside the Terminal for the stay of the cargo and the reception and dispatch documentation. The Storage begins at the moment in which TPV receives the cargo, physically and in a documented manner, and completes its dispatch for its corresponding Transfer of Cargo to the carrier, Consignee or their representatives. TPV will render these services, strictly abiding by the norms contained in the Customs Ordinance and its respective regulations. The maximum period to store export/import cargo is

90 days. Once this deadline is met, the cargoes will be assumed abandoned and will be made available for the National Customs Service. In the case of import and export cargo exceeding the maximum period, and only in light of those cases that qualify, this time period may be extended by the National Customs Service at the request from the user. If otherwise, the goods will be considered abandoned and will be handed over to the customs service to be publicly auctioned, at the expense and risk of the applicant for the service. In this case, for charging and payment purposes of the warehousing service and other services rendered, with auction charges, TPV will have the corresponding preferences under the provisions of the customs regulations.

TPV will request from the Customs Service the sale, auction or destruction of all those cargoes that are demonstrably hazardous for the cargo disposal sites or when the deposit imposes disproportionate expenses on TPV or, lastly, when there is probable apprehension that the cargoes will become deteriorated, destroyed or ruined due to their nature, state or packaging. In these cases, the cargo warehousing service will be charged until the day on which the cargo is actually withdrawn by its owner or holder from TPV's Storage facilities. When the withdrawal of the cargo is required, and the cargo cannot be handed over due to reasons for which TPV is responsible, the duration of this impediment will not be considered for the calculations of the Storage charge. TPV will issue the documents concerning the dispatch of the goods to the consignees, in accordance with the provisions of the National Customs Service and its internal regulations. The representative of the owner of the cargo or the Consignee will pay the charges for the cargo warehousing service. Therefore, merely for the fact of requesting the delivery or warehousing of the cargo from TPV, it will be understood that the applicant has a representative entrusted for all subsequent acts related to the handling of same. In the event that the property or possession of the cargoes were transferred, for whichever reason, TPV may proportionally charge the storage service to the various holders or responsible parties of the cargo warehousing service, for the Storage period charged, or may fully charge this service to whom has requested the foregoing or the withdrawal of the cargo, or to her/his representative or final Consignee. TPV will only receive physically and in a documented manner the cargo provided by the Maritime Carrier or the Vessels Agent, to whom the Customs Service has stated in the cargo manifest.

Section 2 – Services Complementary to Storage

Article 22

The following Special Services are complementary to Storage: “Provision of Stacking Areas,” “Reception and Dispatch Service of Cargoes in Warehouse,” “Weighing of Cargo in Warehouse” and “Other Services” that are complementary.

(a) Provision of Stacking Areas

This service consists in providing the Owner, her/his vessel’s agent or representatives, Shippers, or Consignees of the cargo with a certain Terminal area for the storage of large batches of export or import cargoes. The rendering of this service is subject to an operational feasibility assessment by TPV.

The following charges apply to this service rendered by TPV, which are charged per square meter of space per day:

E900: Container Stacking

This is the provision of a certain area inside the Terminal during delimited time periods, arranged with the User for the storage of her/his containers for purposes other than the Transfer of Cargo, such as fumigation, inspections to the cargo, storage and others of similar nature.

Charging method: per daily square meter.

E901: Continued Stacking of Shipping Containers with Cargo

This is the provision of a certain area inside the Terminal (named Continued Stacking), which TPV arranges with the Owner, her/his agent or representative for the storage of her/his full Shipping containers before the start of the final reception program of the containers within the

Terminal area for the respective Transfer of Cargo. The provision terms of these areas, the surfaces involved and deadlines will be arranged directly between the parties; and the arrangement will be formalized by means of the subscription of the respective contract. An area of at least 300 m² will be provided, whose location and distribution are subject to TPV's discretion. The service must be paid a month in advance. The agents or representatives of cargo owners may cover the Storage of cargo batches of different owners, which will be handled jointly on the same Vessel, under the same agreement. The users of a Storage Service may request to extend the deadline initially procured in the agreement only once and for up to 5 days, as a maximum.

In case the vessel does not load all the items under this service, the normal storage charge will be applied to the quantities of cancelled shipping containers as from the first day of stacking, even if these items are loaded on another vessel and the cargo has not been withdrawn from TPV's premises. In case the total cargo is not loaded on the vessel due to reasons not concerning TPV and the cargo is withdrawn from TPV's premises or transferred to primary area different from TPV's, rates will be applied to said cargo as from the first day of stacking. The party who entered into the agreement with TPV, the owner of the cargo, her/his representative or Consignee will pay the applied Stacking Service Charges. Therefore, merely for the fact of requiring a Stacking Service, it will be understood that the applicant has a representative entrusted for all subsequent acts related to the handling of same.

Charging method: per daily square meter.

E902: Stacking of Empty Containers in Warehouse

The service consists in the custody of the items, the sealing of these, stock control, stay time per operating company and the handling of allocation restrictions per ports for a period different from the one required for the respective Transfer of Cargo.

Service: it includes custody for the items and the personnel and equipment for this type of operations.

Charging method: per daily square meter.

E903: Stacking of Break-Bulk Cargo

This Charge applies to the provision of a certain area within the Terminal for delimited time periods arranged with the Owner, her/his vessel's agent or representatives, Shippers or Consignees for the storage of her/his General Break-Bulk Cargo.

Charging method: per daily square meter.

(b) Reception and Dispatch of Cargo in Warehouse

These are services that also define the conveyance of responsibility for the cargoes between the Terminal and owners.

E910: Reception of Loaded Containers

This is the handling service rendered to Containers that need to be admitted for their storage as they await the respective Transfer of Cargo or after this is carried out.

This Charge will apply to:

- a) containers from other ports, other Berths or other primary areas or Shippers, which have to be stored or stacked at the Terminal;
- b) containers that have to be re-managed inside the Terminal, as they were not withdrawn directly or within the agreed period; and
- c) other container operations unrelated to the movements included in the Services subject to Maximum Values.

Service: it includes the provision of supervisory and operational personnel, the necessary equipment for the physical and documented reception of the containers in the storage area assigned for its stay.

Charging method: per container.

E911: Reception of Break-Bulk Cargo

This is the service rendered to the Break-Bulk Cargo that needs to be admitted for its storage as it awaits the respective Transfer of Cargo or after this is carried out.

This Charge will apply to:

- a) cargoes from other ports, other Berths or other primary areas, which have to be stored or stacked at the Terminal;
- b) cargoes that have to be re-managed inside the Terminal, as they were not withdrawn directly or within the agreed period; and
- c) other cargo operations unrelated to the movements included in the Services subject to Maximum Values.

Service: it includes the provision of supervisory and operational personnel, the necessary equipment for the physical and documented reception of the cargo in the storage area assigned for its stay.

Charging method: per ton.

E912: Dispatch of Loaded Containers

This is the service rendered to containers that have to end their storage in order to proceed to the Transfer of Cargo or to be withdrawn by the User.

This Charge will apply to:

- a) containers heading to other Berths, other primary areas or their Consignees;
- b) containers that need to be Transferred for Loading; and
- c) other container operations that are not related to the movements included in the Services subject to Maximum Values.

Service: it includes the provision of supervisory and operational personnel, the necessary equipment for the physical and documented reception of the containers in the Storage or Stacking area assigned by the Terminal for the rendering of this service.

Charging method: per container.

E913: Dispatch of Break-Bulk Cargo

This is the service rendered to the Break-Bulk Cargo that has to end their storage in order to proceed to the Transfer of Cargo or to be withdrawn by the User.

This Charge will apply to:

- a) cargoes heading to other ports, Berths, primary areas, or their Consignees.
- b) cargoes required for their respective Transfer of Cargo; and
- c) other cargo operations unrelated to the movements included in the Services subject to Maximum Values.

Service: it includes the provision of supervisory and operational personnel, as well as the necessary equipment for the physical and documented reception of the cargo from the storage area where they are stored.

Charging method: per ton.

(c) Re-handling

These are the services resulting from a change in the storage conditions or from the non-withdrawal on the date and time scheduled.

E914: Dispatch and/or Reception of Project Cargo

The customer or her/his representative requests this service from TPV for the reception or dispatch before or after the loading or discharge of the cargo, which is considered Project Cargo due to its size and/or weight, while being complementary to codes N350 and/or E351, respectively.

This request is done outside the normal period stipulated in our Service Manual, both for the export and the import cargo. The Project Cargo has larger, wider and/or higher dimensions than those of a 40-foot ISO container and/or has a capacity of 30 or more tons.

Service: it includes planning prior to the operation, technical personnel, qualified supervision for this type of operations, proper machinery based on the characteristics of the cargo, required materials for the loading to and/or discharge from means of transport. The customer or her/his representative shall be responsible for road permits, route studies, authorizations, escorts and all the necessary efforts for the prompt transfer of the cargo from port. Storage service is not included.

Charging method: per ton.

E920: Re-handling of Containers due to Change in Storage Conditions

This involves applying this Charge when cargo in containers was stated as direct withdrawal, but it is lastly left at the Terminal and, thus, its withdrawal is carried out under indirect conditions. The foregoing requires the Owner, Vessel Agents, Consignees or Representative to state her/his intention for the container withdrawal with a maximum of 8 hours prior to the date and time of the Vessel's arrival (direct containers) or, for indirect containers, a day before the dispatch. Under special conditions and whenever necessary, the Terminal may require arranging a schedule and coordination meeting with the Users as per the provisions in TPV's Service Manual.

Service: it includes scheduling the delivery of the cargo, providing the personnel and machines necessary to transfer the cargoes to the storage site extended for a definite time period until they are withdrawn from TPV. By virtue of this operation, the scheduling for the operations must be adjusted based on these changes.

Charging method: per TEU.

E921: Re-handling of Break-Bulk Cargo due to Change in Conditions/Storage

The customer or her/his representative requests this service from TPV and it consists in applying this Charge when a break-bulk cargo, which was stated and planned as direct withdrawal, but it is lastly left at the Terminal and, thus, its withdrawal is carried out under indirect conditions. It also considers the inverse process, that is, the cargo that has been requested as indirect is rescheduled as direct within 24 hours in advance, for which TPV has incurred in transport, machinery and personnel costs, among others. The foregoing requires the Owner, Vessel Agents, Consignee or

representative to submit in writing the list of break-bulk cargoes and their withdrawal condition (direct or indirect) to the Terminal. This list must be sent to the Terminal before the 24 hours prior to the Discharge of the Vessel.

Under special conditions and where necessary, the Terminal may require arranging a schedule and coordination meeting with the customers as per the provisions in TPV's Service Manual.

Service: it includes rescheduling the delivery of the cargo, providing the personnel and machines necessary to transfer the cargoes to the warehouse extended for a definite time period until they are withdrawn, as well as the scheduling for the operation, which TPV will have to adjust based on this change.

Charging method: per ton.

E922: Re-handling of Containers due to the Non-Withdrawal on the Date and Time Scheduled

It involves applying this Charge to the Receivers or Representatives, which do not submit the required documentation for the withdrawal of the containers or which, having completed all the formalities required, do not withdraw the items as per the delivery scheduled by TPV. This program made on the basis of the list of cargoes that the Owner, Vessel Agents, Consignee or Representative sends to TPV must be submitted in writing with up to 8 hours prior to the date and time of the vessel's arrival or, in the case of indirect containers, a day before dispatch.

Service: it includes rescheduling the delivery of the cargo, providing the personnel and machines necessary to transfer the cargoes to the warehouse extended for a definite time period until they are withdrawn from TPV. In virtue of this operation, TPV must adjust the scheduling for the operations in accordance with these changes.

Charging method: per TEU.

E923: Re-handling of Break-Bulk Cargo due to the Non-Withdrawal on the Scheduled Date and Time

It involves applying this Charge to the Receivers or Representatives, which, having completed all the formalities required, do not submit the required documentation for the withdrawal of the General or Fruits and Vegetables Break-Bulk Cargoes and, thus, do not withdraw their break-bulk cargo as per the delivery scheduled by TPV. Said program made on the basis of the list of cargoes that the Owner, Vessel Agents, Consignee or Representative sends to TPV must be submitted in writing to the Terminal with up to 24 hours prior to the date and time of the Vessel's arrival.

Service: it includes rescheduling the delivery of the cargo, providing the personnel and machines necessary to proceed with the transfer of the cargoes to the warehouse extended for a definitive time period until they are withdrawn from TPV, as well as adjusting the scheduling of operations due to this change.

Charging method: per ton or ton fraction.

(d) Other Services Complementary to Storage

These are services that are complementary to the storage, which cannot be classified in the previous sections.

E930: Bundle Unit Weighing

This is the service rendered to Break-Bulk Cargoes requiring verification or acknowledgement of their weight for security, customs control, damages or similar reasons.

Service: it includes weighing operation, the provision of personnel in charge of the operation and equipment, weight certificate and provision of duly calibrated scale.

Charging method: per ton.

E931: Special Inspection upon Entry or Exit of the Container Storage Area

The service consists in the inspection and issuance of supporting documents for containers entering or exiting the Storage area.

Service: it includes the inspection of the item in accordance with the particular criteria of each customer, and the personnel and equipment necessary for undertaking this operation.

Charging method: per box.

E932: Container Inspection Handling

The service consists in providing the necessary resources to place the container in a location and position that enables its inspection.

Service: it includes the provision of personnel, supervision and equipment for the handling of the items.

Charging method: per container.

E933: Warehouse Enablement for Empty Containers

The service consists in allocating resources to undertake operations outside the hours established for the operation.

Service: it includes the provision of personnel, supervision and equipment for the proper functioning of the warehouse.

Charging method: per hour, with a minimum of 3.5 hours.

E934: Man-Hours for Structural Repair

The service consists in assigning the necessary man-hours to perform structural repairs on damaged containers.

Service: it includes the provision of qualified personnel for the repair, and the tools and equipment necessary for the execution. For each repair in particular, the number of man-hour s used will be quantified, which will be previously arranged with the User.

Charging method: per man-hour .

E935: Man-hour s for Reefer Unit Repair

It is the repair service of reefer containers' refrigerating unit that is experiencing operating problems.

Service: it includes the provision of qualified personnel for the repair, and the tools and equipment necessary for the execution. For each repair in particular, the number of man-hour s used will be quantified, which will be previously arranged with the User.

Charging method: per man-hour .

E936: Cleaning of Containers

The service consists in cleaning inside the containers through the use of specialized machines.

Service: it includes the provision of personnel, supervision and equipment necessary for the operation.

Charging method: per TEU.

E990: Copy of Cargo Reception Document

This consists in preparing a non-legalized and unique copy of the reception or dispatch document of the warehouse issued by the Terminal at the express request of the user.

Service: it includes the provision of personnel in charge of documentary services, a copy of such document and the provision of the copy equipment.

Charging method: per document.

E991: Issuance of Cargo Reception Documents

This consists in preparing a Cargo Reception Document (DRC, in Spanish) of all the Cargo that arrives at the Terminal and is not discharged by TPV, such as cargoes coming from other ports or Customs Destinations, which are stored and/o in r transit through the Terminal and then dispatched by TPV.

Service: it includes the appointment and provision of the personnel in charge of documentary services and the issuance of the Reception Document.

Charging method: per document (DRC).

E992: Enablement Charge for Late Document Submission

It consists in applying this Charge to the Owners, Vessel Agents, Consignees, shippers or representatives and, in general, anyone who does not promptly submit the documentation regarding the different activities that will be performed at TPV, such as manifests, list of hazardous cargoes, list of cargoes per hold and all types of documents required for the proper operation of the

Vessel at Port, before her call, during her stay period and after her departure.

Service: It is rendered with additional personnel to the administrative tasks, which must coordinate and inform TPV's respective organizational areas and port and customs authorities about this late submission of information.

Charging method: per event.

CHAPTER THREE - Bonuses and Discounts for prompt dispatch

Article 23

TPV is authorized to agree on the payment of bonuses for an expedited Transfer of Cargo service rendered at the Berth, defined as Prompt Dispatch Service, with the Users. Nonetheless, if the Occupancy Time of said Vessel is equal or greater than the resulting time of the cargoes that would have been transferred at the average transfer pace as indicated in Annex B of this Service Manual, the collection of said bonuses will not be allowed. The agreements reached in terms of bonuses will be subject to the inspection from EPV or an independent auditor elected by EPV, if so requested by TPV, which will be at his own expense. Either way, said bonuses will have to be established on the basis of objective and non-discriminatory criteria, for which the agreements related to said bonuses must be incorporated into the current and public Charges, in such a way that all the Users in the same situation may have access to the expedited services subject to bonuses.

Article 24

TPV may grant discounts on the Charges, except for Charges TPV-R100 (TMN) and TPV-R110 (TMC), based on objective and non-discriminatory criteria, including, but not limited to, guaranteed volumes, type of Vessel, type of cargo, prompt payment and similar factors. The agreements reached regarding this subject matter will be subject to inspection from EPV or an independent auditor elected by EPV, if so requested by the Consignee, which will be at his own expense. Either way, these agreements must be incorporated into the current and public Charges, in such a way that all the Users in the same situation may have access to the discounts.

1. TITLE V: TERMINAL'S RULES OF USE

CHAPTER ONE – Ship Planning

Article 25

TPV will formally designate the berths for the vessels requesting Services at the Terminal, once it receives from the Owners, Vessel Agents or representatives all the information and documentation necessary for the rendering of these.

Upon designating the berths, it will designate the supporting areas for the Vessel operation and will schedule the inherent operations of same, which have been requested previously and in due course by the Vessel agent or representative.

If necessary, TPV will call for the parties involved for a meeting in order to schedule the berthing of the vessels, their operation and other services.

Article 26

All Vessels and/or floating structure announced to the Terminal and requiring TPV's services, must have a representative in the terms established in the Code of Commerce, Navigation Act and respective regulations.

Considering that the Vessel agent represents the Proprietor, Owner or Master of a Vessel, merely for the fact of requesting the assistance to the Vessel from TPV, it will be understood that s/he has a representative entrusted for all subsequent acts related to the assistance of same at the Terminal.

In accordance with the foregoing, the Vessel Agents and/or her/his representatives will be in charge of Vessel notices on behalf of the vessels' Proprietors and/or Owners and/or Masters.

Article 27

Arrival notices for all types of vessels will have to be made at least 4 days in advance. These notices are informative and are required for operational coordination purposes of the respective Terminal.

The notice does not guarantee immediate service upon their announced arrival, nor less priority over another Vessel with preference.

These notices and their modifications will be made by means of written communication addressed to the person in charge of TPV's shipment planning personally provided at TPV's premises or sent via e-mail to planificacionnaviera@TPV.cl during the following hours: Monday to Friday (holidays not included), from 09:00 a.m. to 06:00 p.m.

Notwithstanding the foregoing, the Vessel Agents must update the estimated time periods of the Vessel's arrival on a daily basis and, 48 hours before her arrival, they must confirm her official time of arrival and service request, whose date and time required for the Vessel's berthing has to be clearly specified, also including all the information necessary for her loading and discharge. The Users may desist from the request of berths and services at no charge until 48 hours prior to the Vessel's arrival. All cancellations after the 48 hours will be subject to E200 charge.

The notices must also include the situation of those vessels that are staying at anchor and that will eventually request a berth to operate.

In the case of the arrival of a Vessel without prior notice or requesting berths with less than the 4 days required in advance, TPV may assign a berth, provided that there are berths available and this does not alter the allocation of berths for vessels that gave notice before said Vessel and that complied with the required 4-day prior notice.

TPV will arrange a schedule for periods of 24 hours with regard to the date and time notified by the Vessel Agent for a berth at the Terminal. Once this is scheduled, it will be considered definitive and, thus, the Vessels will have to use the berths during the scheduled time. Notwithstanding this, TPV may schedule the berthing of Vessels after these 24 hours, which are considered provisional for all these effects.

Article 28

The service request will be confirmed by recording the notice from the Vessel on the Shipment

Planning, for which the Vessel Agent must provide TPV with the following information:

- a) Date and time required for the berthing of the Vessel;
- b) Physical and operational characteristics of the Vessel;
- c) Characteristics of the cargo, indicating its type and location on the Vessel; and
- d) Specification of the services that will be requested for the Vessel.

Likewise, 48 hours before the notified arrival of the Vessel, the Agent will attach the following documents, if required by TPV:

- a) Cargo Manifest
- b) Stowage Plan
- c) List of cargo per hold, indicating the name of the storer to whom it will be delivered
- d) List of hazardous goods made in accordance with the applicable laws and regulations on this matter, which must include the goods that will be discharged, as well as those that will remain on board (in transit)
- e) Documentation regarding the maritime transshipment information
- f) List of False Loading/Discharge
- g) List of operations and deliveries to be performed
- h) Any other information that TPV considers pertinent.

The information specified herein is mandatory and regarded as a requirement for the rendering of the service for the Use of Dock by the Vessel and Cargo.

The list of hazardous goods that will be included in the document Dangerous Goods Declaration must be handled prior to the local Port authority's approval, indicating which goods will be discharged, loaded and/or will remain on board, stating the technical name of the product

and not its fictitious name, IMDG Class, tonnage, bundle or container quantity and type, and package conditions.

In the case of land transport, the entry of hazardous import, export or cabotage cargoes must be indicated in the Customs Destination or Land Transport Manifest Document.

In the case of delayed information, omission of a product or inexact and/or incomplete data, the Owner, Vessel Agent or her/his representative **must pay** an E992 charge (Enablement Charge for Late Document Submission). Notwithstanding the foregoing, these facts will be informed to the Port authority.

TPV may deny the loading, discharge or entry of goods to its premises, which do not comply with documentary, packaging, marking or labelling requirements established in the IMDG Code.

With 12 hours prior to the Vessel's arrival, the Vessel Agent or her/his representative will submit the declaration of dangerous goods that will be loaded, duly approved by the Port authority, to TPV.

Within a deadline of 24 hours from the departure of the Vessel, the Vessel Agent or her/his Representative must submit the Exit Manifest, legalized by the Customs Service.

Article 29

TPV will assign berths only after formally receiving the Vessel notices and service requests. TPV may call the parties involved to a meeting for planning, when deemed necessary, in order to schedule the entry and/or exit of the Vessels and their operations.

These meetings will be held at TPV's premises along with the customers involved in the assistance of a Vessel or in other specific services and will be led by one of TPV's representatives. The foregoing will be conditioned by the entry and exit schedule of vessels, generated by EPV as the coordinator of common areas.

Also, TPV will engage on a daily basis and from Monday to Friday in the Meetings for Shipment Planning led by Empresa Portuaria Valparaíso (EPV) with the purpose of notifying the vessels assigned to

a berth at the Terminal and the availability of each berth and will make the information available to the Users.

Article 30

Upon assigning a berth, TPV will inform the Vessel Agent about the date and time of berthing and unberthing and the bitts to which the Vessel must be moored. The agent will be responsible of delivering this information to the Pilot in charge of the berthing operation.

Article 31.

The berthing of the vessels will be scheduled on the basis of objective technical priority rules, focused on an efficient technical and economical use of the berths, as well as ensuring a non-discriminatory treatment of the users.

TPV will assign the berths in accordance with the following priority criteria:

Berth 6:

- 1st preference : Passenger Vessels
- 2nd preference : Reefer Vessels carrying Fruits and Vegetables cargoes under Contract
- 3rd preference : Other Vessels under Contract
- 4th preference : Other Vessels as per call and/or request of Berths

Berth 7

- 1st preference : Other Vessels as per call and/or request of Berth

Berth 8

- 1st preference : Multipurpose Vessels carrying Steel/Iron and/or other Vessels under Contract
- 2nd preference : Other Vessels as per call and/or request of Berths

Under a same preference, the berths will be assigned in compliance with the order of arrival of the vessels at the port.

Article 32

The Vessel will immediately lose priority for berthing if, having been formally assigned a berth, the Vessel agent or her/his representative states they do no longer require this berth on the date and at the time indicated. This cancellation must be formalized in writing. Said Vessel will be subject to scheduling only 24 hours after giving her last notice.

Likewise, the Vessel will immediately lose priority if she does not berth at the assigned berth within a time frame of one hour as from the date and time scheduled for her arrival, and if there is the need to allocate said berth to another Vessel. In this case, TPV will be authorized to cancel the berthing of the Vessel and allow the second Vessel to access said berth, the former being subject to scheduling only 24 hours after giving her last notice.

Article 33

In the case that the berth is unoccupied and waiting for a scheduled Vessel, this berth may be temporarily assigned to a Vessel which is next in priority for berthing. Once the Owner or her/his Agent accepts the conditions, TPV will be authorized to command the unberthing of the Vessel in order to assist another Vessel that takes priority or under Contract. This power may only be exercised if the conditioned Vessel takes up more than one work shift. On the contrary, TPV must allow the completion of the operations before authorizing the berthing of the Vessel that is given preference. The user will be responsible for the changes resulting from the unberthing.

Article 34

The assignment of Berths may only be altered (i) for reasons of national defense or security declared by the competent authority; and (ii) for the calling of hospital vessels, duly qualified as such by the competent authority, which will have priority over commercial vessels.

When a Vessel is undertaking transfer operations at the Berth and must leave for reasons of national defense or security, she will continue having priority for berthing once the causes that led to her unberthing are resolved, unless the Vessel's Representative, in joint agreement with TPV, decides otherwise.

Notwithstanding the foregoing, TPV may request from EPV the unberthing of a Vessel in order to give access to another Vessel that was considered in the current schedule, for which the respective owner will bear the costs associated to said operation, in the following cases:

- a) When the Vessel sustains an accident that affects the safety of people, port premises, other vessels berthed at the Port and goods deposited. Once the leading cause of the unberthing is resolved, the Vessel will be reassigned as per the priority criteria established herein;
- b) When, for certification purposes of the conditions of the Vessel's holds, these are not approved by the competent entity and its reconditioning period implies delaying the berthing of other vessels. Once the conditions of the holds are certified by the competent entity, the Vessel will be reassigned to the first berth available;
- c) When the Vessel is not authorized by the competent entity to begin operations due to any other reason that implies delaying the berthing of other Vessels. In these cases, the Vessel will be reassigned to the first berth available;
- d) When the Vessel has defaults that prevent work to be carried out in one of her holds, extending the stay that was scheduled, in detriment of other vessels. Once the operability of the Vessel is certified by an independent entity, the Vessel will be reassigned to the first berth available.

In all the previous cases, the reassignment will be done as per the priority criteria established in this Service Manual.

During the period in which the vessels continue using the Terminal, no repairs to the vessels can be made if they prevent their unberthing or anchorage maneuvers.

Article 35

The order to unberth issued by EPV at the written request (e-mail, letter or fax) of TPV will be informed to the Port authority, so the latter can make sure, in accordance with the powers conferred by articles 95 and following of the Navigation Act, that this order is followed.

If this order is not complied with or complied with after the fixed deadline for unberthing, a fine will be applied, detailed in the Use of Berths Regulation in Annex D of the Concession Contract.

Additionally, TPV reserves the right to take the pertinent legal actions against the Vessel, her Master and/or Agent for the damages caused by this situation.

The agent is responsible for ensuring that the Vessel remains under navigation conditions that allow her to comply with the unberthing request when required.

Article 36

Notwithstanding the aforementioned, TPV will be authorized to request the agent and/or Master of the Vessel to move her to another berth within the Terminal for a better use of the Terminal.

Article 37

The agent of a Vessel may request from TPV extra working time concerning a Vessel that, while in operation in accordance with the scheduled working shifts, experiences a considerable load increase.

TPV may agree on the extra time requested, only if the scheduled vessels being affected agree. If it is not possible to accept the request, TPV will be authorized to request said Vessel to leave the berth as per the initial schedule. If the request is accepted, the extra working time due to the load increase may not exceed 1 working shift.

This notice of load increase must be given to TPV by the agent of the Vessel with a minimum of 24 hours in advance as from the original departure and through the same means described in article 28 herein.

Article 38

All Vessels that require bunkering during their stay at the Terminal must receive the corresponding authorization from the Port authority to perform these operations simultaneously with the transfer of the cargo.

The agent must submit this authorization to TPV and inform in writing the quantity of fuel required, the way in which it will be provided and the means that will be used. If the fuel is provided by sea, s/he must indicate the particulars of the Vessel that will provide the fuel and, in this case, the service will be subject to the charge for the use of the dock by the cargo and Vessel.

If the Vessel requires to extend her stay for bunkering, the agent must submit an extension request to TPV with 24 hours prior to the completion of the operations. TPV will have the power to agree on the extra time requested, if the scheduled vessels being affected agree. If no vessels are scheduled, TPV will have to accept the time requested.

CHAPTER TWO - Request for Services and Scheduling of Operations

Article 39

As a rule of thumb, the requests of all the Services and/or their modifications will be carried out during the Terminal's normal business hours, that is, from Monday to Friday, from 09:00 a.m. to 06:00 p.m. and Saturdays from 09:00 a.m. to 03:00 p.m., except for holidays.

The Services, whether Basic or Special, will be requested at least 24 hours in advance with the issuance of the corresponding Request for the Use of the Port, as indicated in Chapter XI of the Coordination Regulation, which corresponds to Annex K of the Concession Contract. Said request must be made through written or technological means that EPV has available.

Once the request is received, it will be scheduled and published via the Operation Schedule Minutes (Annex 5). The scheduling will be done considering efficiency criteria, safety and special requirements from the User.

Once the request is received, it will be scheduled and published via the Operation Schedule Minutes. The schedule will consider efficiency criteria, safety and special requirements from the User.

All the Services must be previously requested during the hours indicated below:

- Service during the first shift: Until 05:45 p.m. of the previous business day;
- Service during the second shift: Until 11:45 a.m. of the same day;
- Service during the third shift: Until 03:00 p.m. of the same day.

The Services requested will be rendered during the following shifts, distributed from Monday to Sunday, including holidays:

- First shift: From 08:00 a.m. to 03:30 p.m.;
- Second shift: From 03:30 p.m. to 11:00 p.m.;
- Third shift: From 11:00 p.m. to 06:30 a.m.

In general, Special Services will be rendered during the following hours and within the respective port shifts:

- From 09:00 a.m. to 06:00 p.m., from Monday to Friday; and
- From 08:00 a.m. to 03:00 p.m. on Saturdays; holidays are not included.

The rendering of Special Services outside the hours indicated may be carried out in an exceptional manner and at TPV's sole discretion, and will be subject to the corresponding Charges.

Article 40

In order to coordinate and distribute the resources available at the Terminal in a more efficient manner, TPV will hold daily meetings, previously arranged with the involved Users, for the scheduling of operations at the Terminal, during business days and on Saturdays.

In these meetings, the corresponding operations for the “Second” and “Third” Shift on the same day and the “First” Shift on the following day will be scheduled.

Article 41

The customer or User may only cancel a Service or operation already scheduled with prior notice to TPV by any written means (fax, letter, e-mail, etc.) during the following hours:

The Third Shift may only be cancelled until 03:00 p.m. on the same day for which it has been scheduled.

The First and Second Shift may only be cancelled until 03:00 p.m. of the day prior to the one scheduled.

The Shifts on “Sundays” or on “Holidays” may only be cancelled until 03:00 p.m. of the previous business day to the one scheduled.

Article 42

The requests for the rendering of any other supporting Service, both for the cargo and for the Vessel, such as the stay of cargo vehicles, admission and stay of equipment, container consolidation area, enablement, lease of equipment, weighing of cars/vehicles, supply of drinking water, supply of electrical energy, among others, must be requested from TPV with the submission of the document labelled “Service Order”, which TPV will make available to the Users for these effects.

CHAPTER THREE - Storage, Stacking and Warehousing

Article 43.

The rendering of Storage, Stacking and Warehousing Services, regulated by articles 20 and 21 herein, will be subject to the following rules:

- a) TPV will assume responsibility for the custody of the cargo during its stay at its premises, from the

moment in which the cargo is received physically and in a documented manner until it is dispatched physically and in a documented manner to the carrier, Consignee, or representatives, in accordance with the applicable law.

b) TPV will designate warehousing sites or areas for the custody of storage of the cargo, which will remain inside TPV's port premises during a maximum period defined by the corresponding law, until it is dispatched physically and in a documented manner to the carrier, Consignees, or representatives.

c) Upon receiving the Discharge cargo, TPV will issue a formal document, labelled DRC, which must be signed by the person who will receive the cargo and by the person who delivers it.

d) The cargo handed over to TPV for its Storage, Stacking or Warehousing must be delivered to TPV without any damage to or deterioration in its packaging and without evidence of alterations or harms. If necessary, TPV may require that the necessary repairs are done to the packaging or require that the cargo is repackaged in bags or other receptacles duly sealed, keeping all marks, printing, numbers, and signs that characterize the bundle and weight visible. TPV will require the verification of the weight of all the bundles that were repackaged, repaired or inside packaging different from the original.

e) In the case of discharge, the cargo must be delivered and received by TPV in accordance with the rules established in the Customs Ordinance and its Regulations. For these effects, "date of departure of the Vessel" is understood as the date and time at which TPV releases the last mooring line of the Vessel, or the date and time at which the transfer operation that led to the Services subject to Maximum Values is completed, certified in the document labelled "Record of Events" with which the Discharge is completed, and accepted by the master and the Vessel's agent.

f) For charging purposes, it is understood that the Storage, Stacking or Warehousing periods included in the respective Transfer of Cargo Charges are applicable.

g) For delivery purposes of the Discharge cargo, distinction is made between cargoes manifested by the Owner or her/his representative, such as of direct withdrawal or indirect withdrawal, and cargoes of forced withdrawal.

The delivery of the goods in any of the aforementioned manners must be done within 24 hours as from when the last mooring line of the Vessel is untied or that one the National Customs Service determines.

Once this is completed, TPV will issue a direct DRC, certifying the delivery of the cargo. Said certification will not include the state and condition of the packaging or content of the cargo.

- **The direct withdrawal** includes those cargoes manifested and listed by the Owner or Agent as

such.

- In the case of containerized cargo and Break-Bulk Cargo, these will be delivered to the consignees, in accordance with a schedule with sequenced hours, which will be published and informed to all consignees with 8 hours in advance. This process is included in the Services subject to Maximum Values.
 - The direct withdrawal includes the cargoes manifested at other Customs Warehouses inside or outside the Port that are discharged directly from the Vessel to the land means of transport, moment which are received by their consignees, against the cut of said tonnages of manifest outside the port.
 - TPV will go ahead with the reception itself of the cargoes of direct withdrawal that are not withdrawn by the Consignee within the indicated deadlines and sequences.
-
- **The indirect withdrawal** includes those cargoes manifested and listed by the Owner or Agent as such, or, which due to omission, fit under this modality. The general deadline for the customs warehousing will be 90 calendar days and will run from the date of reception of the goods at the Terminal.
 - The goods deposited in transit, destined for or coming from countries with which there are special agreements will be excluded from the aforementioned, and will have the right to the deadlines stipulated in said agreements. In qualified cases, this deadline may be extended by the National Customs Director, previously requested by the User. Once the deadline has expired, the cargo will be presumed abandoned.
 - In the case of loading, the cargo will be delivered to TPV upon entering the Terminal as per a reception schedule with defined hours.
 - Cargoes with forced withdrawal or loading are those considered as hazardous, not allowed for storage or conditioned by the pertinent authorities and those which the pertinent Port authority determines that, due to their nature, they cannot be stored in port premises. The cargoes classified as hazardous or as not allowed for storage at the Terminal are included in the Regulation on the Handling and Storage of Hazardous Cargoes at Port Premises, published in Official Gazette No. 35.670 of January 20th, 1997.
- h) If, due to an impediment for which TPV is exclusively responsible, the cargo may not be withdrawn from the warehouse, the time period that the impediment lasts will not be calculated for the Storage incoming payment.
- i) TPV may request from the National Customs Director the destruction of the stored cargo in the following cases: (i) when its storage represents serious risk for itself and for other stored goods; (ii) when its

storage is evidently detrimental or may not be stored without incurring in disproportionate expenses; (iii) when there is well-founded fear that, due to its nature, state or packaging, the cargo deteriorates, is destroyed or perishes; and (iv) all the other cases addressed in the Customs Ordinance and its Regulations.

j) The Charges for the Storage Service must be paid by whom has requested the Service; or by the owner of the cargo, agent or representative.

CHAPTER FOUR - Miscellaneous, Health and Safety Provisions

Article 43

The Charges recorded by TPV before EPV and covered herein are identified by a Numerical Code and a name associated to said Code, for publication, internal control, invoice, submission to EPV and/or any other internal or external requirement.

All the Customers and/or Users will be charged for the Services carried out at the Terminal, without discrimination of any kind and payment is compulsory under the terms established herein.

However, the Charges and their application may be subject to modifications as a result of justified agreements entered into between TPV and the Users, shipping companies, traffic unions, shipping consortiums and pools, Vessel Agents, shipping agents, Freight Forwarders, transit agents, Customs brokers and other direct customers, such as exporters, receivers, consignees and others.

Article 45

For the Special Services requested to TPV and that may not be rendered due to reasons not attributable to TPV, a rate aimed at covering the programmed and scheduled resources that are not used will apply, and whose amount will be equivalent to the corresponding Charge for Extra Workers (TPV-N602) herein.

Article 46

The customers under contract with TPV will pay the issued invoices for the Services rendered within the agreed deadline. The customers who occasionally request Services will pay these in advance. Notwithstanding the foregoing, TPV may request its customers to cover the arrangements made, as well as to pay the Services and liabilities that concern them by means of guarantee documents. The customers who do not submit a sufficient guarantee must pay the Services prior to their rendering.

Article 47

Considering that most of the Charges are expressed in USD dollars, in order to determine the value of the

invoices issued in national currency, the exchange rate conversion factor fixed by Banco Central or the entity that fulfils such a role will be applied upon the rendering of the service or the use of the last mooring line of the Vessel. Unpaid invoices issued by TPV will be recharged with the interests fixed by Act No. 18.010 for all the time of delay, notwithstanding TPV's right to exercise legal actions to ensure the full outstanding payment.

Article 48

The entry of people, vehicles, equipment and any other elements to the Terminal is regulated and the rules are contained in TPV's current internal provisions on this matter.

Article 49

All natural or legal person will be responsible for the damages caused by them or their agents or servants to people, docks, premises or equipment owned or administrated by TPV, or to the assets or goods stored under TPV's responsibility at the Terminal's premises.

Notwithstanding the Owners' or representatives' responsibility, the Vessel's Agents will directly account before TPV for the damages caused to the port infrastructure by the Vessel which they represent.

Article 50

TPV will establish the requirements it deems convenient for the safety of the people and the cargo. The customers will be responsible for adopting all measures to ensure the fulfilment of said requirements. TPV will also establish the requirements necessary to maintain and develop the operational safety of the Terminal.

- a) In light of the foregoing, the use of a safety helmet and reflective vest will be mandatory for every person that enters TPV. People who are directly related to the loading, discharge, transit operations at the supporting areas of the terminal, in addition to the abovementioned, must use safety footwear.
- b) Anyone who enters TPV's premises must comply with the provisions adopted by TPV regarding the compliance with the ISPS Code.
- c) Notwithstanding the Owners' or representatives' responsibility, Vessel's agents will directly account before TPV for the possible damages caused by the vessels they represent.
- d) The entry of people, vehicles and equipment into TPV is subject to its prior approval.
- e) All natural or legal person inside TPV will be responsible for the damages caused by them or their Agents or servants to people, docks, premises, or equipment, or to the assets or goods stored under TPV's

responsibility within its premises. This is notwithstanding the insurance policies that TPV deems appropriate for the guarantee of same. The amount and type of policies which TPV may request will be in accordance with the operational needs, risks and deadline that the operation entails.

Article 51

TPV will not be responsible for any damage, of any nature or extension, which affects a User or third parties, and which arises from or is related to a Force Majeure Event, as per the definition provided for said term herein. Such damages include, but are not limited to, those that come from the non-complete or timely provision of the Services by TPV or related parties, as well as the possible damages or impairments that affect the assets located inside the Terminal, which TPV administrates and operates.

ANNEX I - Rules for Entering the Terminal

In the general control, order and safety Regulation, it is established that any person and/or vehicle permanently or temporarily authorized to enter the Terminal must abide by the following general control, order and safety regulation.

Any person and/or vehicle that enters the Terminal must carry their identification card that grants them the authorization to have permanent access or, otherwise, the corresponding provisional permit. Every person must be prepared to show their identification card to the security personnel at the Terminal gates when requested, so they can check if the identification card or provisional permit corresponds to the person.

The identification card is not transferable and may not be provided to someone not identified by same. Anyone who loses her/his personal identification card or that of a company's vehicle must immediately inform TPV, for which it will subsequently evaluate if a new one will be given.

Anyone who enters the Terminal must follow the safety rules in force, for which s/he must wear a safety helmet, reflective vest and footwear, if necessary, especially in the loading and discharge operation areas.

Parking areas for the vehicles of visitors/users entering the Terminal will also be established, thus these will be parked at the sites indicated.

ANNEX II - Request to Use the Port of Valparaíso

(The applicable Rules are defined by Empresa Portuaria Valparaíso and included in the Service Regulation [http:// www.puertovalparaiso.cl](http://www.puertovalparaiso.cl))

NEX III - Request for the Rendering and Scheduling of Operations

Valparaíso, _____20
 Messrs. TPV
 Ref: Minutes for the Scheduling of TPV Operations

Dear Sirs,

We herein request from TPV the rendering of Services to the Vessel and cargoes indicated below.

Description of the Vessel

Vessel Agent		
Owner		
Name of the Vessel		
IMO No. of the Vessel		
Type of Vessel		
Total Length (m)	[m]	
Breadth (m)	[m]	
Gross Registered Tonnage	(GRT)	

Arrival Data

		Bow	Stern
Draft upon Arrival (Bow/ Stern)	[m]		
		Date	Time
Estimated Time of Arrival	(ETA)		
Estimated Time of Berthing	(ETB)		
Estimated Time of Departure	(ETD)		

Basic Services Required

Transfer of Cargo	Units	Loading	Discharge
Full Dry Containers	[Boxes]		
Full Reefer Containers	[Boxes]		
Empty Containers	[Boxes]		

General Break-Bulk Cargo	[Tons]		
Fruits and Vegetables Break-Bulk Cargo	[Tons]		
Project Cargo	[Tons]		
Automotive Cargo	[Units]		
IMO Cargo	[Tons]		

Special Services Required

Description of the Service	Units	Quantity

Likewise, we declare as follows:

1. The Terminal and its premises are fit for the rendering of the requested Services and as required,
2. We acknowledge and accept TPV's Service Manual, as well as the terms and conditions therein regarding the rendering of the requested Services; and
3. We will comply with the obligations imposed by TPV's Service Manual as Users of the Terminal.

Sincerely,

Vessel Agent and Stamp:

Representative's Name and Signature:

(To be completed by TPV)

Service Request No.	
Date and Time for Scheduling	
Date and Time for EPV's Planning Minutes	
Berth Scheduled	
Date and Time Scheduled for Berthing	
Date and Time Scheduled for Unberthing	
Operational Area(s) Scheduled	