

a. General Terms and Conditions (All provisions applicable to all products)

1. The above charges are based on current tariff and surcharges, which may change due to General Rate Increases (GRIs) by the time shipment is booked.
2. Booking made via fax or email shall be considered as the start of agreed transaction.
3. Above prices are exclusive of VAT charges unless otherwise stated.
4. Other applicable surcharges, such as Bunker Adjustment Factor (BAF), War Risk Surcharge (WRS), Currency Adjustment Factor (CAF) and Peak Season Surcharge (PSS), CIC (container Imbalance Surcharge) are variable costs and are subject to increase as per Carrier.
5. Insurance of the goods may be arranged by All Transport Network, Inc. upon written request from you and will be charged separately upon your approval of the insurance rates and coverage.
6. All Transport Network shall not be held liable whatsoever for damages or losses to the products arising directly or indirectly from the inherent defect, weakness, unsuitability for transport or nature of the packaging of the customer's products.
7. In no circumstances whatsoever shall All Transport Network be liable to the customer for any compensatory and/or consequential damages by reason of loss of business opportunity, loss of sales, unrealized profits and such other penalties howsoever caused that may be incurred or sustained by the customer arising from the engagement of All Transport Network.
8. Should the client require All Transport Network to provide the services of loaders and unloaders ('Manos'), it shall be the client that will provide instructions and exercise supervision and control during loading or unloading activities, it being understood that All Transport Network shall not be held liable whatsoever for damages or losses to the products during loading or unloading activities.
9. In order to comply with BIR requirements and due processing, the Customer must not deduct any charges or claims outright to the payment for All Transport Network's services. Any such charges shall be duly invoiced by the Customer to All Transport Network (with or without VAT), with supporting documents attached, and will be paid to the Customer if found in good order, net of applicable EWT.
10. Terms of payment is COD unless All Transport Network grants the client with a credit line.
11. Advances to be made by All Transport Network shall be subject to 3% surcharge premium based on the total advances.
12. All activities are undertaken subject to the General Trading Conditions of All Transport Network, Inc., a copy of which may be provided upon request.

b. Service Terms and Conditions

a. Sea Import FCL/LCL (FWDG+BRK)

1. Customs clearance will be executed by All Transport Network, Inc. within reasonable effort within free time provided the following conditions are met:
 - a. Complete documents of shipment are provided before the vessel arrival;
 - b. There are no questions/issues raised by the Bureau of Customs on the documents you have submitted
 - c. There is no systems breakdown at the Bureau of Customs
 - d. Duty and Tax are paid on the same day you received FAN from your bank and payment is received by BOCOLRS during work hours at BOC

2. For Delivery, All Transport Network, Inc. will be relieved of liabilities for the following events that are beyond their control:
 - a. Truck ban imposed by the local or national government that affects the movement of trucks;
 - b. Port Congestion (late berthing of vessel; late discharge of container; container is placed in an area within the port that requires manual identification of container prior to releasing; long queues at the gate by trucks to pick up containers)
 - c. Additional days require to process Gate Pass revalidation in the event of Port Congestion due to port system inefficiency
 - d. Use of shipping line by customer's forwarder that has no depot within the Port Zone; no extended hours for acceptance of empty containers (acceptance should align with the truck ban hours)

3. Port Situation/truck bans:
 - a. Manila Port Freetime: Storage will be charged from 11th day onwards (after OLRs). Charges will be for the account of you.
 - b. Gate Pass will have an extended validity of 2 days after release to avoid delay in revalidation. Also, for account of you.
 - c. With the current port situation/truck bans, any other charges such as storage, detention, demurrage, penalty, revalidation of gate passes, expenses resulting in transfer of container on other ports, diversion of CY for return of empty containers will be for the account of you.

4. Truck Detention (If Applicable):

Description	Additional Rate
Bobtail	75% of the Trucking Rate
Waiting Time (at customer/ return of empty): Freetime: FCL - 6 Hours / LCL – 2 Hours	
In excess:	
Per Hour Rate	Php500.00
12 Hours or more	1 Full Trip Rate

Note: Delivery or pick-up schedule shall consider governing rules on truck ban and number coding scheme.

5. Additional rate to be added to the regular trucking rate for return of empty containers outside Metro Manila

Description	Additional Rate
Meycauayan, Bulacan	Php10,000.00 Per Container
Plaridel/ Angat, Bulacan	Php13,000.00 Per Container
RIL Best Kawit, Cavite	Php12,000.00 Per Container
Laguna Gateway	Php15,000.00 Per Container
Malvar, Batangas	Php23,000.00 Per Container
Subic Port	Php27,000.00 Per Container

Note:

- a. Due to serious problem on Empty return caused by very high yard utilization on both Manila ports and all OFF dock depot, diversion of CY for return of empty containers will be for the customer's account.
 - b. and all OFF dock depot, diversion of CY for return of empty containers will be for the customer's account.
 - c. Shipping lines cannot advise in advance whether their Manila Ports/Off Dock depots are full
6. Chassis Detention: Above trucking rate is inclusive of one (1) day chassis use. Thereafter,

Description	Additional Rate
20 Footer Chassis	Php500.00 per Chassis per Day
40 Footer Chassis	Php600.00 per Chassis per Day

7. TABS (For Manila Only):

Booking Fees	
Free Demand Zone	Php0.00
Medium Demand	Php300.00
High Demand	Php1000.00

Note: Corresponding Booking Fees will be charged, per slot rate, as applicable. Print out of the screen shot of booked slot and its corresponding fee, will be forwarded to the customer as part of the billing.

b. Sea Export FCL/LCL (FWDG+BRK)

1. Truck Detention (If Applicable):

Description	Additional Rate
Bobtail	75% of the Trucking Rate
Waiting Time (at customer/ return of empty): Freetime: FCL - 6 Hours / LCL – 2 Hours In excess:	
Per Hour Rate	Php500.00
12 Hours or more	1 Full Trip Rate

Note: Delivery or pick-up schedule shall consider governing rules on truck ban and number coding scheme.

2. Chassis Detention: Above trucking rate is inclusive of one (1) day chassis use. Thereafter,

Description	Additional Rate
20 Footer Chassis	Php500.00 per Chassis per Day
40 Footer Chassis	Php600.00 per Chassis per Day

3. TABS (For Manila Only):

Booking Fees	
Free Demand Zone	Php0.00
Medium Demand	Php300.00
High Demand	Php1000.00

Note: Corresponding Booking Fees will be charged, per slot rate, as applicable. Print out of the screen shot of booked slot and its corresponding fee, will be forwarded to the customer as part of the billing.

c. **Import/Export Air (FWDG+BRK)**

1. Truck Detention (If Applicable):

Description	Additional Rate
Bobtail	75% of the Trucking Rate
Waiting Time (at customer/ return of empty): Freetime: 2 Hours. In excess:	
Per Hour Rate	Php500.00
12 Hours or more	1 Full Trip Rate

Note: Delivery or pick-up schedule shall consider governing rules on truck ban and number coding scheme.

d. **Import Brokerage Only FCL/LCL**

1. Customs clearance will be executed by All Transport Network, Inc. within reasonable effort within free time provided the following conditions are met:
 - a. Complete documents of shipment are provided before the vessel arrival;
 - b. There are no questions/issues raised by the Bureau of Customs on the documents you have submitted
 - c. There is no systems breakdown at the Bureau of Customs
 - d. Duty and Tax are paid on the same day you received FAN from you bank and payment is received by BOC OLRs during work hours at BOC

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 - b. Port Congestion (late berthing of vessel; late discharge of container; container is placed in an area within the port that requires manual identification of container prior to releasing; long queues at the gate by trucks to pick up containers)
 - c. Additional days require to process Gate Pass revalidation in the event of Port Congestion due to port system inefficiency
 - d. Use of shipping line by customer's forwarder that has no depot within the Port Zone; no extended hours for acceptance of empty containers (acceptance should align with the truck ban hours)

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 - a. Manila Port Freetime: Storage will be charged from 11th day onwards (after OLRs). Charges will be for the account of you.
 - b. Gate Pass will have an extended validity of 2 days after release to avoid delay in revalidation. Also, for account of you.
 - c. With the current port situation/truck bans, any other charges such as storage, detention, demurrage, penalty, revalidation of gate passes, expenses resulting in transfer of container on other ports, diversion of CY for return of empty containers will be for the account of you.

4. Truck Detention (If Applicable):

Description	Additional Rate
Bobtail	75% of the Trucking Rate
Waiting Time (at customer/ return of empty): Freetime: FCL - 6 Hours / LCL – 2 Hours In excess:	
Per Hour Rate	Php500.00
12 Hours or more	1 Full Trip Rate

Note: Delivery or pick-up schedule shall consider governing rules on truck ban and number coding scheme.

5. Additional rate to be added to the regular trucking rate for return of empty containers outside Metro Manila

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Subic Port	Php27,000.00 Per Container

Note:

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- b. and all OFF dock depot, diversion of CY for return of empty containers will be for the customer's account.
- c. Shipping lines cannot advise in advance whether their Manila Ports/Off Dock depots are full

6. Chassis Detention: Above trucking rate is inclusive of one (1) day chassis use. Thereafter,

Description	Additional Rate
20 Footer Chassis	Php500.00 per Chassis per Day
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7. TABS (For Manila Only):

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High Demand	Php1000.00

Note: Corresponding Booking Fees will be charged, per slot rate, as applicable. Print out of the screen shot of booked slot and its corresponding fee, will be forwarded to the customer as part of the billing.

e. **Export Brokerage Only FCL/LCL**

1. Truck Detention (If Applicable):

Description	Additional Rate
Bobtail	75% of the Trucking Rate
Waiting Time (at customer/ return of empty): Freetime: FCL - 6 Hours / LCL – 2 Hours In excess:	
Per Hour Rate	Php500.00
12 Hours or more	1 Full Trip Rate

Note: Delivery or pick-up schedule shall consider governing rules on truck ban and number coding scheme.

2. Chassis Detention: Above trucking rate is inclusive of one (1) day chassis use. Thereafter,

Description	Additional Rate
20 Footer Chassis	Php500.00 per Chassis per Day
40 Footer Chassis	Php600.00 per Chassis per Day

3. TABS (For Manila Only):

Booking Fees	
Free Demand Zone	Php0.00
Medium Demand	Php300.00
High Demand	Php1000.00

Note: Corresponding Booking Fees will be charged, per slot rate, as applicable. Print out of the screen shot of booked slot and its corresponding fee, will be forwarded to the customer as part of the billing.

f. **Export Brokerage Only Air**

1. Truck Detention (If Applicable):

Description	Additional Rate
Bobtail	75% of the Trucking Rate
Waiting Time (at customer/ return of empty): Freetime: 2 Hours. In excess:	
Per Hour Rate	Php500.00
12 Hours or more	1 Full Trip Rate

Note: Delivery or pick-up schedule shall consider governing rules on truck ban and number coding scheme.

g. Domestic Sea FCL/LCL

1. Above rates is Door to Door / Port to Port
2. Forklift or other special equipment, Manu, Hustling, Packaging, Crating, lashing and shoring rates are excluded.
3. Max declared value is Php500,000.00 per 20ft, 40ft and LCL is 17,000.00 then, Php3.36 plus vat for every thousand in excess of the DV.
4. For NCR area, foul trip shall be charged 50% of the rate/For areas outside of NCR, foul trip shall be charged 75% of the rate.
5. Export bobtail shall be charged 50% upon positioning and 100% upon pull-out.
6. Maximum payload is 16tons per 20' and 24 Tons for 40'. (applicable to all domestic carrier)
7. Beyond maximum waiting time, detention charge per hour shall apply/Detention beyond 12 hours shall be charged with 1 full trip rate.
8. Delivery or pick-up schedule shall consider governing rules on truck ban and number coding scheme
9. Shipper's load and count.
10. Sailing is estimated only and subject to change.
11. Container is subject for availability.
12. For 20' & 40' Reefer plug-in at Pick-up & Delivery address Exclusive. Need to have their own Plug-in facility. (precooling and post cooling process).
13. For LCL: Minimum of 2 CBM (Cubic Meter).
14. LCL are subject for consolidation.
15. Rate above are subject to change based on the Actual measurement.
16. Rate is subject to change depending on the declared value of commodity.

h. Domestic Air

1. Chargeable weight is always rounded off to the nearest next higher weight break and is computed as actual weight or volumetric weight whichever is higher. (To compute for volumetric weight: Length x Width x Height ÷ 3,500)
2. Document shipment is considered as "No Commercial Value".
3. Delivery Areas are within city limits only. Outside city limits will have Outside Service Area Charge (OSAC).
4. Crating and Packaging charges not included.
5. Rates subject to Government Mandated Increase.
6. Regular packaging shall be deemed as "Packed in good condition". Breakage/Spoilage due to handling at on ramp /off ramp operations shall not be entertained if it was deemed as due to short packaging. All shipments are considered "Shipped at Owner's Risks."
7. All shipments are deemed as "Shippers Load and Count". Claims on short landed items will not be entertained.
8. Cargo Description must be pre-declared. Ruling on acceptance on cargo type shall apply on items deemed as dangerous, hazardous, flammable, combustible, live or any other items listed by the CAAB as items "to be loaded only on specific aircraft type and requiring CAAB plane accreditation".

9. All Transport Network will make reasonable efforts to transport and deliver packages to their destination as quickly and as practicable under the normal circumstances. If the address of the delivery is unattended and a re-deliver is made, additional charge shall be applied for the costs of the re-delivery including the any storage costs that may incur at the expense of the Shipper. All Transport Network assumes no responsibility for the inability to complete a delivery due to incorrect or missing delivery information.
10. Shipper warrants that in the absence of the authorized consignee as described in the Airwaybill, cargo maybe given to any person at the given address who is of sufficient age and discretion and is deemed as "Consignee Authorized Representative". At which case, verification will be done and the "Consignee Authorized Representative" must present a valid government or any Philippine Registered Institution issued ID at time of Delivery prior to releasing a shipping unit. A consignee will be asked to sign a Proof of Delivery (POD). A POD shall only be provided to the shipper upon request. When a shipment is refused at time of delivery or unclaimed by the consignee, All Transport Network will contact the shipper for additional instructions. If no additional instructions are received All Transport Network will dispose of any unclaimed or refused shipments after 30 days from delivery or pick up date after proper notice. The shipper is responsible for incineration or destruction of the cargo and/or all costs associated therewith.
11. Please refer to the back of All Transport Network Airwaybill for the Terms and Conditions of carriage.
12. Booking Acceptance: 0800H to 1500H Monday to Friday
13. Delivery or Pick-up beyond 1700H will subject for additional handling PHP500.00

OSAC (Additional Charge)	Luzon	Visayas	Mindanao
0-5 kilos minimum charge	500	600	700
Per Kilo	12.00	14.00	18.00

i. Packing and Crating

1. We require at least 1day notice prior to positioning schedule to give All Transport Network ample time for purchase of materials and preparation for the packing and crating activity.
2. In case of cancelled order after the booking has been made, customer agreed to pay 50% of the agreed packing and crating charges to cover the payment for the purchase of packing and crating materials.

j. Warehouse Dry/Cold

1. The above offer is subject to the day to day availability of Warehouse space upon signing/approval of this proposal, unless both parties agreed for a dedicated minimum storage space.
2. Limit of liability shall be agreed upon by both parties.
3. Warehouse service agreement is good for minimum of 15 Days and renewable afterwards upon customer written notice to All Transport Network.

4. This agreement will commence on _____ and will remain in effect until end of _____. The rate adjustment shall be mutually agreed by the parties prior to implementation of a renewed engagement.
5. Both parties may pre-terminate this agreement with or without cause in whole or in part at any time by giving either party a sixty (60) days prior written notice. At the end of said notice period, All Transport Network shall discontinue all work and services except those cargoes or stocks whose clearing and/or delivery were contracted before the end of the period of notice
6. Rates are for ambient warehouse environment only, in case of temperature-controlled warehouse storage and other requirement an addendum to the rates will be agreed by both parties.
7. All Transport Network shall not be liable for any loss of profit, loss of sales, loss of market, loss of goodwill or reputation, third party claims, incidental or special damages or indirect or consequential loss of any kind.
8. Our proposal is exclusive of insurance. No Insurance will be affected on stocks except upon expressed instructions given in writing by the Client, and all insurances effected by the All Transport Network are subject to the usual exceptions and conditions of the policies of the insurance company or underwriters taking the risk. Client at its own discretion subscribe for insurance coverage of its stocks for its own account. At Client's discretion, it may authorize All Transport Network to procure insurance for its stocks, which cost shall be billed to the Client
9. If and when inventory variance is proven to be due to the fault or negligence of All Transport Network, All Transport Network shall pay for it based on the value of the relevant goods declared on the documents at the time of receipt by All Transport Network in its warehouse but in no case shall exceed the amount of the monthly Management Fee due to All Transport Network for services rendered for inventory variance found and reconciled after the periodic inventory count. All transactions are on COD basis unless otherwise agreed upon separately and covered by our House Credit Line Agreement. Client must make full payment of its obligation prior to complete withdrawal of cargoes.
10. Should the parties continue their relations without having executed a written renewal of this Agreement, they shall continue to be governed by the provision of this Agreement except as to the term, which shall subsist from month to month
11. In case of termination or total pull out of stocks, Client must pay full amount of outstanding balance. No total pull out of items will be allowed unless all outstanding balances are settled.
12. All Transport Network shall have a general lien on all goods, tools, equipment or documents relating to the cargoes of the Client in its possession for all sums due at any time from the Client, and shall be entitled to sell or dispose of such goods, tools, equipment or documents at the expense of the Client and apply the proceeds in or towards the payment of such sums on 30 days' notice in writing to the Client in case the latter fails to pay the services duly rendered. The proceeds of the sale of goods shall be used to defray expenses and other costs incurred, both by reason of the sale conducted and the keeping of the goods beyond the period agreed upon.
13. Customer agrees on government mandated deductions to be withheld by All Transport Network.

14. Upon Client signing on the Conformed portion of this proposal, this proposal shall be deemed approved and shall be the basis of billing by All Transport Network. Absence of a full-length contract shall not be an excuse for non-payment of invoices issued by All Transport Network.
15. Rates applicable to below proposed Warehouse address: **ATN/ASLI LOGISTICS CENTER Lot 1,2, & 3, Bondoc Compound, Manuyo Dos, Las Pinas City**
16. Warehouse is a multi-account facility; items will be co existent with non-cross contaminant cargo.
17. Warehouse Operating schedule (**THIS CAN BE CHANGED DEPENDING ON THE WAREHOUSE OPERATING SCHEDULE**) Monday to Friday – 8:30AM – 5:30PM; Saturday – 8:30AM – 12:30PM
18. Beyond regular operating schedule, overtime and activation charges shall apply upon customer request and authorization only.
19. Provision of extra manpower to perform labor/other activities after said normal working hours shall be subject to additional cost. Extra manpower cost is PHP700.00/head.
20. Proposal Inclusions:
 - a. Basic storage of General Cargo and use of forklift.
 - b. Deliveries that would require special lifting equipment shall be discussed separately for proper quote
 - c. Rates include provision of Basic Inventory Report and receiving status.
 - d. Supervision & security service including use of CCTV.
 - e. Warehousing maintenance and utility.
 - f. Handling In/Out charge include:
 - Receiving of items
 - Physical Inspection
 - Quantity check (outer packaging)
 - Bringing in & positioning of items into appropriate storage location.
 - Dispatching of items per delivery receipt/according to client's instruction.
 - g. Rates cover only the basic inventory report, design and application of Warehouse Management System Customized for the requirement of client for inventory management & control shall be discussed separately and as per agreed cost.
21. Proposal Exclusions:
 - a. Other special activities like pick & pack, sorting, barcoding, bundling etc. are not covered by the above storage rates. This will be discussed separately for proper quote (if applicable).
22. Conversion factor as follows:
 - a. One (1) Pallet Position = 1.2 CBM
 - b. One (1) CBM = 0.83 Pallet position
 - c. One (1) Pallet Position = 1.44 SQM Usable Storage Space
 - d. One (1) SQM is equal to 0.69 Pallet Position

c. Warranty Disclaimer

1. Origin Charges Disclaimer

I. IMPORT

- a. Other miscellaneous charges, if any, to be billed at cost.
- b. Trucking charge may vary depends on actual cargo details. (or indicate the given cargo details)
- c. Other notations. (agents disclaimer)

2. Freight Charges Disclaimer

I. IMPORT/EXPORT

- a. Surcharges may change with or without prior notice.
- b. Subject to space/ container availability and possible delays on arrival of shipments.
- c. Subject to Rate Restoration/ GRI/ PeakSeason Surcharge, if any.
- d. Subject to carrier's origin charges.
- e. Subject to carrier's allowable maximum dimension and weight.

3. Destination Charges Disclaimer

I. IMPORT

- a. Other miscellaneous charges, if any, to be billed at cost.
- b. Subject to 12% VAT.
- c. Shipping line's and any additional charges ie. return of empty containers are carrier pass-on charges that may be subject to change with or without prior notice.
- d. Subject to Empty Return Diversion fee (if applicable).
- e. Subject to genset availability, rental fee of Php13,000.00 per container per day, if needed. (For reefer container)

II. EXPORT

- a. Other miscellaneous charges, if any, to be billed at cost.
- b. Trucking charge may vary depends on actual cargo details. (or indicate the given cargo details)
- c. Other notations. (agents disclaimer)

d. Limitation of Liability

e. Termination of Service