

Effective December, 1 2017

G3 Trois-Rivières

2615, Notre Dame Centre
C.P 35
Trois Rivières, QC
G9A 4Y7

Telephone: (819)-374-6203
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Elevator Storage Capacity: 110,000 tonnes

Particulars pertaining to unloading facilities:

G3 Canada Limited at Trois-Rivières is one of the few facilities able to unload vessels of up to Panamax size. Elevator operations continue 24 hours a day.

Section 17

Lakers/Ocean Vessels (2 marine legs)	up to 2,000 tonnes per hour
Railcars (2 hoppers)	up to 500 tonnes per hour
Trucks (3 unloading legs)	up to 600 tonnes per hour

Particulars pertaining to loading facilities:

The facility can also load vessels of up to Panamax size. There is 35 feet of water at the berth, and Trois-Rivières is ideally located for ocean vessels, leaving the Seaway system, loaded with grain, to top off at deeper drafts

Section 16

Ocean Vessels	up to 2,150 tonnes per hour
Railcars	up to 200 tonnes per hour
Trucks	up to 600 tonnes per hour

INTERPRETATION

A. DEFINITION

1. "Tariff": - This document (referred to herein as tariff, or elevator tariff, or dock tariff or stevedoring tariff) is published by G3 Canada Limited and will always be on file and available to users of the elevator at the elevator office at Trois Rivières, Quebec. The captions used herein are inserted only as a matter of convenience and reference and they in no way define, limit or describe the scope of this tariff nor the intent of any provisions hereof.
2. "G3" - Whenever the term "G3" is used in this document, it shall mean G3 Canada Limited – G3 Canada Limited, operator of the grain elevator situated in the Port of Trois- Rivières, Canada, and licensed by the Canadian Grain Commission to operate a Transfer Elevator and any servant or independent contractor appointed by G3.
3. "User" - The term "user" when used in this tariff shall be understood to mean the owner of grain, or any other person or any ship, Owner, Manager, Agent, Master, Operator or Charterer of any ship to whom G3 's elevator and/or elevator premises and/or facilities are made available.
4. "Ship" - Whenever the term "ship" is used in this tariff, it shall be understood to mean any ship, vessel, craft, barge, lighter or any other waterborne vehicle and shall include any Master, Manager, Operator, Charterer, Agent, Owner, Disponent Owner of any other person purporting to act on behalf of the "ship".

B. APPLICATION:

The definitions listed above and the general terms and conditions itemized herein apply equally to all sections of this tariff as well as to any subsequent addition to this document.

GENERAL TERMS AND CONDITIONS

A. CONSENT

The use of the elevator, facilities and services as described herein shall constitute consent to the terms and conditions of this tariff and evidence of an agreement on the part of all users of such elevator facilities and services to pay all charges specified herein and to be governed by all the rules and regulations stipulated in this tariff.

B. HOLIDAYS

Holidays shall be:

January 1 st *	Labour Day (September)
January 2 nd	Thanksgiving Day (October)
Good Friday	November 11 th
Easter Monday	December 24 th
Victoria Day (May)	December 25 th *
Fête Nationale du Québec (June)	December 26 th
Canada Day (July)	December 31 st

*Elevator closed

And any other day declared to be such by the Government of Canada or the Government of the Province of Quebec and of any labor agreement between G3 Canada Limited and its employees.

C. PAYMENT OF INVOICES

1. All invoices for charges are due and payable to G3 Canada Limited, upon presentation and failure to pay when presented shall cause the name of the user to be placed on a Delinquency List. At the discretion of G3, any user appearing on said list may be denied further use of the facilities.
2. G3 reserves the right to estimate and collect in advance all charges which may become due and payable and use of the facilities may be denied to any user until such advance payments or deposits are made. Any payment received may be applied in whole or in part against the oldest invoices rendered the user.
3. Any pending or alleged claims against G3 will not be allowed as an offset against outstanding invoices or accrued charges unless such claims have been allowed by G3 or legally established. The customary procedure for establishing claims must be followed in respect to such claims against G3 and, prior to their allowance, such claims shall not constitute a valid reason for non-payment of invoices or accrued charges or for modifications of any of the provisions set herein.

D. FORCE MAJEURE

If G3 is prevented from receiving or shipping grain and from operating the elevator for reasons of strikes, lock-outs, work stoppages, machinery/electrical breakdowns, criminal acts, riots, civil commotion, war, floods, weather conditions, Acts of Government, Acts of God, etc., or any other reason beyond its control, G3 shall not be held responsible for any delays in receiving or shipping grain, nor shall G3 be held liable for carrying charges of any type by any party.

GRAIN SERVICES

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TERMS AND CONDITIONS FOR GRAIN SERVICES

A. GENERAL

1. Every user who proposes to deliver grain to the elevator or use its facilities shall give notice thereof in accordance with the terms and conditions of the license issued to G3 by the Canadian Grain Commission pursuant to the Canada Grain Act.
2. G3 undertakes to furnish all services specified in this document with reasonable promptness to the extent that it has facilities available and in good working order, always subject however, to the terms and conditions of G3's license and the rules and regulations set forth in this tariff or as otherwise stipulated from time to time by G3. However, G3 shall not be obliged to furnish any such services, nor shall it be liable for failure to do so for any cause beyond its control. G3 does not undertake to receive, unload, load, handle or deliver grain within any particular period of time and any information furnished by G3 with respect to the likely dates or times of performing, receiving, handling and shipping services shall be considered estimates only of the likely availability of services and shall not constitute binding commitments.
3. G3 shall not be required to receive for storage or handling any grain which is not officially graded nor any grain which, in the opinion of G3, is out of condition or becoming so. The following Schedule of Charges shall cover sound grain only.
4. Grain which, though sound when received, deteriorates or goes out of condition, will be dealt with by G3 in accordance with regulations issued by the Canadian Grain Commission under and pursuant to Section 76(1) of the Canada Grain Act.
5. Any loss of weight due to deterioration or reconditioning shall be borne by the owner of the grain unless otherwise specified in the Canada Grain Act.
6. Meals, seeds, pellets and any cereal or grain by-product not specifically mentioned in this tariff will be handled only by special arrangement with G3. Any loss or shrinkage in handling such products into or out of the elevator shall be for the account of the depositor or owner of the Transfer Elevator Receipt.

B. G3'S RESPONSIBILITY

G3 shall not, in connection with the services provided hereunder, accept any responsibility whatsoever other than that strictly imposed upon it by the Canada Grain Act and the regulations enacted thereunder. This responsibility shall be deemed to commence when grain enters the elevating leg or unloading pit and to cease when it leaves the loading spout. G3, from time to time, stipulates terms and conditions regulating the services provided and users of the elevator should familiarize themselves therewith.

C. STORAGE CHARGES

1. Storage charges shall commence on and include the day the grain is deposited in the elevator and shall accrue until loaded out.
2. It shall be the responsibility of the party holding title to the grain to ensure that a delivery order, together with the transfer elevator receipt duly endorsed for cancellation, are surrendered to G3 as soon as possible. Such delivery order shall contain detailed information as to the origin of the grain to be shipped along with specific shipping and loading instructions and it must also indicate the shipper's acceptance of all charges due.
3. Notices with respect to shipment from the elevator of domestic grain by truck shall be given to the elevator office prior to the requested shipping date. Such shipments from the elevator will only be made after a general delivery order has been received by G3 from the grain owner via the fax system specially established for this purpose.

D. CONTRACT TERMS

G3 reserves the right to enter into contracts with any person, firm or company, on terms and conditions and for storage and service charges other than as set forth herein.

E. CHARGES DUE

1. Charges for receiving shall become due and payable upon receipt of the grain into the elevator. Charges for storage and shipping shall become due and payable not later than upon discharge of the grain from the elevator.
2. Charges for storage will be invoiced at the outbound and invoices for such charges shall be payable upon receipt.
3. Charges for other services shall be due and payable upon performance of the service by G3.

F. CANADA GRAIN ACT

G3's elevator is licensed as a Terminal Elevator under the Canada Grain Act and is subject to the Canada Grain Regulations promulgated by the Canadian Grain Commission pursuant to said Canada Grain Act. All grain received is considered to be deposited for storage under the terms of said Canada Grain Act and regulations thereto except to the extent to which said Act is not applicable and always subject to G3's terms and conditions as published in this document or as otherwise agreed upon in writing.

SCHEDULE OF GRAIN SERVICE CHARGES

A. ELEVATION

Inward :			
payable by shipper as named on the Bill of Lading			
Commodity	Vessel	Cars	Truck
	(Per tonne)	(Per tonne)	(Per tonne)
Wheat	4.28 \$	5.13 \$	5.54 \$
Oats	6.29 \$	9.24 \$	10.29 \$
Barley	4.92 \$	6.56 \$	7.43 \$
Rye	4.39 \$	5.64 \$	6.47 \$
Flaxseed	5.18 \$	7.36 \$	9.00 \$
Canola or Mustard seed	5.18 \$	7.42 \$	9.08 \$
Corn	4.59 \$	5.81 \$	6.76 \$
Sunflower seed	10.19 \$	14.54 \$	19.68 \$
Soybeans or Peas	4.77 \$	5.60 \$	7.00 \$
Other grains or screening	6.69 \$	8.74 \$	10.11 \$

Outward:			
payable by shipper ordering delivery of the grain			
Commodity	Vessel	Cars	Truck
	(Per tonne)	(Per Tonne)	(Per tonne)
Wheat	4.98 \$	5.25\$	5.25 \$
Oats	6.29 \$	7.44\$	7.44 \$
Barley	4.98 \$	6.06\$	6.06 \$
Rye	4.98 \$	4.95\$	4.95 \$
Flaxseed	4.98 \$	9.76\$	8.04 \$
Canola or Mustard seed	4.98 \$	10.68\$	8.24 \$
Corn	4.98 \$	5.22\$	5.22 \$
Sunflower seed	10.39 \$	13.72 \$	13.72 \$
Soybeans or Peas	4.98 \$	7.60\$	7.60 \$
Other grains or screening	6.79 \$	8.74\$	10.11 \$

***NOTE:** INWARD elevation is payable by shipper as named on the Bill of Lading.
OUTWARD Ship's elevation Tariff are based on composite weight and grades only, elevation is payable by shipper ordering delivery of the grain.

OUTWARD Ship's elevation Tariff for individual weights per hold and or incremental grading will have additional charge base on arrangement with terminal/commercial dept.

B. OUTWARD SHIP ELEVATION SURCHARGE (Payable by shipper ordering delivery of the grain)

Additional charges for loading the first 7,500 tonnes of grain or screenings into a vessel already partially loaded with grain or screenings at ports west of Montreal (balance loaded in excess of 7,500 tonnes to be charged only the regular elevation rate)

	Per tonne
Wheat (including durum)	\$ 0.690
Oats	\$ 1.005
Barley	\$ 0.761
Rye	\$ 0.644
Flaxseed	\$ 0.966
Canola or Mustard seed	\$ 0.981
Corn	\$ 0.690
Sunflower seed	\$ 2.147
Soybeans or Peas	\$ 0.840
Other grains or screenings	\$ 1.005

C. STORAGE

Within delivery period			
(Including insurance against fire and inherent explosion)			
Commodity	1-30*	31-60*	60+*
Wheat	0.090 \$	0.113 \$	0.135 \$
Oats	0.175 \$	0.219 \$	0.263 \$
Barley	0.104 \$	0.130 \$	0.156 \$
Rye	0.090 \$	0.113 \$	0.135 \$
Flaxseed	0.090 \$	0.113 \$	0.135 \$
Canola or Mustard seed	0.090 \$	0.113 \$	0.135 \$
Corn	0.090 \$	0.113 \$	0.135 \$
Sunflower seed	0.179 \$	0.224 \$	0.269 \$
Soybeans or Peas	0.090 \$	0.113 \$	0.135 \$
Soybeans IP & non-GMO	0.129 \$	0.161 \$	0.193 \$
Other grains or screening	0.175 \$	0.219 \$	0.263 \$
* per metric tonne/day			

Outside delivery period

(Including insurance against fire and inherent explosion)

Commodity	1-10*	11-20*	21+*
Wheat	0.200 \$	0.300 \$	0.500 \$
Oats	0.200 \$	0.300 \$	0.500 \$
Barley	0.200 \$	0.300 \$	0.500 \$
Rye	0.200 \$	0.300 \$	0.500 \$
Flaxseed	0.200 \$	0.300 \$	0.500 \$
Canola or Mustard seed	0.200 \$	0.300 \$	0.500 \$
Corn	0.200 \$	0.300 \$	0.500 \$
Sunflower seed	0.200 \$	0.300 \$	0.500 \$
Soybeans or Peas	0.200 \$	0.300 \$	0.500 \$
Soybeans IP & non-GMO	0.200 \$	0.300 \$	0.500 \$
Other grains or screening	0.200 \$	0.300 \$	0.500 \$
* per metric tonne/day			

D. SPECIAL SERVICES (payable by owner)

- 1) **TURNING & SAMPLING GRAIN** or screenings for grading purpose for each operation
 All types of grain \$ 0.99/MT
- 2) Weighing charges to unload railcar
 All types of grain.....\$ 5.90/car
 Inward and Outward weighing by elevator (lakers, railcars or trucks)
 All types of grain.....\$ 0.16/MT
- 3) **TREATMENT :**
 Upon arrival \$2.00/ tonne
 Upon departure \$2.16 /tonne
 In-house \$3.30/ tonne
- 4) **BLENDING**..... \$0.75/MT
- 5) **BINNING SEGREGATION** (grade, protein, HVK, falling number)..... \$0.69/MT
- 6) **TERMINAL SAMPLING AT UNLOADING** \$0.30/MT

E. INSPECTION FEES

Inspection fees, when applicable, will be paid by the depositor or owner of the Transfer Elevator Receipt. In all cases, such fees are in addition to the foregoing elevation, sampling, storage and other charges.

SECTION II

DOCK & ELEVATOR SERVICES

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TERMS, CONDITIONS AND REGULATIONS FOR USE OF DOCK FACILITIES AND ELEVATOR SERVICES

A. HANDLING SHIPS

1. APPLICATION FOR BERTH AND SERVICES

A ship intending to load or unload a cargo of grain at G3's grain elevator in Quebec shall file with G3's office at Quebec prior the loading or unloading of the ship, an "Application for Berth and Services" on forms supplied by the elevator office.

Such duly signed application, when acknowledged in writing by G3, shall constitute a contract between G3 Canada Limited and the ship. The parties are to abide by the schedules of charges and terms, conditions and regulations of Section I (Grain), II (Dock) and III (Stevedoring) and any subsequent addition to this document.

2. UNLOADING BERTH

The assignment of unloading berths shall at all times be made in accordance with the provisions of Section 69 of the Canada Grain Act and the Regulations of the Canadian Grain Commission issued pursuant thereto and as modified by the exceptions to Section 69 set forth in G3's license. Except as otherwise hereinafter provided in these regulations, ships shall be assigned to an unloading berth in the chronological order in which they arrive in port and file with G3's office a signed "Application for Berth and Services" together with evidence of ships' readiness to discharge. The owner of U.S. grain shall also provide copies of official certificate of grade and phyto-sanitary certificate prior unloading of the ship.

3. LOADING BERTH

Except as otherwise provided herein, ships shall be assigned a loading berth in the same chronological order in which they file with G3's office the signed "Application for Berth and Services" accompanied at the time of filing by the following documents:

- a) Certificate that all cargo compartments are free of insect infestation and objectionable odor and are clean and dry and fit for the cargo as issued by the Plant Quarantine Division of Agriculture Canada and/or a Certificate issued by the United States Department of Agriculture. A partial pass shall be accepted for ships having water ballast, in order to meet the requirements of part B, paragraph 5 hereof;

A. HANDLING SHIPS (cont'd)

3. LOADING BERTH (cont'd)

- b) Certificate of Readiness of all compartments issued by the Port Warden;
- c) Evidence that the ship has been entered with Canada Customs;
- d) Evidence, where applicable, that the ship has been tendered to and accepted by the Charterer or other interested party;
- e) At the sole discretion of G3 a ship may be allowed to berth alongside the Elevator prior to having received all the above certificates. If subsequently the ship fails to deliver such certification it must, immediately on order of G3, vacate the berth. Nothing contained in this rule shall be deemed a waiver of any of the provisions of item 6 below.
- f) Any ship, which has been allowed to berth at the Elevator having previously filed all the certificates enumerated above, and which subsequently is found by an Official Inspector unsuitable to receive grain for any reason must, if required by G3, immediately vacate the Elevator berth. Nothing contained in this rule shall be deemed a waiver of any of the provisions of item 6 below.

4. CHANGE OF TURN

G3, in its sole discretion, may change the turn of ships when confronted by an urgent need to receive or ship a particular grade or kind of grain; to facilitate the full utilization of available elevator storage space by unloading a particular grade or kind of grain; to facilitate conditions at the dock; to eliminate congestion of lake or ocean ships; when G3 determines that there is not on hand in the elevator stocks of the proper kind, quantity or grade of grain to load the ship without delay to the ship or the elevator; or when G3, for any reason, deems it necessary to do so. Any ship ordered to vacate a berth or which is bypassed for any of the foregoing reasons, will return to berth immediately after the ship loading or unloading, if any, completes loading or unloading or vacates the berth for other reasons, provided the aforesaid circumstances requiring the ship to vacate the berth are found by G3 no longer to exist.

5. PART CARGOES

Ships loading part cargoes may be required to yield their turn for berth to ships loading full cargoes if, in the sole discretion of G3, such change will facilitate operation of the elevator at full capacity; provided, however, a ship will not lose more than three weather working days as a result of this provision.

A- HANDLING SHIPS (cont'd)

6. OVERTIME REQUIRED

G3, in its sole discretion, reserves the right to require continuous loading and unloading of grain ships twenty-four hours per day and to require ships to work overtime at ship's expense. G3 shall have the right to order any ship which refuses to work overtime to vacate the berth. Should any ship fail to vacate the berth when ordered to do so by G3 under these circumstances or under circumstances set forth in paragraph 4 above or for any other reasons, a dockage charge of \$1,000.00 per hour, or fraction thereof, shall be payable by the ship after notice to vacate the berth has been given. This charge shall not affect the right of G3 to affect the removal of the ship from the berth by any lawful means, at ship's risk and expenses; or to claim any damages resulting thereof. A ship losing its right to berth by refusing to work overtime shall lose its turn in favor of the next ship that is willing to work overtime, which ship shall retain the berth as long as it is willing to work successive straight time and overtime periods until loading or discharging is completed. The ship so losing its turn shall be entitled to the berth first available thereafter but always subject to the overtime provisions set forth above, if the circumstances requiring overtime work are then found to exist by G3.

B- HANDLING RAIL CARS

1. Every user who proposes to deliver grain by rail car to the elevator shall give notice thereof in accordance with the terms and conditions of the license issued to G3 by the Canadian Grain Commission pursuant to the Canada Grain Act.
2. A user delivering rail cars to the elevator for unloading is deemed to have accepted all terms, conditions and cost of services published by G3.
3. The elevator will attempt to unload rail cars in the same chronological order in which they arrived in the port or were constructively placed in the port. However, G3, in its sole discretion, may change the turn of rail cars when confronted by an urgent need to receive or ship a particular grade or kind of grain; to facilitate the full utilization of available elevator storage space by unloading a particular grade or kind of grain; when G3 determines that there is not on hand in the elevator the stocks of the proper kind, quantity or grade of grain to load a ship or trucks without delay to the ship or trucks or the elevator; or when G3, for any reason, deems it is necessary to do so.

C- GENERAL

1. A hold of a lake ship having a separation between more than one grade or type of grain shall not be accepted for unloading.
2. A hold of a lake ship having been partially unloaded at another port shall not be accepted for unloading.
3. A lake ship not unloading all its compartments at G3's elevator shall produce separate Bills of Lading for the compartments to be unloaded at the elevator.
4. Unloading of ocean vessels to be arranged by mutual agreement.
5. In order to facilitate the prompt loading of ships, the owner and/or operator and/or charterer or their agent shall advise the Master of conditions prevailing at the dock and such ships shall have sufficient water ballast aboard when scheduled to commence loading (especially at, or near, high tide) to enable loading spouts to be placed and remain aboard the ship in position to discharge grain into the ship.
6. Any ship at berth shall at all times maintain appropriate officers and crew onboard to permit shifting of the ship or reception or discharging of cargo at any time of day or night, including Saturdays, Sundays and holidays.
7. If, in the opinion of G3, weather conditions so warrant, any ship at berth may be ordered at any time of day or night to vacate said berth and anchor in an approved anchorage area until such time as weather conditions permit the ship to return to berth. Appropriate officers and crew shall be maintained on board also for this purpose.
8. If, as a result of a labor dispute, however caused or for any other reason a ship is prevented from loading or unloading cargo, G3 reserves the right to order such ship off berth. Should a ship fail to vacate berth when so ordered, a dockage fee of \$1,000.00 per hour shall be assessed. However, the assessment or payment of such dockage fee shall not prevent G3 from having ship removed from berth by any lawful means.
9. G3 or any of its servants, or independent contractors shall not be responsible for any loss or damage to ships or their cargo howsoever caused while they are moored alongside, berthing at, or using G3's elevator or facilities.
10. G3 shall not be liable for demurrage, damages for delay or loss of dispatch time incurred by any ship or rail car for any causes other than its willful or grossly negligent acts.

C- GENERAL (cont'd)

11. No welding, burning or hot work of any type shall be permitted on ships when docked at the elevator, unless written permission has been granted by G3 prior to commencement of such work. G3 shall in no event be responsible for any loss or damage whatsoever resulting from such work.

12. Unless special arrangements are made in advance with G3, ships shall vacate berth as soon as loading or unloading is completed. However, ocean ships shall be permitted a period of thirty (30) minutes after completion of loading in order to close hatches. Any ship which does not promptly vacate its berth shall pay a dockage fee of \$1,000.00 per hour or part thereof and the assessment or payment of such dockage fee shall not prevent G3 from taking any lawful means to ensure that the ship vacates its berth, nor shall it constitute a waiver on the part of G3 to claim any greater damages that may be sustained as a result of the ship's failure to vacate.

SCHEDULE OF CHARGES FOR DOCKAGE, WHARFAGE, OVERTIME and OTHERS

A- DOCKAGE

Fees as per the Port of Trois Rivières

<https://www.porttr.com/en/forms-fees-and-policies/forms>

B- SIDE WHARFAGE and TOP WHARFAGE

Fees as per the Port of Trois Rivières

<https://www.porttr.com/en/forms-fees-and-policies/forms>

C- ELEVATOR OVERTIME

- a. Overtime by G3's personnel will be performed only at the discretion of G3 and the charges therefore shall be assessed against the party ordering the overtime work except as otherwise provided in Section A, paragraph 6 hereof. Request for overtime work must be made to G3 prior to 14:00 hours of the straight time working day immediately preceding the overtime period.
- b. Overtime shall be all time worked during Holidays and outside of 08:00 hours to 16:00 hours Monday to Friday.

FOR LOADING AND UNLOADING, THE CHARGES FOR ELEVATOR OVERTIME SHALL BE AS FOLLOWS:

1. Overtime

	Charge per hour	Minimum
Monday to Friday inclusive 16h00 to 24h00	\$ 725.00	8 hrs ext 4
All overtime past 24h00 and up to 08h00	\$ 1,100.00	8 hrs
Saturday, Sunday and legal Holidays	\$ 1,100.00	8 hrs

2. Work during meal hour

Monday to Friday inclusive	\$ 725.00
Saturday, Sunday and legal Holidays	\$ 1,100.00

D- ELEVATOR STAND-BY TIME

Stand-by charges shall be assessed when unloading or loading is not commenced immediately upon notice by G3 or when delays are encountered which are not directly attributable to G3.

The charges shall be in accordance with the schedule set forth below:

	Charge per hour	Minimum
Monday to Friday 08h00-16h00	\$ 635.00	8 hrs
Monday to Friday 16h00-24h00	\$ 1,160.00	8 hrs ext 4
Monday to Friday 00h00-08h00	\$ 1,650.00	8 hrs
Saturday	\$ 1,160.00	8 hrs ext 4
Sunday and legal Holidays	\$1,650.00	8 hrs ext 4

SECTION III

STEVEDORING SERVICES

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TERMS AND CONDITIONS

A- GENERAL

G3 is exclusive supplier of all the necessary stevedoring services for the loading and stowing of grain at its grain loading berth at the Port of Trois Rivières. Any request for the ordering of personnel necessary for the performance of these services should be directed to G3 by the user of such services. The rates for the stevedoring services are stipulated herein and are subject to labor at current wage scales and working conditions in the Port of Trois Rivières. In the event of an increase or decrease in such wage scales or change in current labor or working conditions, the rates specified may without notice be proportionately increased or decreased with retroactive effect when necessary.

B- G3'S RESPONSIBILITY

The stevedoring services shall be directed and supervised by ship's Master and/or his duly authorized representative and the stevedores shall at all times remain servants of the ship. Such stevedoring services shall be performed free of all risk to G3 who shall not be responsible for any loss or damage whatsoever or howsoever caused. By permitting stevedoring services to be performed for and on the ship, the ship shall be deemed to agree to be bound by all the present terms and conditions as well as all other pertinent regulations of G3 and, without restricting the generality of the foregoing, the ship shall be deemed to agree to hold G3 harmless from and indemnify if against any and all claims and damages whatsoever (including loss of throughput and legal costs) arising from or related to the stevedoring services.

It is further understood and agreed that the ship shall include G3 as an express beneficiary, to the extent of the services to be performed hereunder, of all rights, immunities and limitation of liability provisions contained in all contracts of affreightment, as evidenced by bills of lading or other such document issued by the ship.

SCHEDULE OF CHARGES FOR STEVEDORING SERVICES

A. STEVEDORE RATES - loading to ocean ships per tonne loaded:

	Wheat , peas & Soybeans	Corn , flax & Canola	Barley	Oats	Screenings/ other
Bulk Carriers No trimming	\$0.690	\$0.750	\$0.85	\$1.09	By arrangement
Wing tanks adjacent to Qc cargo	\$1.65	\$1.75	\$1.85	\$2.10	By arrangement
Wing tanks adjacent to cargo from other ports	\$1.95	\$2.05	\$2.20	\$3.05	By arrangement
Tween-deck ships					
MEA assessment \$0.05/tonne	\$1.75	\$2.05	\$2.20	\$2.75	No such cargo will be accepted for loading to tween-deck vessels
Top-off surcharge of 35%					

1. Unloading of ocean vessels – by pre-arranged mutual agreement.
2. For miscellaneous jobs such as extra labor for laying separations, machine trimming, securing of cargo, etc., the charge is to be discussed and adjusted accordingly.

B. OVERTIME

Overtime hours shall be all hours other than straight time hours.
(Straight time hours shall be from 0800 to 1600 hours Monday through Friday except holidays)

Performance of overtime work shall be at G3's discretion and G3 shall not be forced to work overtime even if requested.

Charges for overtime will be for account of the party ordering the overtime, or in the case of overtime ordered subject to Section II, paragraph 6 for the ships account according to the following schedule:

Overtime	Charge/hour	Minimum
Monday to Friday 16h00 - 24h00	295.00 \$	8 hrs ext 4
Monday to Friday 00h00 - 08h00	585.00 \$	8 hrs
Saturday, Sunday and legal Holidays	625.00 \$	8 hrs

C. STAND BY TIME

For any delay in starting or continuing work, provided the delay is not due to the fault of G3, there will be a charge to the ship according to the following schedule:

Stand by time	Charge /hour	Minimum
Mondays to Fridays from 08h00 to 16h00	\$ 499.00	8 hrs
Mondays to Fridays from 16h00 to 24h00	\$ 585.00	8 hrs ext 4
All standby time past 24h00 and up to 08h00 the next day	\$1040.00	8 hrs
Saturday, Sunday and legal Holidays	\$1250.00	8 hrs ext 4