

## Process for scheduling and handling delivery slots and rates for LME lots

### 1) Process for scheduling and handling delivery slots for LME lots:

- The company or individual requesting for slot allocation must be entitled to do so by being a cancelled warrant holder or through a written authorization by the cancelled warrant holder.
- All charges related to the warrant cancellation like LME rent and FOT, taxes and additional services requested for the delivery out of the LME lots (like customs clearance, FOR, FAS, etc..) must be paid prior the request of any delivery slot allocation. Upon payment receipt PGS will allocate the loading slot for each lot. In case of failure to pay any outstanding invoice, PGS reserves the right to suspend any slots already allocated.
- PGS will provide the company requesting slots for loading out a load out schedule. That schedule may be changed from time to time if any slot is made available on an earlier date. In case such slots are not accepted, waiting time will be reset to start from such proposed date.
- The companies requesting slot allocations must communicate PGS at the moment of slot allocation the type of mean of transport selected for the delivery out, as well as all information related to the transport of goods, including destination of goods. Any change on ownership of metal, type of mean of transport used, on destination or receiver may be subject to “change of loading out instructions” fee and/or given a new slot for delivery out on the earliest date available.
- PGS must receive all documentation needed to proceed with the delivery out at least 24 hours before the date allocated for the delivery out. This includes:
  - i. Customs procedures documentation as per local laws.
  - ii. Clear instructions and details on specific means of transport to be loaded (truck plates, driver name and ID details, container numbers, vessel names, etc.) and documentation needed by the warrant holder (CMRs, BLs, delivery notes, PGS reference number, etc.). Any later change on the information provided may be subject to “change of loading out instructions” fee and/or given a new slot on the earliest date available.
- PGS Standard Terms and Conditions apply to all PGS operations, which are available on this webpage.

### 2) Rates for LME lots: maximum rates to apply are:

**(i) FOT and rent:** as per rates published in the LME webpage.

**(ii) Free on Rail:** additional cost of 6,00 USD on published FOT rates for loading wagons at PGS designated rail terminal (if not PGS designated rail terminal trucking costs to be mutually agreed between PGS and the warrant holder or its representative).

Cost for blocking, bracing, lashing, dunnage and any other material disposable or reusable needed to perform with the operation is not included.

**(iii) Free alongside:** additional cost of 6,00 USD on published FOT at PGS designated berth (if not PGS designated berth trucking costs to be mutually agreed between PGS and the warrant holder or its representative).

**(iv) Free in Container:** additional cost of 8,00 USD on published FOT rates.

Cost for blocking, bracing, lashing, dunnage and any other material disposable or reusable needed to perform with the operation is not included.

**(v) Metal re-warranting:** 8,00 USD per metric ton.

Warrant conversion fee: 8,00 USD per metric ton.

**(vi) Slot re-scheduling or change on loading out instructions:** 200 USD per document involved (customs, release confirmation, slot allocation or a combination of those).

**(vii) L/S/D, block and bracing (if requested):** 8,00 USD pmt.

**(vii) Other:** Port taxes, taxes on goods may apply as per local regulations and will be charged by PGS as per outlays.