



NOTICE

MTOS revisions



September 22, 2025

To: Users of GPA's Marine Terminal Operator Schedule ("MTOS") No 5-A, No 10-A and No 11

Effective October 1, 2025, the GPA will implement the following changes to the MTOS:

NEW RULES MTOS 5-A

Effective 10/01/2025

New Rule 34-032

Cybersecurity Incident and Data Breach Reporting Requirements

A. Purpose and Scope

This rule establishes cybersecurity incident reporting obligations for all Georgia Ports Authority (“the Authority”) Terminal Users, including but not limited to terminal operators, tenants, vessel owners, vendors, consultants, contractors, subcontractors, and their designees (collectively, “Terminal Users”). These obligations apply where an actual or suspected cybersecurity incident or data breach may reasonably pose a threat to the Authority’s systems, data, personnel, infrastructure, or daily operations.

B. Reporting Requirement

Terminal Users shall disclose to the Authority any Cybersecurity Incident or Data Breach that:

1. Has resulted in operational disruption to the Terminal User’s activities at the Authority’s terminals or facilities; and
2. May reasonably threaten the Authority’s information systems, infrastructure, operational continuity, or safety.

Such disclosure shall be made to GPA’s Director of Information Technology at cybersecurity@gaports.com as soon as practicable, but no later than two (2) calendar days from the date the Terminal User knows or reasonably should have known of the incident, unless delayed due to law enforcement investigation or legal notification requirements under applicable state or federal law.

C. Reportable Incidents Include but Are Not Limited To:

1. Denial-of-service (DoS) or distributed denial-of-service (DDoS) attacks affecting the Authority’s related services;
2. Unauthorized access to systems connected to the Authority’s networks;
3. Ransomware or malware attacks;
4. Account compromise affecting credentials used for the Authority’s systems;
5. Data exfiltration involving customer, employee, or sensitive operational data with any nexus to the Authority’s operations.

D. Penalties for Non-Disclosure

Failure to timely report a qualifying Cybersecurity Incident or Data Breach as required by this Rule may result in an administrative penalty of **\$1,000 per calendar day**, up to a maximum of **\$50,000 per incident** as a reasonable estimate of the costs and risks incurred by the Authority due to delayed notice. Additionally, the Authority reserves the right to seek full reimbursement for any direct damages incurred as a result of the unreported incident.

<p>New Rule 34-032 continued</p>	<p>E. Definitions</p> <ol style="list-style-type: none"> 1. Cybersecurity Incident: A violation or imminent threat of violation, whether intentional or unintentional, of an information system’s security policies, practices, or standard operating procedures that has the potential to negatively impact the Authority’s operations, security, or data. 2. Data Breach: The unauthorized acquisition, disclosure, or access of data maintained in electronic format that includes personal information, protected operational data, or system credentials. Good faith access by authorized personnel that does not result in misuse or further unauthorized disclosure does not constitute a breach.
<p>New Rule 34-082</p>	<p>International Shore Connection Requirements for Vessel Fire Systems</p> <p>A. Applicability This rule applies to all vessels of 500 gross tonnage (GT) or greater, engaged in international service, as defined by participation in voyages between the United States and foreign ports or territories. The requirements herein apply to all such vessels calling at any terminal owned, operated, or leased by the Georgia Ports Authority.</p> <p>B. Shore Connection Requirement Each vessel subject to this rule shall be equipped with a minimum of one International Shore Connection (ISC) for integration with shore-based emergency fire response systems. Such equipment shall be in full compliance with the following standards:</p> <ul style="list-style-type: none"> • SOLAS Chapter II-2, Regulation 10.2.1.7 • 46 CFR § 108.427 and 46 CFR § 105.01-3 • ASTM F 1121 – Standard Specification for International Shore Connections for Marine Fire Applications <p>C. Design, Accessibility & Operational Readiness</p> <ol style="list-style-type: none"> 1. Each ISC must: <ul style="list-style-type: none"> ○ Be equipped with a cutoff valve and check valve for each connection. ○ Have facilities available enabling the connection to be used on either side of the unit ○ Be accessible and operational during all periods the vessel is berthed. 2. The location(s) of each ISC shall be: <ul style="list-style-type: none"> ○ Properly marked onboard in accordance with international safety signage standards and identifiable to terminal personnel. <p>D. Inspection and Access The Georgia Ports Authority reserves the right to inspect the ISC and related fire safety systems for conformance. Any refusal to permit access may result in denial of berth or delay at the vessel’s expense. The Authority assumes no responsibility or liability for ISC nonconformance or failure to operate.</p> <p>E. Non-Compliance and Remedies Failure to comply with this rule may result in the vessel being denied berthing privileges, delayed entry, or assessed charges for</p>

<p>New Rule 34-082 continued</p>	<p>any related terminal or safety delays. The vessel operator or their agent shall bear full responsibility for all costs, penalties, or delays arising from such non-compliance.</p>
<p>New Rule 34-094</p>	<p>The Authority's Remedies for Delinquency, Non-Payment, or Default</p> <p>Remedies for Delinquency, Insolvency, or Termination of Contract Where an account is delinquent, or where the Authority reasonably determines that a customer is insolvent, in financial distress, or has terminated its contractual relationship with the Authority, the Authority may, at its sole discretion and without liability, take one or more of the following actions:</p> <ul style="list-style-type: none"> • Place cargo in HOLD status, prohibiting entry into or exit from Authority terminals; • Deny or delay berth assignments, or detain vessels, subject to applicable maritime safety and navigational regulations; • Require immediate prepayment of all charges, including but not limited to wharfage, dockage, handling, storage, and administrative fees. <p>These remedies are cumulative and non-exclusive. Cargo and/or vessel operations may resume only upon full payment of outstanding charges or upon execution of mutually acceptable payment arrangements, subject to the approval of the Authority's Finance Department.</p> <p>Remedies for Non-Payment, Breach, or Default In addition to the remedies specified above, and without waiving any rights available under law, equity, contract, or this tariff, the Authority reserves the right to take the following enforcement actions under the circumstances listed below.</p> <p>Triggering Conditions Include:</p> <ul style="list-style-type: none"> • Non-payment or delinquency (invoice unpaid more than thirty (30) days after issuance); • Termination of a lease, services agreement, or user license with the Authority; • Bankruptcy, receivership, or insolvency of the customer or its parent entity; • Misrepresentation of financial condition or failure to maintain approved credit terms; • Repeated or material breach of this tariff or any applicable agreement with the Authority. <p>Remedies Include:</p> <ul style="list-style-type: none"> • Placing a hold on any cargo in transit to, stored at, or scheduled for movement through Authority terminals (including import, export, or transshipped cargo); • Refusing to assign berth space or detaining vessels until financial obligations are resolved, subject to applicable safety regulations; • Suspending or revoking any extended credit privileges and requiring advance payment for all current or future terminal services;

<p>New Rule 34-094 continued</p>	<ul style="list-style-type: none"> Restricting or revoking access to the Authority’s terminals, systems, or facilities; Notifying third parties (including vessel owners, agents, shippers, consignees, and inland carriers) of the delinquency or enforcement action; Initiating legal or collection proceedings to recover all unpaid charges, interest, penalties, attorney’s fees, and costs of collection. <p>These remedies may be exercised individually or in combination, and they supplement rather than limit those provided in Rules 34-040, 34-095 or any applicable written agreement. Failure by the Authority to enforce any remedy shall not be construed as a waiver of the right to enforce such remedy in the future.</p>
<p>New Rule 34-101.1 is withdrawn</p>	<p>Georgia Ports is withdrawing proposed Rule 34-101.1 in its entirety. This withdrawn rule intended to establish a Preapproval Requirement for Stand-Alone Lithium-Ion Batteries (UN3536).</p>
<p>New Rule 34-503 is withdrawn</p>	<p>Georgia Ports is withdrawing proposed Rule 34-503 in its entirety. This withdrawn rule was regarding unsafe container stowage – visibility impairment and liability allocation.</p>

REVISED RULES MTOS 5-A

Effective 10/01/2025

<p>Revised Rule 34-053</p>	<p>Environmental Laws</p> <p>If any regulated or hazardous substance is released on, under, or about the Authority’s Terminals, or the adjacent surface waters, by Ocean Carrier or its agents, servants, employees, invitees, visitors, licensees, or contractors, the Ocean Carrier shall immediately notify the Georgia Ports Authority (GPA) Port Police Department and any regulatory agencies required to be notified under applicable Environmental Laws, including but not limited to the National Response Center and the United States Coast Guard, where applicable. Upon the occurrence of such an event, the Ocean Carrier shall, at its sole cost and expense and in accordance with applicable Environmental Laws, immediately take all actions necessary to return the Authority’s Terminals and/or the adjacent surface waters to the condition existing prior to the release. Cleanup and response activities shall be conducted in coordination with GPA and any regulatory agencies having jurisdiction. The Ocean Carrier shall comply with all applicable laws and regulations regarding follow up reporting, including written reports to the NRC.</p> <p>If the Ocean Carrier fails to commence appropriate response or remediation efforts</p>
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<p>Revised Rule 34-053 continued</p>	<p>promptly, or if GPA determines that immediate action is necessary to protect public health, safety, or the environment, GPA may undertake such actions directly or through third-party contractors. Ocean Carrier agrees to reimburse GPA for all costs and expenses incurred, including contractor and administrative costs, within thirty (30) days of written demand.</p> <p>The Ocean Carrier shall also provide to GPA copies of all correspondence, permits, and reports submitted to or received from any regulatory agency regarding the release or any investigation or remediation thereof, until such time as the responsible agency(ies) have confirmed that no further action is required. Nothing in this provision limits GPA's rights and the Ocean Carrier's obligations and responsibilities under MTOS Rule 34-061, Georgia law, or any applicable federal statute or regulation.</p>
<p>Revised Rule 34-055</p>	<p>Explosive Flammable or Objectionable Cargo</p> <p><i>Commentary: Battery Energy Storage Systems UN3536, Class 9 will be added to the list of hazardous materials found in this rule</i></p> <p>With a minimum of ninety-six (96) hours prior written notice, cargo that is highly explosive, flammable, objectionable in nature or of uncertain value may be provided handling, storage and wharfage. Additional expenses incurred by the Authority, including but not limited to, providing additional security, providing workspace, closing a berth, or ceasing vessel operations, shall be assessed to the ocean carrier that is discharging or loading such cargo. Hazardous materials classified as 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, class 5 commodities containing ammonium nitrate, and Battery Energy Storage Systems (UN3536, Class 9). must be discharged and/or loaded in accordance with United States Coast Guard (USCG) guidelines (see Rules 34-504 and 34-521). These hazardous materials will not be stored on any Authority facility, nor received via rail.</p>
<p>Revised Rule 34-061</p>	<p>Hazardous Cargo Standard Operating Procedure – Garden City Terminal</p> <p><i>Commentary: The following sections of this rule are scheduled for revision. The excerpted rule is provided below in its current form. Please note that section numbers will also be updated for consistency and ease of reference; however, the renumbering changes are not reflected in the text excerpted here.</i></p> <p>IV. PREVENTIVE PROCEDURES</p> <p>Prohibited Storage Hazardous Materials: Explosives 1.1, 1.2, 1.3, 1.5, Oxidizing Substances 5.1 (Ammonium Nitrate only), Infectious Substances 6.2, and Battery Energy Storage Systems (UN3536, Class 9) may not be stored on the terminal for any duration. Handling of these types of materials must be coordinated with the Authority, ocean carrier, USCG, and the stevedore. In addition, Battery Energy Storage Systems (UN3536, Class 9) must be discharged or loaded directly shipside.</p> <p>V. B. Release and Emergency Response</p>

<p>Revised Rule 34-061 continued</p>	<p>1. Spills Aboard Vessels</p> <p>Ocean carriers that become aware of any hazardous material release on board a vessel shall notify the Authority's Ship Operations Department prior to the vessel's arrival. The ocean carrier is also responsible for notifying the USCG of leaking container(s), identifying the cargo, and communicating plans to contain the leak aboard the vessel. The Authority does not allow leaking container(s) to be discharged from a vessel until the on-site HAZMAT team has identified and secured the leak. The Authority will work on a case-by-case basis, in close coordination with the USCG's Marine Safety Unit (MSU), on any incident regarding leaking containers aboard a vessel. Ocean carriers shall notify the U.S. Customs and Border Protection (CBP) to ensure the incident does not constitute a violation of the Federal Jones Act or Merchant Marine Act of 1920.</p> <p>2. Notifications and Response to Vessel Spills</p> <p>The Authority's Port Police Department must be notified of a vessel spill and/or release approved for facility discharge before the Authority's Ship and Container Operations departments, and the designated hazardous material contractor act in concert to store the cargo. The Authority's Port Police Department must notify the Authority's Emergency Manager; document the incident; and support mitigation and response efforts. The Emergency Manager will ensure that the Ocean Carrier has complied with all reporting obligations per Rule 34-053.</p> <p>3. Notification and Response to Facility Spills</p> <p>If a hazardous or nonhazardous material incident occurs within the jurisdiction of the Authority, the Port Police Department will be notified immediately by calling (912) 963-3911 or by the Authority's radio channel 6-A. The Authority's Security Operations Center (SOC) must immediately dispatch Port Police to the scene and notify the Authority's Emergency Manager and the Emergency Management Team as directed by the Emergency Manager or on-scene supervisor. The Emergency Manager will ensure that the Ocean Carrier has complied with all reporting obligations per Rule 34-053.</p> <p>Responding officers will remain upwind and assess the scene to determine what immediate emergency actions are required. The on-scene Port Police supervisor will assume the role and responsibilities of Incident Commander (IC) and ensure the scene and area is secure. Responding officers will exercise discretion in area evacuations, utilizing the outlined guidance within the current Emergency Response Guide (ERG) and available Material Safety Data Sheet (MSDS) as an immediate reference. The Authority may at its option engage Third-Party vendors to provide emergency response services, including but not limited to spill/leak containment or cleanup. All charges related to the emergency response services shall be billed per MTO Schedule 5-A, Rule 34-025.</p>
<p>Revised Rule (the proposed addition to) Rule 34-080 is withdrawn</p>	<p>Insurance</p> <p><i>Commentary: Georgia Ports is withdrawing the proposed addition to Rule 34-080 which intended to establish additional insurance requirements for stand-alone Lithium-Ion Batteries (UN3536, Class 9)</i></p>

Payment of Charges and Invoices

Credit Requirements and Prepayment Policy

Bill-to parties must establish credit with the Authority or make other satisfactory payment arrangements approved by the Authority. For accounts without established credit, all charges must be prepaid. Cash transactions are not accepted. If the bill-to party is not identified or if payment arrangements have not been made, cargo will be placed on HOLD until resolved.

Due Date and Delinquency

All invoices issued by the Authority are due and payable within thirty (30) calendar days from the invoice date. Any invoice not paid in full by the due date will be considered delinquent. Delinquent invoices will accrue interest at a rate of one and one-half percent (1.5%) per month until paid in full.

Failure to remit timely payment may result in:

- Suspension of credit privileges,
- Placement on the Authority's delinquent list as outlined in Rule 34-040, and
- Legal action for recovery of outstanding balances, interest, attorney's fees, and collection costs.
- The Authority taking additional enforcement action as outlined in Rule 34-094 Remedies for Delinquency, Non-Payment, or Default.

Disputed Charges

Customers must submit written notice of any disputed charges to the Authority's Credit and Collections Department within thirty (30) calendar days of receipt of the invoice. If no such notice is received within that period, the invoice shall be deemed valid and payable in full.

Properly disputed charges shall not accrue interest during the dispute resolution process. However, the undisputed portion of the invoice must be paid in full within the original thirty (30)-day period. The Authority shall only negotiate invoice disputes with the bill-to party identified on the invoice.

Prohibition on Short-Payment, Off-Set

At no time shall an invoice be unilaterally reduced for any alleged loss, damage, or counterclaim. Charges and claims of all kinds shall be resolved as mutually agreed and the user shall not short pay or off-set said charges against any other payments due to the Authority. The user is prohibited from short-paying or offsetting amounts

<p>Revised Rule 34-095 continued</p>	<p>due to the Authority against unrelated claims.</p> <p>Vessel Charges</p> <p>On all vessels calling at the Authority's terminals, the agents shall be responsible for the payment of all dockage and related charges, including wharfage. The Authority reserves the right to hold vessels, their owners, and/or agents who load, process or discharge cargo at its terminals liable for payment of all terminal charges on such shipments which have accrued, and any charges for the removal of such cargo to another part of the terminal, storage elsewhere, or other applicable charges (See Note 1). Charges that are normally assessed to the vessel or its agents, as provided for in this schedule, will not be assessed to any other party without prior approval of the Authority.</p> <p>Handling and Storage Charges</p> <p>When import breakbulk cargo is discharged at the terminals operated by the Authority in the Port of Brunswick, the handling charges will be invoiced to the bill-to party indicated on the delivery order. (Note 2) This same party will be responsible for any storage charges incurred. If the cargo delivery order has not been created in NAVIS by the time the first storage period ends, the party shown as the shipper on the bill of lading will be the responsible bill-to-party, provided they have established credit with the Authority. If this party has not established credit, responsibility remains with the vessel or its agents until the responsible party has established credit with the Authority or other acceptable payment terms have been arranged. Cargo will not be allowed to leave the Authority's terminals until payment terms have been satisfied.</p> <p>When export breakbulk cargo is received at the terminals operated by the Authority in the Port of Brunswick, the handling charges will be invoiced to the bill-to party indicated on the dock receipt (Note 2). This same party will be responsible for any storage charges incurred. The dock receipt will be the governing document as to the description and weight of the export cargo.</p>
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	<p>Transshipped Cargo On breakbulk cargo, which has been discharged at ports, other than the Ports of Brunswick and Savannah, and then transshipped to Authority facilities by rail or motor carrier, the ocean carrier which discharged the cargo will be responsible for the handling charges for the initial receipt, and the first month's storage, if any. Any additional charges shall become the responsibility of the bill-to party indicated on the delivery order, provided the said party has established credit with the Authority. If the said party does not have credit, the ocean carrier will continue to be responsible until the cargo account establishes credit.</p> <p>Miscellaneous Charges Other terminal charges such as, but not limited to, segregation, labeling, marking, weighing, etc., will be the responsibility of the same party that is invoiced for the handling charges unless otherwise agreed to by the Authority.</p> <p>Note 1: Georgia Ports Authority does not hold vessels, their owners, operators, or agents responsible for payment of handling or storage charges on breakbulk cargo discharged at Authority terminals. However, if the owner, operator, or any agent of a vessel directs the Authority to bill such charges to the owner, operator, or agent of the vessel discharging the cargo, then the owner, operator, and all agents of the owner or operator shall be responsible for payment of such charges.</p> <p>Note 2: If the person preparing the delivery order on import cargo or the dock receipt on export cargo places an incorrect bill-to party on the order, then that person and its company shall be responsible for getting the charges paid as the Authority will not cancel and re-bill.</p> <p>For additional information regarding containerized cargo, see Rule <u>34-490</u> of this schedule.</p>
Revised Rule 34-175	<p>Dockage Charges</p> <p><i>Commentary: This rule will be revised to include new dockage rates for non-RoRo vessels at Colonels Island Terminal. The new rates are listed below.</i></p> <p><i>\$32.29, per linear foot the first day</i></p> <p><i>\$16.15, per linear foot for each day thereafter</i></p>
Revised Rule 34-189	<p><i>Commentary: This rule will be revised to add the below note.</i></p> <p>Note 8: The Colonel's Island security charge is assessed against the cargo billed to the vessel operator or agent.</p>
Revised Rule 34-195	<p>Wharfage Charges</p>

	<i>Commentary: This rule will be revised to remove the wharfage rate for container vessels because this rate is reflected in the throughput rate.</i>
Revised Rule 34-290	Miscellaneous Services <i>Commentary: The following rates will be deleted:</i> <ul style="list-style-type: none"> • <i>all fumigation rates except fumigation related to automobiles</i> • <i>all cargo washing facilitation rates</i>
Revised Rule 34-520	Container Storage and Container Yard Service Charges <i>Commentary:</i> <ul style="list-style-type: none"> • <i>This rule will be updated to consolidate the descriptions for "wheeled" relocations and "stack" relocations into a single, unified stack or wheeled relocation category. This unified stack/wheeled relocation category will apply regardless of whether the move involves a wheeled relocation or stack relocation. Additionally, the wheeled relocation rate will be the same as the rate for stack relocations.</i> • <i>The Chassis Conveyance fee will be deleted.</i> • <i>The rate for weighing containers after arrival via truck scale will be deleted.</i> • <i>UN 3536 Battery Energy Storage Systems will be added to the list of Hazard Classes to which a hazardous surcharge shall apply.</i>
Revised Rule 34-625	Equipment Leasing Rates <i>Commentary:</i> <ul style="list-style-type: none"> • <i>The boat surcharge rate for boats greater than 35 ft long will be deleted.</i>

DELETED RULES MTOS 5-A Effective 10/01/2025	
Deleted Rule 34-355	Vehicles, Aircraft & Parts (handling charges)
Deleted Rule 34-420	Vehicles, Aircraft & Parts (storage charges)

RATE INCREASES and NEW CHARGES RULES MTOS 5-A

Effective 10/01/2025

Please click [here](#) to view the rate increases and new charges that will become effective on 10/01/2025.