GEORGIA PORTS AUTHORITY

MARINE TERMINAL OPERATOR SCHEDULE ("MTOS")

No. 5-A

CHARGES, RATES, REGULATIONS, AND RULES

Savannah, Georgia

Garden City Terminal and Ocean Terminal
("GCT") ("OT")

Bainbridge, Georgia	Brunswick, Georgia	Murray County, Georgia
Inland Port Facility Bainbridge Terminal	Colonel's Island Terminal, ("CIT") East River Terminal, ("ERT") Lanier Docks Terminal, Mayor's Point Terminal ("MPT")	Inland Port Facility Appalachian Regional Port ("ARP")

ISSUED BY:
GEORGIA PORTS AUTHORITY
P.O. BOX 2406
SAVANNAH, GA 31402-2406
Phone: 912-963-5437
Website: www.gaports.com

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Rule 34-00

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: GENERAL RULES CATEGORY

GENERAL RULES

Rule 34-000

Effective Date: October 1, 2018 Issue Date: October 1, 2018

Subject: Participating Terminal Operators

OPERATOR	FACILITY	ADDRESS/CONTACT	MAILING ADDRESS	SERVING RAILROAD
Georgia Ports Authority	Appalachian Regional Port	8746 Hwy 411 North Crandell, GA 30711 Ph: 706-517-8264 Fax: 706-517-8265	8745 Hwy 411 North Crandell, GA 30711	CSX
	Bainbridge Terminal	1321 Spring Street Bainbridge, GA 39817 Ph: 229-248-2902 Fax: 229-248-2904	P.O. Box 426 Bainbridge, GA 39818	CSX
	Colonel's Island Terminal RoRo Facility (Note 3)	Joe Frank Harris Blvd. Brunswick, GA Ph: 912-264-7295 Fax: 912-262-3040	P.O. Box 1758 Brunswick, GA 31521	CSX, NS, and GITM
	Garden City Terminal	2 Main Street Garden City, GA 31408 Ph: 912-964-3811 Fax 912-964-3816 (Ctr Ops) Fax: 912-965-2351 (Bbulk Ops) Fax: 912-964-3962 (Ship Ops)	P.O. Box 2406 Savannah, GA 31402	CSX, NS, and SAPT
	Mayor's Point	1100 Bay Street	P.O. Box 1758	CSX and NS

	Terminal	Brunswick, GA 31520 Ph: 912-264-7295 Fax: 912-262-3040	Brunswick, GA 31521	
	Ocean Terminal	950 West End River Street Savannah, GA 31402 Ph: 912-851-2267 Fax: 912-651-2505	P.O. Box 2406 Savannah, GA 31402	NS
Logistec USA (Marine Port Terminal)	East River Terminal/Lanier Docks	225 Newcastle Street Brunswick, GA 31520 Ph: 912-264-4044 Fax: 912-267-6352	P.O. Box 411 Brunswick, GA 31521	CSX and NS

Note 1: Where the terms Georgia Ports Authority or Authority are used, it will also mean Terminal Operator.

Note 2: Serving Railroads

CSX – CSX Transportation **GITM**– Golden Isles Terminal Railroad (switching carrier) **NS**– Norfolk Southern **SAPT**-Savannah Port Terminal Railroad (switching carrier)

Note 3: Terminal Services are provided by Auto Processors in connection with RoRo cargo, and these processors do not participate in this MTO Schedule.

Rule 34-001

Effective Date: November 14, 2022 Issue Date: November 14, 2022

Subject: Application of Schedule

The charges, rates, regulations, and rules contained in the MTOS shall apply equally to all cargo and users of the Authority's Deep Water, Inland Terminals, and other Port Facilities on the effective date shown in the MTOS or any amendments thereto or reissues thereof, unless otherwise excepted by the Authority. The term Port Facilities includes wharves, sheds, warehouses, terminals, slips, railroad tracks, equipment, upland area, submerged lands, and all other property and equipment owned and/or leased and/or operated by the Authority or used in connection therewith. MTOS services, charges, and rates are based upon the work being performed by Authority personnel using equipment either owned or under long-term lease by the Authority.

Rule 34-005

Effective Date: October 21, 2020 Issue Date: October 21, 2021

Subject: General Restrictions and Limitations

All MTOS services performed by the Authority are subject to federal and/or state laws and regulations to the extent applicable to the Authority's operations. All users covenant and agree to prohibit the use and consumption of alcoholic beverages, drugs, and other unlawful intoxicants by the user and its agents, contractors, customers, employees, licensees, patrons, subcontractors, suppliers, or visitors while on the Authority's premises. The Authority's terminals shall not be used for any illegal purpose, nor in violation of any federal, municipal, or state laws. All users of the Authority's terminals are required to comply with any and all federal, municipal, and state laws and regulations including, but not limited to:

DOT, EPA, OHSA, and U.S. Coast Guard, and will be directly responsible for any violations.

Animals are generally prohibited on the Authority's terminals and facilities. **(Notes 1 and 2)**

Note 1: A pet may accompany a truck driver but it must remain inside the vehicle while on the terminal;

Note 2: A qualified service animal may be permitted on the Authority's terminals and facilities, under certain circumstances, in accordance with federal and state law. An individual seeking to bring a service animal on terminal must submit a written request to the Authority's safety department via email (riskmanagement@gaports.com) and receive the Authority's written approval before the service animal will be permitted. The Authority reserves the right to revoke its approval of the service animal if the service animal demonstrates that it poses a safety threat to other terminal users and/or Authority personnel.

Rule 34-010

Effective Date: November 14, 2022 Issue Date: November 14, 2022

Subject: Consent to the Terms of the Schedule

Use of the Authority's Deep Water, Inland Terminals, and other Port Facilities shall constitute a consent to the terms and conditions of the MTOS and evidences an agreement on the part of all vessels, their owners and agents, and other users to pay all charges specified in the MTOS or any other applicable tariff and be governed by all rules and regulations contained herein. The term Port Facilities includes wharves, sheds, warehouses, terminals, slips, railroad tracks, equipment, upland area, submerged lands, and all other property and equipment owned and/or leased and/or operated by the Authority or used in connection therewith.

Rule 34-015

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Access to Records

All vessels, their owners and shipping agents, and all other users of the Authority's Deep Water and Inland Terminals are required to permit access to manifests of cargo, inland transportation documents, and all other documents for the purpose of auditing or ascertaining the accuracy of reports filed, or for securing necessary data to permit correct billing or estimates of charges. They shall within five (5) days after vessel sails, furnish the Authority with information on all cargo loaded or discharged as well as any other information which may be required for the accurate billing of cargo and vessel charges. Failure to provide such information within the specified time allowed may result in the denial of berth assignment for any subsequent vessel(s) until the user is in compliance.

Rule 34-020

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Application for Berth

To apply for berth, contact the Authority's Ship Operations Department (Phone: 912-964-3960 Fax 912-964-3962 or email: vesselschedules@gaports.com at least (7) calendar days prior to expected vessel arrival date. The following documents are also required to be submitted to the Authority's Ship Operations Department:

DOCUMENT	REQUIRED TO BE SUBMITTED TO THE AUTHORITY BY	DEADLINE
Vessel Manifest (must specify the type and quantity of cargo)	Ocean Carrier or Shipping Agent	at least seven (7) days prior to vessel arrival
Vessel Load Orders	Ocean Carrier or Shipping Agent	within five (5) days of vessel departure date
Vessel Tonnage Report (both export and import vessels)	Ocean Carrier or Shipping Agent (if they supply the Authority with an official vessel tonnage report for billing purposes)	within five (5) days after the vessel's departure

The Ocean Carrier or Shipping Agent is required to submit the vessel manifest at least seven (7) calendar days prior to vessel arrival and specify the type and quantity of the cargo.

The Ocean Carrier or Shipping Agent is required to submit the vessel load orders within five (5) consecutive days of vessel departure.

Any Ocean Carrier or Shipping Agent which provides the Authority with an official vessel tonnage report for billing purposes is required to submit these documents, for both export and import vessels, within five (5) consecutive days after the vessel's departure.

Failure to provide the required information within the specified time will result in a fine of **$728.00**, per incident and denial of the Ocean Carrier's berthing assignments for succeeding vessels until in compliance. All charges must be paid promptly upon presentation of an invoice and all MTOS rules and

regulations must be followed. Additionally, the Ocean Carrier or Shipping Agent is required to provide the Authority's Port Police Department, via email: portpolice@gaports.com or fax: 912-966-7874, with the names of third-party vendors who will need vessel access.

Berth allocation and assignments shall be at the discretion of the Authority. Vessels under the United States Coast Guard Captain of The Port Order (COTP) or Letter of Deviation (LOD) must notify the Ship Operations Department immediately, in writing, of the COTP or LOD requirements. The Authority will determine berthing prospects after reviewing the COTP or LOD requirements; however, the Authority may delay the vessel from entering the Authority's berth or require it to vacate the berth immediately at the vessel owner/operator's expense, should the COTP or LOD delay other vessels from berthing. Failure to vacate berth, if so ordered, or failure to notify the Authority of a vessel order under United States Coast Guard COTP or LOD will result in charges pursuant to MTOS Rule 34-106. Furthermore, a vessel under COTP or LOD order will not be granted idle dockage.

Rule 34-025

Effective Date: November 8, 2021 Issue Date: November 8, 2021

Subject: Charges for Equipment Labor and Materials

When services are performed by the Authority for which no specific charges are published in the MTOS, the rates in Rules 34-625 and 34-630 for equipment and labor will be charged for performing such services, subject to the minimum charges in Rule 34-180. When Authority personnel are directed to work overtime, a minimum of six (6) hours, per employee, will be assessed. Materials or equipment purchased or leased for provided services will be charged at actual cost plus thirty-five (35%) for procurement and sales tax will be assessed whenever required by law.

Upon request, the Authority may facilitate third-party vendor service if reasonably available and not in conflict with services provided by the Authority. The Authority will not supervise, or otherwise direct, any third-party vendor in the performance of their services, nor will the Authority accept any liability on behalf of such vendor(s). Charges for third-party vendors will be assessed at cost plus thirty-five (35) percent, when the Authority is responsible for the said vendor's charges, unless otherwise indicated.

Rule 34-026

Effective Date: December 1, 2023 Issue Date: December 1, 2023

Subject: Claims Against the Authority

Claims against the Authority for property damage only and do not involve bodily injury, may be filed directly with the Authority as follows:

Georgia Ports Authority
Attn: Risk Management Department
P.O. Box 2406 Savannah, GA 31402
Phone: 912-966-3612 Fax: 912-966-3609 Web site: https://gaports.com/departments/riskmanagement/

The Authority may, in its discretion, internally adjust and resolve property damage claims that are $5,000.00 or less and do not involve bodily injury. In addition to the Risk Management Division of the Georgia Department of Administrative Services, the Authority has designated the GPA Risk Management Office to which any notice of claim is to be delivered or mailed, in compliance with provisions of the Georgia Tort Claims Act (O.C.G.A. 50-21-20 et seq.). Due to document and data retention policies, any such property damage claim should be made within 30 days of the occurrence which caused the alleged damage or the claim may be automatically rejected by the Authority. Any property damage claim filed with the Authority must be supported by evidence of causation so that the Authority may properly investigate the claim. Any claim presented to the Authority without supporting evidence may be automatically rejected. The Authority does not waive any rights or defenses it may have under law, including but not limited to, sovereign or governmental immunity nor does this Marine Terminal Operator Schedule waive any rights or defenses available to the Authority under the Georgia Tort Claims Act (O.C.G.A. § 50-21-26). Further, any property damage claim that is not resolved by the Authority which the claimant wishes to pursue, and all other tort claims for damages presented to the Authority, must comply with the requirements of the Georgia Tort Claims Act (O.C.G.A. § 50-21-26).

Nothing in this Marine Terminal Operator Schedule shall be construed to waive or preempt any constitutional or statutory provision, requirement, or law that applies to the State of Georgia and its authorities. Additional information regarding claims against the Authority, including any necessary forms required, may be obtained on the Authority's web, www.gaports.com, under Risk Management.

Rule 34-027

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Container Weight Verification

The International Maritime Organization (IMO) amended the Safety of Life at Sea Convention (SOLAS) requires shippers to provide the Verified Gross Mass (VGM) of export containerized cargo to the ocean carrier and port terminal representative prior to cargo loading a vessel. The Authority weighs all loaded export containers received through its truck gates and on-dock rail yards on state-certified scales and provides the weights directly to the ocean carriers. The United States Coast Guard declared that weights obtained through this procedure are equivalent to the VGM required by SOLAS. By shipping containerized cargo through the Authority's terminal, shippers agree to and authorize use of the gate weights to satisfy their VGM obligations unless the shipper provides different weights directly to their ocean carriers. Use of the Authority's gate weights and data are subject to the Authority's indemnification and hold harmless provisions in Rule 34-075 of this schedule.

Rule 34-030

Effective Date: January 31, 2022 Issue Date: January 31, 2022

Subject: Collection of Charges in Advance

Prior to receiving services hereunder, the user shall be required to complete a credit application. User consents to and authorizes, the release of credit and financial information by any bank or credit reporting agency to the Authority for the purpose of evaluating the user's creditworthiness. Following its review of the application, the Authority shall determine, in its sole discretion, the amount of credit, if any, to be extended to the user. User's receipt of services from the Authority shall constitute an express representation that the user both intends to pay for such services and has the ability to do so. User agrees to provide the Authority with information regarding any change in the ownership, or business, of the user which may have an impact on the user's creditworthiness and ability to pay amounts due. The Authority may increase or decrease the amount of credit granted to the user, at any time, at its sole discretion. If the Authority does not extend credit to a user, or a user's account becomes delinquent and remains so for thirty (30) days, the Authority reserves the right to collect charges in advance. In either event, the user shall be required to estimate their charges and remit payment to the Authority prior to receiving services, utilizing Terminal facilities and/or vessel arrival. If payment is not received in advance, the Authority shall have the right to deny services and use of Terminal facilities until all past due amounts, if any, and estimated charges have been received.

Rule 34-031

Effective Date: October 1, 2021 Issue Date: August 23, 2021

Subject: Consignment of Cargo

The Authority should not be considered as the shipper/consignor or consignee of cargo moving via its terminals. While the Authority may provide loading and unloading services, in connection with cargo shipments arriving and departing by motor and rail carriers for the benefit of exporters and importers, it has no control over either the volume or timing of such shipments. This lack of control adversely affects the Authority's ability to complete loading and unloading of cargo within the specific time allowed by the motor or rail carrier. Therefore, the beneficial cargo owners of shipments arriving or departing via motor or rail carrier will remain responsible for scheduling their shipments to and from the Authority's facilities, as well as for payment of ocean carrier, railroad, or other entity-related demurrage, detention, transportation, and any other charges associated with such shipments. The Authority will only accept demurrage or detention resulting from negligence we determine to be our own, or in instances where we have specific agreements in place with the beneficial cargo owner. Otherwise, the Authority will hold the beneficial cargo owner responsible and will assess a thirty-five percent (35%) mark-up for processing such detention or import load storage and/or export load storage invoices.

Rule 34-040

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Delinquent List

All common carriers, vessels, their owners and/or agents, or other users of the facilities of the Authority placed on the delinquent list will be denied further use of the facilities by the Authority until all delinquent charges together with any other charges due, have been paid.

Rule 34-045

Effective Date: August 11, 2023 Issue Date: August 11, 2023

Subject: Limitation on Authority's Responsibility for Storage, Detention or Per Diem

The Georgia Ports Authority, **"Authority"** will not be responsible for any demurrage, detention, or per diem on chassis, containers, motor vehicles, railcars, or vessels, except for any portion of the charge caused by the Authority's own negligence, or in instances where the Authority has specific agreements in place with the beneficial cargo owner; otherwise, the Authority will hold the account responsible and will assess a charge of at cost plus thirty-five percent (35%) for handling and administration.

Further, use of the Train Service provided by the Railroad shall constitute consent to the terms and conditions of the Railroad's Intermodal Service Directory No. 1 (the "Directory") and shall evidence the User's agreement to all applicable terms and conditions contained therein. Notwithstanding the foregoing, the rates for Train Service payable by any User shall be the rates specified in the applicable MTOS or Authority-issued contract or Authority-issued rate quote. However, in the event the Authority, acting as Intermediary, incurs any charges for Train Service, terminal services, storage service, or supplemental services under the Directory related to a specific shipment, in addition to the charges payable by the User under the applicable MTOS, contract or rate quote, the Authority shall pass through such additional charges to the User, and the User agrees to pay the Authority for the additional amounts due under the Directory for the shipment.

Note 1: As information, rail carriers do not currently assess demurrage on intermodal railcars.

Note 2: Definitions applicable only to this Rule (34-045).

"*Train Service"* shall refer to rail line haul service operated or arranged by the Railroad and the Authority to and from the Authority's terminals or facilities.

"Intermediary" shall refer to the Authority as the arranger of any Services on behalf of a Shipper.

"Services" shall collectively refer to Train Service, Terminal Services, and Storage Services provided for Shippers by the Railroad for whom the Authority acts as an Intermediary.

"*Shipper"* shall refer to any ocean carrier, shipper, consignor, consignee, beneficial cargo owner, or other party utilizing the Services, for whom the Authority is acting as an Intermediary.

Rule 34-053

Effective Date: June 18, 2020 Issue Date: June 18, 2020

Subject: Environmental Laws

If any regulated or hazardous substance is released on, under, or within the Authority's facilities, or the adjacent surface waters by the user or user's agents, servants, employees, invitees, visitors, licensees, or contractors, the user agrees to immediately notify the Authority, as well as all regulatory agencies requiring notification, if any.

Upon the occurrence of such an event, user, at its sole expense, shall promptly take all necessary actions to return the Authority's facilities and / or adjacent surface waters to the condition prior to the introduction of such hazardous and / or regulated substance to the extent required and in accordance with all environmental laws. If the user does not take prompt action to commence clean-up, the Authority may undertake clean-up operations, and the user shall reimburse the Authority for all such costs within thirty (30) days of written demand by the Authority. User shall provide the Authority copies of all reports provided to all regulatory agencies referenced herein until the regulatory agencies release user from any further actions or monitoring of any release or violation.

Note: The "user" is the applicable ocean carrier if the hazard involves a container/containerized cargo.

Rule 34-055

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Explosive Flammable or Objectionable Cargo

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 such as but not limited to: providing additional security, providing work space, 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, and 1.6, as well as class 5 commodities containing ammonium nitrate, 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.

Rule 34-060

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Fire Signal

A vessel may sound a continuous blast of the vessel's whistle or siren if a fire occurs on-board a vessel while berthed at the Authority's dock of which the vessel is moored. Fires should be reported immediately to the Port Police via their emergency telephone number (912)-964-3911.

Rule 34-061

Effective Date: August 14, 2023 Issue Date: August 14, 2023

Subject: Hazardous Cargo Operating Procedure

Hazardous Cargo Standard Operating Procedure – Garden City Terminal

I. PURPOSE

The rule establishes a hazardous materials plan that includes the following components, policies, and procedures regarding the storing and handling of hazardous materials; incident reporting and response procedures within the Authority's jurisdiction; and specified roles and responsibilities relevant to the proper notification, segregation, and response to hazardous material transiting Authority facilities.

II. POLICY

The Authority is dedicated to the safety of its employees, tenants, and the community. It is the Authority's policy to comply with all relevant provisions of 33 Code of Federal Regulations (CFR), Part 126, 49 CFR Part 176, and any temporary orders mandated by the United States Coast Guard, Captain of the Port (COTP).

III. LEGAL AUTHORITIES

In accordance with OCGA § 52-2-7, the Authority is authorized to make necessary rules and regulations for its government. This policy aligns its purpose with federal regulations governing its operations. The Authority will comply with relevant provisions and requirements outlined in 33 CFR, Part 126, 49 CFR, Part 176, and the International Maritime Dangerous Goods Code (IMDG) as it relates to storage, segregation, and hazardous material response procedures. The Authority requires all shippers to comply with all rules and regulations outlined in this policy.

IV. PREVENTIVE PROCEDURES

Prohibited Storage

Hazardous Materials: Explosives 1.1, 1.2, 1.3, 1.5, Infectious Substances 6.2, and Oxidizing Substances 5.1 (Ammonium Nitrate only) 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.

Limited Storage

Hazardous Materials: Explosives 1.4 and 1.6, and Radioactive Materials 7; **must be discharged or loaded shipside** and not stored on terminal unless Authority management approves and coordinates the storage of such hazardous materials at least ninety-six (96) hours prior to the material arriving at the terminal. Hazardous materials, of all other classifications, may be stored on the terminal in compliance with USCG and the Code of Federal Regulations.

V. OPERATIONAL PROCEDURES

Transport and Segregation Operations (Note 1)
All transport, segregation, and storage operations involving hazardous materials will be managed by a designated member(s) of the Authority's operations department. The designated member will be the primary point of contact for all hazardous storage and segregation matters. All hazardous materials authorized for storage will be segregated in accordance with requirements outlined in 49 CFR part 176. Electronic access to Title 49 CFR can be acquired from http://www.ecfr.gov/cgi-bin/ECFR?page=browse.

(Note 1): All hazardous containers require placards for acceptance at Authority terminals. The Authority reserves the right to reject any hazardous cargo that may be deemed unsuitable for segregation and storage. The Authority requires a minimum of forty-eight (48) hours notice of arrival for classes 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 5.1, 6.2, and Class 7 hazardous cargo. The Authority must approve these listed hazardous cargo types before they are allowed on terminals.

1. Import and Export Cargo Operations
Stevedores must submit an import space request to the Authority's Live Lift Group prior to commencing vessel operations. Each request must specify the total number and type of hazardous cargo. Upon receipt of a request, the Live Lift Group will review, approve, and provide written authorization of terminal space. Hazardous material cargo will not be placed in any unauthorized stack or yard location. The Authority's container operations Assistant Managers will maintain a copy of 49 CFR Part 176.

The Assistant Manager will monitor their assigned areas for compliance with the approved terminal space authorization. Matters of concern involving segregation or storage of hazardous cargo will be communicated immediately to the Authority's primary operations hazardous material liaison. The liaison will conduct facility assessments at least three (3) times daily ensuring proper segregation of all hazardous material cargo on the terminal. In the event unauthorized segregation is discovered, the Authority operations hazardous material liaison will coordinate immediate resolution. Should a civil penalty be levied against the Authority for improper segregation or storage, the Authority reserves the right to recoup the civil penalty through civil litigation against the responsible party.

2. Class I Hazardous Cargo Vessel Notification Procedures
Not less than 48 hours prior to vessel arrival, the ocean carrier or their representative must fax or e-mail USCG permits, container number(s), and the trucking company name that will import or export the hazardous cargo. The preceding information must be faxed to the Authority's Ship Operations Department at 912-964-3962 or e-mailed to vesselschedules@gaports.com. Additionally, a copy of the permits must be e-mailed to the Authority's Port Police Department at ppolice@gaports.com

i. Berth Assignment for Vessel Arrival
The vessel will dock at Garden City Terminal CB03, CB04, CB05, CB06, and/or CB07, which are the

berths that are utilized for the import or export of hazardous cargo class 1.1 and/or 1.2s. The Net Explosive Weight (NEW) restrictions are as follows: CB03-95,000 lbs., CB04-120,000 lbs., CB05-80,000 lbs, CB06-80,000 lbs, and CB07-95,000 lbs.

ii. Vessel Arrival and Departure
The vessel arrival and departure will determine the trucking company's arrival time for loading and off-loading of hazardous cargo class 1.1 and 1.2s. The vessel arrival must be communicated by the ocean carrier to the Authority's Ship Operations Department at least 24 hours in advance to ensure that the vessel arrival or departure is not delayed. The ocean carrier must immediately notify the Authority's Ship Operations Department of any changes to the vessel schedule.

3. Class I Hazardous Cargo Truckers Arrival and Departure
i. Export
The ocean carrier and vessel are responsible for the truck's arrival and must ensure that the truck does not arrive more than thirty (30) minutes prior to the hazardous export cargo loading the vessel. The hazardous container must interchange on the dock prior to loading the vessel. Gate 1 and Gate 5 are authorized gates for acceptance.

ii. Import
Once the truck has been loaded with the hazardous import cargo and after the stevedore interchanges the container at the dock, the stevedore must ensure the truck immediately departs the Authority's terminal. Gate 1 and Gate 5 are authorized outbound gates for hazardous cargo departure.

iii. Terminal storage not allowed for Hazardous Class 1 Cargo
Hazardous Class 1 cargo is not allowed to remain on terminal nor will the Authority allow trans-loading of class 1 cargo on any of the Authority's terminals. Class 1 containers unable to import or export because the USCG determined they have deficiencies, must be immediately removed from the Authority's terminal under the coordination and direction of the ocean carrier.

iv. Vessel Operations and delays to other vessels
Due to USCG restrictions on the importing and exporting of class 1.1 and 1.2 cargo, the Authority cannot guarantee the loading and unloading of this cargo. The Authority may require vessels importing and exporting class 1.1 and 1.2 cargo to modify the vessel work start time to ensure noninterference with other cargo operations. The ocean carrier must complete all applications and permits for handling hazardous material cargo prior to discharge. A copy of the USCG application and permits may be obtained from https://homeport.uscg.mil
These documents are located in the Port Directory tab, Savannah unit, Prevention, Facilities. Shippers can send the completed documents via email to D07-PF-MSUSAV-SCIP@uscg.mil

B. Release and Emergency Response
OCGA 12-14-1 defines a spill or release as the discharge, deposit, injection, dumping, spilling, emitting, releasing, leaking, or placing of any hazardous substance into the air or into or on any land or water of the state.

1. Spills Aboard Vessels
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.

2. Notifications and Response to Vessel Spills
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 the National Response Center (NRC) is notified. The NRC will be contacted by calling 1-800-424-8802.

3. Notification and Response to Facility Spills
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.

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.

C. Emergency Assistance and Mutual Aid
In the event outside resources or support is required to mitigate an immediate life safety risk, the SOC will act as the central communications point for outside first responders. Emergency notifications to the Savannah-Chatham Metropolitan Police Department's Communications Division will be made by calling "911." The Authority's Emergency Manager may also request assistance from the local emergency management agency to support prolonged response and recovery efforts. The Chatham Emergency Management Agency (CEMA) mobile Emergency Operations Center (EOC) may be requested and utilized as the on-scene incident command post, as approved by CEMA staff. The SOC

may be directed to make official requests for support by calling the CEMA Duty Officer direct at (912) 201-4500. The on-scene IC is responsible for managing the incident until properly relieved. A transfer of command will not occur until an official command briefing is conducted and documented.

D. General

The discharge or release of any hazardous cargo container that has been identified as the source of a release, spill, and/or leak will not be authorized without the approval of the USCG. However, with USCG approval, transport of a damaged container to a mitigation area may be permitted on a case-by-case basis.

E. Emergency Contacts

In the event of any spill or release, or hazardous material-related emergency, contact the Port Police Department immediately. Port Police may be contacted by calling (912) 963-3911 or 5588, or by radio channel 6-A.

Rule 34-065

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Fumigation

Only licensed and Authority approved private operators may perform fumigation services at the Authority. All companies conducting fumigation operations on Authority facilities shall register with the Authority prior to undertaking such operations and on July 1 of each year thereafter. In addition, they must comply with the provisions of Rule 34-102 and the following:

1) Provide the Authority with copies of certificates of insurance covering operations on Authority facilities;

2) Mark and identify all vehicles and equipment to be used on Authority facilities and maintain such vehicles and equipment in good condition;

3) Remove from Authority facilities all vehicles, equipment, and material not currently being utilized and all scrap and trash resulting from operations on Authority facilities;

4) Conduct all operations in accordance with Authority, Coast Guard, and OSHA regulations and federal, state, and municipal statues;

5) Conduct all operations only within areas designed by the Authority and refrain from entering other areas without written permission from the Authority.

Rule 34-066

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Furnishing Checker-Foreman

The Authority will provide checker-foreman to check cargo discharged from a vessel and, at the discretion of Terminal Management, the Authority will also provide checker-foreman to supervise the release of cargo loaded, during both straight time and overtime hours. The charge for each checker-foreman will be based on the current labor rates in Rule 34-630, subject to a **one (1) hour minimum**. The charge will be billed to the Ocean Carrier or its agent unless otherwise approved by the Authority. The Authority reserves the right to provide as many checker-foreman as deemed necessary to protect its interest.

Rule 34-067

Effective Date: January 1, 1970 Issue Date: January 1, 1970

Subject: Governmental Assessments

The Authority shall not be responsible for any taxes, duties, or similar charges assessed on any cargo (other than its own) by any municipal, state, or federal government and subdivisions thereof.

Rule 34-068

Effective Date: October 1, 2018 Issue Date: August 31, 2018

Subject: Georgia Open Records Act

Terminal User acknowledges that GPA is a State Authority and public corporation which is subject to the Georgia Open Records Act codified in O.C.G.A. 50-18-70 et. seq. In the event a request is made to GPA pursuant to the Open Records Act, and related to any agreement with the Terminal User, GPA agrees it will promptly notify the Terminal User of such request. Terminal User may, at that time, and at its sole expense, seek injunctive or other relief from an appropriate court in an effort to prevent the disclosure of the agreement and / or any documents related to the Agreement in the possession of GPA. Notwithstanding the foregoing, GPA shall not be prevented from complying with any records request as required by law.

Rule 34-070

Effective Date: January 1, 2021 Issue Date: December 3, 2020

Subject: Holidays

When reference is made in this schedule to “holidays”, it means the following days:

New Year’s Day
Martin Luther King’s Birthday (Third Monday in January)
President’s Day (Third Monday in February)
Good Friday
Memorial Day (Last Monday in May)
Juneteenth
Independence Day
Labor Day (First Monday in September)
Veterans Day
Thanksgiving Day
Friday after Thanksgiving
Christmas Eve
Christmas Day

When one of the above holidays falls on Sunday, the following Monday will be observed. When one of the above holidays falls on Saturday, the preceding Friday will be observed.

Rule 34-071

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Hot Work Request and Permit

The Authority requires anyone performing "hot work" (see definition in Rule 34-160) on its terminals to request a hot work permit from Port Police by calling phone number 912-966-7875 or 912-964-3925. The purpose of this permit is to document and track construction and/or repair work activity, involving hot work, to insure such activity is safely conducted. The permit provides a step-by-step checklist for hot work safety, as well as serving as a reminder of the permittee's responsibilities before, during, and after any hot work is conducted on the Authority's terminals.

Rule 34-075

Effective Date: April 18, 2019 Issue Date: April 18, 2019

Subject: Indemnification and Hold Harmless

User shall indemnify, protect, save and hold harmless the Authority, its members, directors, officers, employees and agents, against any expense, loss or liability paid, suffered or incurred, including any environmental fines and/or penalties, as a result of any breach by User, User's agents, servants, employees, patrons, contractors or subcontractors, suppliers, customers, visitors or licensees of any covenant or condition of this schedule or as the result of User's use or occupancy of the Authority's property or the carelessness, negligence or improper conduct of User, User's agents, servants, employees, patrons, contractors or subcontractors, suppliers, customers, visitors or licensees. Such indemnification shall be to the extent caused in whole or in part by negligent acts or omissions by User, its agents, servants, employees, patrons, contractors, subcontractors, suppliers, customers, visitors or licensees. User agrees to defend the Authority from any legal or equitable actions brought against the Authority based on User's use or occupancy of Authority's property or the carelessness, negligence or improper conduct of User, User's agents, servants, employees, patrons, contractors, subcontractors, suppliers, customers, visitors or licensees and pay all expenses and attorneys fees in connection therewith. Indemnity herein arising out of any violation by User of any environmental rule, regulation or law of any state and/or federal agency in force now or enacted in the future shall survive the term of User's use or occupancy of Authority's property. All User's indemnity obligations herein shall be covered by a policy or policies of insurance. Nothing herein shall be construed as requiring User or any other person, firm or corporation to indemnify against any portion or percentage of such claim or loss, if any, caused by the negligence of the Authority, its members, directors, officers, employees and agents.

Rule 34-080

Effective Date: October 1, 2021 Issue Date: August 24, 2021

Subject: Insurance

The charges provided in this schedule do not include any expense of property insurance covering owner's interest in the property, nor shall such insurance be effected by the Authority under its policies.

All Users, including but not limited to Ocean Carriers, Stevedoring Firms, Ships' Agents, shall, at their own cost and expense, maintain and shall provide evidence that the following insurance coverages are in force covering their operations on Authority terminal facilities. All such insurance shall be issued by an insurer or insurers licensed or authorized to transact insurance in the State of Georgia. Users agree that certificates of insurance shall be maintained on file with the Authority and that new certificates of insurance shall be furnished to the Authority upon any changes in the Users' insurance coverages. Such certificates of insurance shall be in a form acceptable to the Authority and shall show the policies include all coverages and endorsements required.

I. General

(A) Workers' Compensation and Employer's Liability Insurance covering all persons in the employ of User. Such insurance shall be provided in accordance with all applicable federal and state laws. Employer's Liability Insurance limits shall not be less than Five Hundred Thousand ($500,000.00) Dollars per accident and Five Hundred Thousand ($500,000.00) Dollars per employee for disease claims. The policy shall include an endorsement waiving the right to subrogate against the Authority

(B) Commercial General Liability Insurance (including broad form contractual liability coverage) to cover User while on Authority property and/or while performing work on Authority property, from any and all claims for damages arising out of bodily injury, sickness, or disease, including wrongful death, or property damage, or personal or advertising injury, which may result from its operations. Commercial General Liability Insurance shall be in the amount of not less than One Million ($1,000,000.00) Dollars combined single limit for Bodily Injuries and Property Damages arising out of any one incident; or not less than One Million ($1,000,000.00) Dollars applying separately to Bodily Injury and to Property Damage Liabilities, if the policy is issued with separate limits.

The policy shall also include an aggregate of at least Two Million ($2,000,000) Dollars. The policies shall provide protection at least as broad as that provided by the most recent edition of the Commercial General Liability Policy promulgated by the Insurance Services Office (ISO), and shall be underwritten on an occurrence basis only. The Authority shall be named an additional insured with respect to the Commercial General Liability policy and shall include a waiver of subrogation in favor of the Authority .

(C) Automobile Liability Insurance to cover any auto owned, leased, borrowed or otherwise used by the

User. Automobile Liability Insurance shall be in the amount of not less than One Million ($1,000,000.00) Dollars combined single limit for Bodily Injuries and Property Damage Liabilities or if the policy is issued with separate limits, the limit shall not be less than One Million ($1,000,000.00) Dollars for Bodily Injuries and One Million ($1,000,000.00) Dollars for Property Damage Liabilities. The policy or policies shall be as least as broad as that provided by the latest edition of the Business Automobile Policy promulgated by the Insurance Services Office (ISO).

(D) If any boats, barges, ships, or other watercraft are used in connection with the work to be performed on Authority property, User shall provide (a) Protection and Indemnity Insurance and (b) Hull Coverage with the running down clause covering such watercraft. The policy limit for the Protection and Indemnity policy shall be One Million ($1,000,000.00) Dollars for each accident, and shall include coverage for Jones Act/crew and for wreck removal. The Protection and Indemnity policy shall be endorsed to name the Authority as an additional insured.

(E) Property or Inland Marine Insurance shall be carried by and be the responsibility of User as User may deem advisable on any personal property, cargo, equipment, furnishings, additions and improvements, betterments, or any other property stored or maintained within or attached to Authority terminal facilities by User. Except as caused by its own negligence, the Authority is not responsible for personal property, cargo, equipment, furnishings, machinery, additions or improvements, betterments, or any other property which is owned by User or in the User's care, custody, or control.

(F) The insurance required herein shall be endorsed to provide that it is primary with respect to any insurance carried by the Authority and no insurance coverage of the Authority shall be called upon to contribute to the payment of any losses that would otherwise be paid by User or covered or paid by the User's insurance.

(G) The above insurance policies shall remain in full force and effect and shall not be canceled, allowed to lapse or allowed to expire until a minimum of thirty (30) days after the Georgia Ports Authority, Risk Management Department, Post Office Box 2406, Savannah, Georgia 31402, has received written notice thereof. The Authority reserves the right to modify insurance requirements herein at its discretion.

II. Ocean Carriers

In addition to insurance requirements listed above in "I.General," Ocean Carriers calling the Georgia Ports Authority must also, at their own cost and expense, maintain and shall provide evidence that the following insurance coverages are in force covering their operations on Authority terminal facilities.

(A) Ocean Carriers shall provide to the Authority evidence of Protection and Indemnity and Hull Coverage with the running down clause covering any watercraft used in a service calling the Authority. Such coverage shall include wreck removal. The policy limit for the protection and Indemnity Coverage shall be not less than Five Million ($5,000,000.00) Dollars for each accident and shall include Jones Act/crew coverage.

III. Stevedoring Firms

In addition to insurance requirements listed above in "I. General, "Stevedoring Firms must also, at their own cost and expense, maintain and shall provide evidence that the following insurance coverages are in force covering their operations on Authority terminal facilities.

(A) United States Longshore and Harborworkers Act coverage, and such coverage shall include an endorsement waiving the right to subrogate against the Authority.

(B) Terminal Operators Legal Liability coverage in an amount of not less than Five Million ($5,000,000.00) Dollars to cover Stevedoring Firm's operations on Authority terminal facilities. The Authority shall be named an additional insured with respect to the Terminal Operators Legal Liability policy.

(C) If Stevedoring Company provides vessels or other floating equipment in connection with its work, it shall provide to the Authority evidence of Protection and Indemnity and Hull Coverage with the running down clause covering any watercraft used. Such coverage shall include wreck removal. The policy limit for the Protection and Indemnity coverage shall be not less than Five Million ($5,000,000.00) Dollars for each accident and shall include Jones Act/crew coverage. The Protection and indemnity policy shall be endorsed to name the Authority as an additional insured.

IV. Helicopters

In addition to the general insurance requirements listed in Section I of this rule, all users that operate helicopters on and in the air above the Authority's terminal (s) shall, at their own cost and expense, maintain and provide evidence of valid aviation liability insurance. Aviation liability insurance must be in force and cover the user's operations on Authority terminals. A certificate of aviation liability insurance (along with a completed Helicopter Right of Flight Entry Request Form) must be sent to the Risk Management Department at certificates@gaports.com.

Rule 34-081

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: International Seaman's House

Dues and assessments levied by the International Seaman's House, a schedule of which is on file with the Navigation District, are collected by the ocean carrier's local shipping agent, not the Authority. These dues and assessments represent the non-profit organization's charges for cultural and recreational services and facilities that are available to all vessel seaman visiting the Authority's Ports.

Rule 34-085

Effective Date: August 1, 2023 Issue Date: August 1, 2023

Subject: Liability for Loss or Damage

For the purpose of this schedule, the term “Force Majeure” is defined as any act of God; act of the public enemy; strike; lockout or work stoppage; riot; tumult; insurrection; disorder; epidemic; pandemic; lightning; earthquake; fire; storm; wind; flood; hurricane; water; frost, fog or other weather-related occurrence; civil disturbance; war; governmental decree; act of any governmental authority; act of terrorism; cyberattack; condemnation; explosion; breakdown or failure of machinery and equipment; interference by civil or military authority; collapse of any building, shed, platform or wharf; settling of any floor or foundation; breakage of any pipe; loss caused by a rat, mouse, moth, weevil, or other animal or insect; failure or delay of any manufacturer or person from whom the Authority is obtaining machinery, equipment, materials, supplies to deliver the same; any other event or circumstance beyond the control of the Authority.

Except as may be caused by its own negligence, the Authority shall not be responsible for any delays, losses, damages or failure to perform any of its obligations under this schedule where such delays, losses, damages or failure to perform are due to Force Majeure.

Rule 34-086

Effective Date: February 15, 2016 Issue Date: February 3, 2016

Subject: Limitation of Liability for Damages

To the extent allowed by law, user shall include in its Bills of Lading a clause incorporating the United States Carriage of Goods by Sea Act, 46 U.S.C. Section 30701, formerly codified at 46 U. S. C. Section 1301, et seq., ('COGSA'), extending the benefits and limitations contained in the Bill of Lading and COGSA to terminal operators and to the period prior to loading and subsequent to discharge while cargo is in the custody of GPA, and giving the shipper an option to effectively declare a higher value for its cargo than the package limitation. If such provisions do not exist or are waived by user, or if the shipper declares a higher value of cargo, user shall notify GPA Risk Management of such waiver, omission, or declared value in writing at least five (5) days prior to the arrival of the cargo in question whether import or export cargo, to allow GPA the opportunity to obtain the necessary insurance to cover the additional exposure, the cost of which will be billed to user.

Rule 34-089

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Obstructions and Cargo Left on Wharf

(A) Stevedores must promptly remove all appliances, equipment, tools, vehicles, or other materials—excluding throughput cargo—from the wharves when not in use. If any such items remain after notice from the Authority, a penalty of **$508.00** will be imposed on the responsible stevedoring company. The Authority may also remove and store the items at the owner's expense.

(B) No cargo may remain on wharves unless written approval is granted by the Authority in advance of cargo arrival. This section applies to breakbulk cargo, over-dimensional cargo containers discharged from or loaded to vessels, cargo unloaded from containers at the same terminal, and any other cargo. When cargo is placed on the Authority's wharf without prior written approval terminal free time **will not** be granted, and the ocean carrier will be assessed daily charges as listed below in Section D. Additionally, the Authority may transfer the cargo to a secondary point of rest and assess a minimum **charge of $2,912.00, per uni**t, to the ocean carrier.

(C) When a stevedore discharges a flatrack to a mafi trailer, it may be necessary for the Authority to move the loaded mafi trailer to a proper point of rest. If the preceding occurs, and the Authority unloads the cargo from the flatrack while it is upon the mafi, the Authority will assess a third-party crane charge to the ocean carrier, which is subject to a **minimum of $1,612.00, per unit**.

(D) Regarding import cargo, the cargo account, or its customs broker, must ensure proper releases are obtained from both the ocean carrier and all required governmental agencies before the cargo leaves the Authority's terminal. **Daily Charge – $2,080.00, per unit**, (See Notes 1, 2, and 3)

Note 1: This rule will also apply to boat and yacht cradles.

Note 2: The day the cargo is placed on the wharf shall be considered the first calendar day.

Note 3: This charge will be assessed in full, regardless of any discount provisions in separate agreements with the Authority.

Rule 34-090

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Overtime

If the Authority performs services at the request of the ocean carrier, its agent, stevedore, or a Third-Party on Saturday, Sunday, holidays or at times other than the recognized working hours of the Authority, as defined in Rule 34-155, the charges for these services will be provided in this schedule, plus the applicable overtime rates listed in Rule 34-630.

Rule 34-091

Effective Date: May 1, 2024 Issue Date: April 1, 2024

Subject: Out-of-Gauge Cargo Transiting Garden City Terminal

EXPORTS (NON-CONTAINERIZED)

Non-containerized out-of-gauge export cargo, including boats and yachts, arriving at the Authority's Garden City Terminal via motor carrier shall be handled as follows:

- The Authority prefers the subject cargo, load as a shipside delivery (direct from the inland motor carrier to the vessel). However, if a shipside delivery is not possible, the Authority will receive the cargo and place it at the first point of rest. Once the cargo is placed at the first point of rest, it is the ocean carrier and stevedore's responsibility to transport cargo to the vessel. If a crane and/or mafi trailer is needed to offload the cargo from the inland carrier, prior arrangements must be made with the Authority to schedule a crane and the ocean carrier or stevedore is responsible for obtaining a mafi trailer. **(Note 1)**
- The Authority will not permit the lifting of boats and yachts from water if they are arriving for export.
- If cargo requires loading to a flatrack or open-top container, prior arrangements must be made with a third-party vendor, unless the ocean carrier uses their local stevedore. Upon request, the Authority's Records and Pricing Department (912-963-6975) will provide a list of third-party vendors.
- Prior arrangements must be made with the Authority if out-of-gauge cargo arrives via rail carrier. Failure to provide prior notice will increase terminal charges. If such cargo is not ready for export upon receipt, additional terminal charges may apply.

EXPORTS (CONTAINERIZED)

Out-of-Gauge **containerized** export cargo, delivered to the Garden City Terminal shall be handled as follows:

- The Authority prefers that the subject cargo is loaded as a shipside delivery, which is cargo loaded directly from the inland motor carrier to the vessel.
- If a flatrack or open-top container is delivered to the Authority on a chassis, and a shipside delivery is not possible, the married unit will be assigned a wheeled parking location in the container yard (CY) and will not be re-handled by Authority personnel. It will be the responsibility of the ocean carrier or its stevedore, to dray from the cargo from the wheeled parking location to the vessel for export delivery. **(Note 2 –**also applies to the below bullet point**)**
- If a flatrack or open-top container is delivered to the Authority on a motor carrier's trailer, and a

shipside delivery is not possible, the flatrack or open-top container will be grounded by the Authority upon receipt. It will be the responsibility of the ocean carrier, or its stevedore, to transport the cargo from the designated point of rest to the planned vessel for export delivery.

IMPORTS (NON-CONTAINERIZED)

Non-containerized out-of-gauge import cargo discharging at the Authority's Garden City Terminal will be handled as follows:

- The Authority's preference is to load the subject cargo as a shipside delivery, which is loading the cargo directly from the vessel to the inland motor carrier. **(Note 2)**
- If shipside delivery is not possible, the ocean carrier, or its stevedore, shall transport the cargo from the wharf to a terminal point of rest designated by the Authority. If the cargo cannot safely be relocated to a designated point of rest, the charges in Rule 34-089 will apply.
- Import boats and yachts to be delivered to water must be handled by the stevedore as a shipside delivery during vessel operations.

IMPORTS (CONTAINERIZED)

Containerized out-of-gauge import cargo discharging at the Authority's Garden City Terminal will be handled as follows:

- The Authority's preference is to load the subject cargo as a shipside delivery, which is loading the cargo directly from the vessel to the inland motor carrier. **(Note 3)**
- If shipside delivery is not possible, the ocean carrier or its stevedore shall transport the cargo from the wharf to a point of rest designated by the Authority, and if necessary, provide mobile cranes for cargo handling. If the cargo cannot safely be relocated to a designated point of rest, the charges in Rule 34-089 will apply.
- Prior arrangements must be made with a third-party warehouse transload operator or a stevedore, to unload out-of-gauge cargo from a flatrack or open-top container. A listing of warehouse transload operators will be provided by the Authority's Records and Pricing Department (912-963-6975) upon request.

Note 1: If the Authority receives the cargo and places it on a mafi trailer, the ocean carrier or its designee is responsible for securing the cargo to the mafi trailer.

Note 2: To expedite the process, contact GPA Gate Operations via email at gateoperations@gaports.com and provide the following information: flatrack or open-top container number, the ocean carrier, and size/type of container, as well as the pre-advised identification number.

Note 3: If the Authority assists with the trailer assembly, the charges in Rule 34-290 will apply.

Rule 34-092

Effective Date: May 1, 2024 Issue Date: April 1, 2024

Subject: Out-of-Gauge Cargo Transiting Ocean Terminal

EXPORTS (NON-CONTAINERIZED)

Non-containerized out-of-gauge export cargo, including boats and yachts, arriving at Ocean Terminal via motor carrier shall be handled as follows:

- The Authority prefers the subject cargo load as a shipside delivery (direct from the inland motor carrier to the vessel). However, if a shipside delivery is not possible, the Authority will receive the cargo and place it at the first point of rest. Once the cargo is placed at the first point of rest, it is the ocean carrier and stevedore's responsibility to transport cargo to the vessel.
- If a crane and/or mafi trailer is needed to offload the cargo from the inland carrier, prior arrangements must be made with the Authority to schedule a crane and the ocean carrier or stevedore is responsible for obtaining a mafi trailer. **(Note 1)**
- The ocean carrier is responsible for the lift from the water directly to the scheduled vessel or to a mafi trailer and relocated by the stevedore to a terminal point of rest designated by the Authority. If the boat or yacht cannot be safely relocated to a designated point of rest, the charges in Rule 34-089 will apply.
- If cargo requires loading to a flatrack or open-top container, prior arrangements must be made with a third-party vendor to do so off terminal, unless the ocean carrier uses their local stevedore. Upon request, the Authority's Records and Pricing Department, which can be contacted at (912)-963-6975 will provide a list of third-party vendors.
- Prior arrangements must be made with the Authority if out-of-gauge cargo arrives via rail carrier. Failure to provide prior notice will increase terminal charges. If such cargo is not ready for export upon receipt, additional terminal charges may apply.
- The Authority will not permit the lifting of boats and yachts from water if they are arriving for export.

EXPORTS (CONTAINERIZED)

Containerized out-of-gauge export cargo delivered to Ocean Terminal shall be handled as follows:

- The Authority prefers that the subject cargo is loaded as a shipside delivery, which is cargo loaded directly from the inland motor carrier to the vessel.
- If a flatrack or open-top container is delivered to the Authority on a chassis, and a shipside delivery is not possible, the married unit will be assigned to a stack or a wheeled parking location in the container yard (CY) and will not be re-handled by Authority personnel. It will be the

responsibility of the ocean carrier or its stevedore, to dray the cargo from the wheeled parking location to the vessel for export delivery. **(Note 2)**

- If a flatrack or open-top container is delivered to the Authority on a motor carrier's trailer, and a shipside delivery is not possible, the flatrack or open-top container will be grounded by the Authority upon receipt. It will be the responsibility of the ocean carrier, or its stevedore, to transport the cargo from the designated point of rest to the planned vessel for export delivery. (Note 2)
- The Authority will not permit the lifting of boats and yachts from water if they are arriving for export.

IMPORTS (NON-CONTAINERIZED)

Non-containerized out-of-gauge import cargo discharging at the Authority's Ocean Terminal will be handled as follows:

- The Authority's preference is to load the subject cargo as a shipside delivery, which is loading the cargo directly from the vessel to the inland motor carrier. **(Note 2)**
- If shipside delivery is not possible, the ocean carrier, or its stevedore, shall transport the cargo from the wharf to a terminal point of rest designated by the Authority. If the cargo cannot safely be relocated to a designated point of rest, the charges in Rule 34-089 will apply.
- Import boats and yachts to be delivered to water must be handled by the stevedore as a shipside delivery during vessel operations.

IMPORTS (CONTAINERIZED)

Containerized out-of-gauge import cargo discharging at the Authority's Ocean Terminal will be handled as follows:

- The Authority's preference is to load the subject cargo as a shipside delivery, which is loading the cargo directly from the vessel to the inland motor carrier. **(Note 3)**
- If shipside delivery is not possible, the ocean carrier or its stevedore shall transport the cargo from the wharf to a point of rest designated by the Authority, and if necessary, provide mobile cranes for cargo handling. If the cargo cannot safely be relocated to a designated point of rest, the charges in Rule 34-089 will apply.
- Prior arrangements must be made with the Authority, a third-party warehouse transload operator, or a stevedore, to unload out-of-gauge cargo from a flatrack or open-top container. A listing of warehouse transload operators will be provided by the Authority's Records and Pricing Department, which can be contacted at (912)-963-6975, upon request.

Note 1: If the Authority receives the cargo and places it on a mafi trailer, the ocean carrier or its designee is responsible for securing the cargo to the mafi trailer.

Note 2: To expedite the process, contact Ocean Terminal Container Operations via email at

OTcontainer@gaports.com and provide the following information: flatrack or open-top container number, the ocean carrier, and size/type of container, as well as the pre-advised identification number.

Note 3: If the Authority assists with the trailer assembly, the charges in Rule 34-290 will apply.

Rule 34-095

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Payment of Charges and Invoices

All invoices are due and payable thirty (30) days after the invoice date. Any invoice remaining unpaid thirty (30) days after the invoice date will be considered delinquent, and after thirty (30) days will be assessed an interest charge of one and one-half percent (1.5%) per month, for as long as the invoice remains delinquent. Failure to pay within this time limit may also cause the suspension of credit privileges to be imposed, as well as placing the delinquent party on a delinquent list, conditions of which are defined in Rule 34-040 of the schedule. Continued failure to comply with the terms set forth herein may result in legal action. Any charge considered in dispute by the Customer (the party which has been invoiced) and the Authority will not be assessed an interest penalty, provided that material errors or discrepancies on an invoice have been specifically reported in writing to the Authority's Credit and Collections Department within thirty (30) days after receipt thereof. If the written dispute is not received within thirty (30) days, the invoice shall be considered valid and payable. At no time shall invoices be reduced by any monetary amount for loss and/or damage believed to have been caused by the Authority. See Rule 34-126 for information on how claims for loss and/or damage are to be settled. When an invoice is in dispute, any portion which is not part of the dispute shall be paid within the 30-day period. Also, the Authority will only negotiate disputed invoices with the bill-to-party.

At no time shall invoices be reduced by any monetary amount for loss and/or damage believed to have been caused by the Authority. See Rule 34-126 for information on how claims for loss and/or damage are to be settled.

VESSEL CHARGES

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.

HANDLING AND STORAGE CHARGES

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.

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.

PAYMENT OF CHARGES AND INVOICES

Bill-to parties must have established credit with the Authority or made otherwise satisfactory arrangements for payment with the Authority. For accounts, which have not established credit with the Authority, charges must be prepaid. Cash transactions are not acceptable. If the bill-to-party is not identified or if satisfactory payment arrangements have not been made, cargo will be placed on HOLD.

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.

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.

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.

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.

For additional information regarding containerized cargo, see Rule 34-490 of this schedule.

Rule 34-096

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Pedestrian Traffic

Pedestrian traffic shall not be allowed to transit any of the Authority's facilities. For the purposes of this rule pedestrian traffic shall mean persons on foot or upon any non-motorized vehicle. Users shall restrict all pedestrian traffic except as required for, and directly related to, conducting user's business operations on Authority owned facilities. Pedestrian traffic will be denied access to Authority owned facilities except as authorized by the Authority at a non-motorized access point designated by the Authority. Only authorized persons are allowed outside of a vehicle in an Authority work area for legitimate business purposes and only while wearing a high visibility vest or other approved high visibility apparel. It is incumbent upon all users to require strict compliance with this regulation in order to help ensure the safety of all users.

Rule 34-097

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Personnel Access to Facilities

All Authority facilities are Limited/ Restricted Access Areas and are under full-time video surveillance. Access is controlled, and entry is allowed only for valid and verifiable business purposes. Persons seeking entry must present approved photo identification to Port Police and state a legitimate business purpose for entry.

Any persons requiring frequent and regular unescorted access to facilities must possess credentials issued by the Authority, as well as the federally mandated TWIC (Transportation Worker Identification Credential). Frequent and regular access is defined as more than five (5) times in a one-year period. To register for an Authority-issued credential, refer to the Authority's website www.gaports.com. To obtain the TWIC, contact Transportation Security Administration (TSA) at telephone number 866-347-8942 or email address: credentialing@dhs.gov.

As of December 1, 2008, any persons attempting entry without a TWIC must be escorted by an authorized escort. Said escorts will be permitted on a very limited and advance approval basis only. Persons attempting entry without a TWIC or proper escort will be denied access. An authorized escort failing to comply with these requirements shall be subject to a fine and be denied access to the Authority facilities. Escorts shall be required to execute an appropriate form in advance agreeing to be responsible for compliance, and the payment of any fine in the event of noncompliance.

Rule 34-100

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Point of Rest

All cargo will be received and delivered to a “Point of Rest” in the assigned space within a transit shed or warehouse, or on an apron adjacent to berth assigned to ship. Such space shall not exceed an area of four hundred (400) feet abreast of the ship and one hundred (100) feet fore and aft of the berth; however, the Authority reserves the right to expand the limits of the point of rest.

Rule 34-101

Effective Date: March 1, 2021 Issue Date: February 5, 2021

Subject: Port Police

Although the Authority provides security at its terminals, the Authority does not guarantee protection to the Terminal User or its property from arson, pilferage, theft, vandalism, or other damage
The Authority's Port Police have jurisdiction over all security at Authority terminals including, but not limited to: cargo, gate, gangway watch, and other routine or emergencies. A Terminal User's request to use of private or special security, on Authority property must be preapproved by the Authority's Vice President of Protective Services, who can be contacted at (912)-963-5596. If approved, only certified police officers may be used. The Vice President of Protective Services will determine the number of private or special security personnel assigned. The Authority reserves the right to assess a charge for any special activity or function. Charges for private or special security will be invoiced at cost plus thirty (30) percent. However, Rule 34-191 specifies the charges for Port Police personnel performing TWIC Escort Services and Rule 34-630 specifies general charges for Port Police personnel.

Rule 34-102

Effective Date: April 1, 2024 Issue Date: April 1, 2024

Subject: Registration Required if Working on Authority Terminals

Firms conducting business or operating on Authority facilities are required to register with the Authority on an annual basis. Firms shall include all corporations, partnerships or individual proprietorships providing goods, or services, as identified by the Authority. Registration information includes the Firm's name and address, its principals and all office locations, a listing of current business licenses, as well as credit references. Additionally, and preceding registration approval, all Firms shall comply with the following Authority requirements:

(1) Furnish certificates of insurance evidencing required coverage;

(2) Pay an annual vehicle decal / registration fee;

(3) Deposit either in cash or the equivalent, an amount determined by the Authority; Any balance of which will be refunded within 30 days of termination of all operations.

A principal of the Firm must sign the registration form. The Authority may deny use of its facilities to any Firm failing to register or furnishing inaccurate registration information. Additionally, and at its sole discretion, the Authority may deny or revoke a Firm's access to Authority facilities.

Rule 34-103

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Posting or Painting Signs

The posting or painting of any signs on Authority property or structures is prohibited without the prior written consent of the Authority's Engineering and Risk Management Department who shall approve copy, design, material and method of posting or painting.

Rule 34-104

Effective Date: October 1, 2023 Issue Date: July 31, 2023

Subject: Reporting of Accidents Injuries or Damages

All accidents, injuries, fires and incidents of a serious nature including, without limitation, incidents requiring an emergency response or injuries requiring any medical treatment away from the scene, must be reported immediately to the Authority's Port Police Department at (912) 964-3911. Additionally, all damages to the property of either party (or property in the care, custody or control of either party) must be reported at the time of discovery to the Authority's Port Police Department at (912) 963-5588 if said damages are resultant of, incidental to, or in any way in relation to or in connection with the operations of the Authority or its employees. The Port Police Department will notify the appropriate Authority personnel. The Authority will not accept any responsibility for damage(s) unless given the opportunity to investigate said damage(s) at the time of discovery.

A joint inspection may be requested by either party to determine liability. Either party may hire a qualified hire a qualified surveyor at its own expense to investigate said damage(s). If the parties should disagree as to fault; they may meet thereafter in an attempt to resolve the claim. If there is a dispute as to liability or extent of injury or damage, Terminal User, and the Authority (or the Authority's Designee) will meet in person at the Authority's administrative offices, or other specified location, at least thirty (30) days prior to the initiation of any legal or equitable proceeding or action.

Rule 34-105

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Requirement of Vessels to Work Overtime

When the Authority considers it necessary, vessels accepted for berthing at the Authority facilities may be required to work continuously until loading or discharging is complete. The Authority will charge all overtime and related expenses to the vessel's account. Any vessel which refuses to work continuously to completion shall vacate the berth upon order by the Authority (See Rule 34-106). In lieu of working overtime, a vessel may voluntarily vacate the berth and await another berth.

Rule 34-106

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Vessel to Vacate Berths

The Authority may order any vessel to vacate any berth when it is determined that the continued presence of a vessel would be a hazard or a potential hazard to the vessel, the berth, the facilities and/or the rights, property, or safety of others. Hazards include, but are not limited to, vessels that experience a mechanical failure and/or a loss of propulsion. Such vessels are deemed a hazard to navigation and must immediately vacate the berth if the Authority so orders. Other, potential hazards include, but are not limited to, possible natural disasters such as earthquakes, flooding, hurricanes, tornados, or such events as strikes, acts of terrorism, or war The Authority shall provide written notice to the Ocean Carrier or Ship's Agent advising of the requirements to vacate. The notice shall state the time the berth must be vacated. If the vessel fails to promptly vacate as ordered, it shall be responsible for any damage or expense which may be incurred by the Authority, the vessel, or others as a result of such failure to vacate. The Authority shall have the option, but not the duty, of moving the vessel to another location at the risk and expense of the vessel owner. If such movement occurs, the vessel owner shall hold the Authority harmless for all losses that may occur as a result of such movement. Failure to comply with an order to vacate will result in a charge to the vessel of **$5,460.00**, per hour, or a fraction thereof, for non-compliance. This charge shall not constitute a waiver by the Authority of any greater actual damages it may sustain as a result of the vessel's failure or refusal to vacate. Refusal to vacate may result in denial of future berthing privileges.

Rule 34-110

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Responsibility for Cleaning Facilities

All vessel owners and agents, as well as other users of the Authority terminals, are responsible for returning facilities to include, but not limited to adjacent aprons and gutters to a suitable clean, and orderly condition. If the facilities are not returned to a suitable condition, the Authority will take the necessary steps to make the facilities suitable for further use, including the assessment of a **$1,092.00** minimum charge. Continued failure to abide by this rule may result in denial of the use of the facilities by the offending party.

Rule 34-115

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Responsibility for Damage to Facilities

All vessels, their owners and agents, and all other users of the Authority facilities, shall be held responsible for any damage to the terminal resulting from their use. The Authority reserves the right to repair, contract for same, or otherwise cause to be repaired, any and all damages to docks, wharves, warehouses or transit sheds, equipment, rail or shop facilities, water, heat, and light facilities – see Rule 34-010. The Authority may detain any vessel responsible for any damage to the Authority facilities until sufficient resolution and security has been provided for the amount of damage.

Rule 34-121

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Safety Requirements

All users of Authority facilities shall conduct their operations and activities at the Authority's facilities safely and in accordance with all applicable Authority safety rules and regulations. Many of the Authority's Safety Rules are located at https://gaports.com/departments/safety/. Additionally, all applicable federal, state, and municipal safety rules and regulations and applicable industry safety standards and practices shall be followed. Users acknowledge that it is their responsibility to ensure their employees, agents, servants, patrons, contractors or subcontractors, suppliers, customers, visitors, representatives or licensees, or any other party conducting business with the Authority do so safely.

Rule 34-122

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Security Requirements

SECURITY REQUIREMENTS
The Authority is a marine terminal operator with deep water facilities handling international cargo and thus regulated by the Maritime Transportation Security Act ("MTSA") and the Code of Federal Regulations ("CFR"), both currently enforced by the U.S. Coast Guard ("USCG") and the Department of Homeland Security. The Authority's terminal facilities are considered maritime security facilities as defined in Title 33 CFR, Part 105, and the Authority is required to implement and enforce a Facility Security Plan. The Authority's terminal facilities have certain "Restricted Areas" as defined in 33 CFR, Part 105, and access control requirements are enforced by the Authority. User agrees to comply with all applicable rules and regulations, and any revisions thereto, whether by the MTSA, CFR or other authoritative body and the Authority's Facility Security Plan.

VESSEL SECURITY PLAN
Each vessel owned, chartered, managed, controlled or operated by User shall be in full compliance with the Vessel Security Plan, as defined in Title 33 CFR, Part 104, applicable to such vessel, and currently enforced by the USCG, and the U.S. Department of Homeland Security.

SECURITY ASSESSMENT
In addition to the terminal security surcharge set forth in Rule 34-189 of this Schedule, the Authority reserves the right to recover security expenses by way of assessment, if any, applied to all users of the Authority's facilities. Such security expenses may be incurred as a result of compliance with the MTSA and other applicable federal or state regulations.

BREACH OF SECURITY
A transportation security incident means a security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area. A breach of security means an incident that has not resulted in a transportation security incident, but an incident in which security measures have been circumvented, eluded, or violated. A breach of security or transportation security incident must be reported by the Authority's Port Police Department to the USCG and the National Response Center. All breaches in security or transportation security incidents are reportable violations and may result in fines imposed by the USCG for non-compliance.

COMPLIANCE BY USER
Any fine levied against the Authority as a result of User's action or inaction, or the action or inaction of User's employees, agents, servants, patrons, contractors, subcontractors, suppliers, customers, visitors or licensees, shall be redirected to User, and User agrees to be responsible for payment of such fine in

accordance with the terms thereof. The fine referred to herein includes any fine levied by the USCG (or other governmental entity) involving (i) the failure to comply with the Authority's Facility Security Plan, the MTSA or CFR, or (ii) the violation of any law, rule or regulation applicable to the Authority's terminal facilities which the USCG (or other governmental entity) is authorized to enforce.

ADVANCE NOTIFICATION BY USER

User must provide the Authority's Port Police Department advance notification to enter an Authority "Restricted Area" to prevent a reportable breach in security.

Rule 34-123

Effective Date: July 1, 2019 Issue Date: July 1, 2019

Subject: Sexual Harassment Policy

The State of Georgia promotes respect and dignity and does not tolerate sexual harassment in the workplace. The State is committed to providing a workplace and environment free from sexual harassment for its employees and for all persons who interact with state government. All State of Georgia employees are expected and required to interact with all persons including other employees, contractors, and customers in a professional manner that contributes to a respectful work environment free from sexual harassment. Furthermore, the State of Georgia maintains an expectation that its contractors and their employees and subcontractors will interact with entities of the State of Georgia, their customers, and other contractors of the State in a professional manner that contributes to a respectful work environment free from sexual harassment.

Pursuant to the State of Georgia's Statewide Sexual Harassment Prevention Policy (the "Policy"), all contractors who are regularly on State premises or who regularly interact with State personnel must complete sexual harassment prevention training on an annual basis.

A contractor, including its employees and subcontractors, who have violated the Policy, including but not limited to engaging in sexual harassment and/or retaliation may be subject to appropriate corrective action. Such action may include, but is not limited to, notification to the employer, removal from State premises, restricted access to State premises and/or personnel, termination of contract, and/or other corrective action(s) deemed necessary by the State.

(i) If Contractor is an individual who is regularly on State premises or who will regularly interact with State personnel, Contractor certifies that:

a. Contractor has received, reviewed, and agreed to comply with the State of Georgia's Statewide Sexual Harassment Prevention Policy located at http://doas.ga.gov/humanresources-administration/board-rules-policy-and-compliance/jointly-issued-statewide-policies/sexual-harassment-prevention-policy;
b. Contractor has completed sexual harassment prevention training in the last year; or will complete the Georgia Department of Administrative Services' sexual harassment prevention training located at http://doas.ga.gov/human-resources-administration/sexual-harassment-prevention/hr-professional/employee-training (scroll down to section for entities without a LMS section) or this direct link https://www.youtube.com/embed/NjVt0DDnc2s?rel=0 prior to accessing State premises and prior to interacting with State employees; and on an annual basis thereafter; and,
c. Upon request by the State, Contractor will provide documentation substantiating the completion

of sexual harassment training.

(ii) If Contractor has employees and subcontractors who are regularly on State premises or who will regularly interact with State personnel, Contractor certifies that:

a. Contractor will ensure that such employees and subcontractors have received, reviewed, and agreed to comply with the State of Georgia's Statewide Sexual Harassment Prevention Policy located at http://doas.ga.gov/human-resources-administration/board-rules-policy-and-compliance/jointly-issued-statewide-policies/sexual-harassment-prevention-policy;
b. Contractor has provided sexual harassment prevention training in the last year to such employees and subcontractors and will continue to do so on an annual basis; or Contractor will ensure that such employees and subcontractors complete the Georgia Department of Administrative Services' sexual harassment prevention training located at http://doas.ga.gov/human-resources-administration/sexual-harassment-prevention/hr-professionals/employee-training (scroll down to section for entities without a LMS section) or this direct link https://www.youtube.com/embed/NjVt0DDnc2s?rel=0 prior to accessing State premises and prior to interacting with State employees; and on an annual basis thereafter; and
c. Upon request of the State, Contractor will provide documentation substantiating such employees and subcontractors' acknowledgement of the State of Georgia's Statewide Sexual Harassment Prevention Policy and annual completion of sexual harassment prevention training.

Rule 34-125

Effective Date: February 1, 2016 Issue Date: January 1, 2016

Subject: Shippers Request Concerns and Consultation

Requests or concerns of shippers as well as consultation on matters relating to rates, rules, and regulations contained in this schedule should be addressed in writing to the attention of:

Angela Barnes
Manager of Records and Pricing
Georgia Ports Authority
P.O. Box 2406
Savannah, GA 31402-2406

Rule 34-126

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Short-Payment/Off-Set of Invoices

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.

Rule 34-130

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Smoking Violations

Smoking in the transit sheds, warehouses, on the docks or in posted areas, is strictly prohibited.

Rule 34-131

Effective Date: April 1, 2015 Issue Date: March 1, 2015

Subject: Leasing Terminal Property

Any tenant leasing property owned by the Authority is required to obtain written consent from the Authority's Director of Engineering prior to making any alterations, modifications, or additions to such property or any improvements thereon, whether such improvements are owned by the tenant or the Authority. Tenant's use of its leased property or improvements shall not interfere with the Authority's operation of its terminal facilities, the operation of any user of the terminal facilities, or any other tenant. If any tenant desires to use its leased premises for a new or different purpose, such tenant shall be required to obtain prior written approval from the Authority

Rule 34-132

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Terminal Use Fee

The Authority reserves the right to assess a terminal use fee to alleviate terminal congestion or whenever it is deemed necessary. Determining factors that may result in the assessment of this fee include, but are not limited to: the sudden/unexpected and large influx of either cargo and/or vessels; the extraordinary or hazardous nature and value of the cargo; the dimensions and weight of the cargo; and whether additional measures are required to minimize disruption of terminal, the use of Foreign Trade Zones #104, Sites 2 and 15 or vessel operations while cargo is being discharged, loaded, stored or transiting the affected terminal(s).

The Authority will provide a monetary terminal use fee estimate to the affected party (ies) before the cargo transits its terminal(s) and assess this fee in addition to all other charges.

Rule 34-135

Effective Date: August 6, 2018 Issue Date: August 6, 2018

Subject: Abandoned and Unclaimed Property

Property located on the Authority's terminal facilities shall be deemed abandoned and unclaimed if such property is left or stored on terminal for longer than thirty (30) days after the date of written notice from the Authority to the user who moved the property onto the terminal and / or the owner or owner's agent. Such written notice shall be sent via first-class mail to the last known address of the user, owner, and / or owner's agent, as indicated on the Authority's records. After the thirty (30) day period has expired, the Authority, in its sole discretion, may sell, at public or private sale, or dispose of, any abandoned and unclaimed property and shall be entitled to use the proceeds of any sale of abandoned property at its discretion. "Property", as used herein, shall refer to any tangible property including, without limitation, containers, chassis, drums, boxes, cargo and equipment.

Rule 34-136

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Use of Automated Systems

Any ocean carrier calling at Authority-operated terminals on a regular basis, and which has a contractual agreement with the Authority agrees that it and its contractors will use the Authority's automated systems during the entirety of the contractual term. Systems' processes include those for all interchanged activities and reporting; terminal planning, operations, and reporting; container freight station (CFS) planning, operations, and reporting; as well as any additional automated services inclusive in the processes and operations of the Authority. The Authority reserves the right to require industry-standard electronic data interchange (EDI) practices to be used by the ocean carrier and its contractors for data exchange.

If the Authority discovers its systems are being manipulated by an ocean carrier or its contractors to avoid legitimate charges assessed by the Authority, the offending carrier will be invoiced a penalty of **$332.80** per container involved in such manipulation.

Rule 34-140

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Use of Leased Heavy Lift Equipment

Permission from the Authority must be granted prior to leasing and mobilizing heavy lift equipment such as cranes or special transport vehicles onto the Authority's terminals. If an engineering analysis is required to determine whether the heavy lift equipment may be used on Authority property, the cost of the analysis will be paid by either the outside contractor or the lessee.

Rule 34-145

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Watchman

Any vessel moored at the Authority's wharves, shall at all times, have on board at least one person in charge of said vessel who has the authority to take action, in any emergency, as may be required.

Rule 34-155

Effective Date: May 22, 2024 Issue Date: May 22, 2024

Subject: Working Hours

Working Hours for Non-Containerized Cargo

With the exception of Mayors Point Terminal, the recognized working hours of the Georgia Ports Authority, in connection with **non-containerized cargo** shall be from 8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM, Monday through Friday, holidays excepted. The recognized working hours of the Georgia Ports Authority at Mayor's Point Terminal, in connection with **non-containerized cargo,** shall be from 7:00 AM to 3:30 PM, Monday through Friday, holidays excepted. Any deviation from the aforementioned times requires prior approval from terminal management, as overtime may be required to load or unload trucks. Overtime requests must be received no later than 3:00 PM on the day overtime is required.

Working Hours for Containerized Cargo

For detailed gate operating hours and regulations, please click here.
Any deviation from the gate operating hours requires prior approval from terminal management. Overtime requests must be received, by the recognized working hours of the Authority's container interchange facilities at Garden City Terminal and Ocean Terminal in connection with containerized cargo.

Requests for Weekend and Holiday Gates

Garden City Terminal Sunday gates and Ocean Terminal weekend gates are available at the request of ocean carriers. Requests must be emailed to csv@gaports.com by no later than 1:00 PM the day before the gate is desired. If container gates are opened outside normal working hours, Gateway Terminals, LLC will bill the applicable ocean carrier(s) pursuant to its established rates.

The Authority's Right to Extend Working Hours or Days

In the event the Authority deems it necessary to extend working hours or working days, holidays included, to maintain terminal efficiency and manage container throughput volumes, all ocean carriers calling the Authority's facilities will be required to participate. Participation in the extended field and gate hours/days of operation requires ocean carriers to absorb the overtime charges assessed by the Authority, as well as the charges for services provided by the terminal's interchange gate operator**.**

Intermodal rail services may be provided, at the Authority's option, on a twenty-four hour/ seven day

(24/7) weekly basis. If the Authority chooses to provide said service, ocean carriers are required to participate and absorb the overtime charges assessed by the Authority.

Rule 34-159

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: GENERAL DEFINITIONS CATEGORY

GENERAL DEFINITIONS

Rule 34-160

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: General Definitions

APRON WHARF
That part of the wharf structure lying between the outer edge of the cap log and the transit shed; or, as to open wharves, that part of the wharf structure carried on piles beyond the fill.

ARRIVAL AT BERTH
The time at which an incoming vessel moors to her berth.

BERTH
The term "BERTH" means the section of a wharf including mooring facilities and water used by a vessel while docked at wharf.

DEPARTURE FROM BERTH
The time at which an outgoing vessel departs from her berth.

DOCKAGE
The term "DOCKAGE" as used herein means the charge made or assessed against a vessel for berthing or making fast to any dock, wharf, pier mooring device, or other facilities of the terminals and shall apply to any vessel making fast to another vessel so berthed. Vessels, other than barges, berthing at terminals and then proceeding to dry docks and returning to docks to load outward within seven (7) consecutive days, will be counted as on a continuous voyage and will be assessed as if the vessel had remained at the terminals.

EXCEPTION: Barges moored alongside of vessel at the piers for the sole purpose of transferring cargo to or from such vessels, also landing boats or tows, will be exempt from dockage charges.

EXTRA HANDLING Any time the Authority has to handle additional cargo of an account in order to either load or make available for loading specific cargo for that account, the applicable handling rate as indicated in this schedule or in any separate agreement, contract, or rate quotation will be assessed. Also whenever cargo has to be re-handled because of specific loading requirements, an additional charge will be assessed based on the greater of either the applicable handling rate or the labor and equipment required.

FUEL SURCHARGE
Fuel Surcharge (FSC) – An additional fee assessed to account for regional increases in fuel costs.

HANDLING The service of facilitating the movement of or physically moving, loading, unloading, receiving, or delivering cargo between a point of rest and the inland carrier, or between the point of rest and other locations on the terminal, or between any two locations on the terminal, other than the ship's tackle.

HIGH DOCK
Pier supported cargo working area adjacent to wharf.

HOT WORK
Any work producing flame, heat, or sparks. Examples include, but are not limited to, brazing, grinding, sawing, thawing of frozen pipes, roofing, torch cutting or soldering, and welding.

INLAND TERMINAL
Terminal located inland and connected by road or rail to a seaport operating as a centre for the transference of sea cargo to inland destinations.

LAY BERTH
A berth a vessel may be moored alongside provided said the vessel will or does not have operations pertaining to the Authority and is idle during its entire stay.

LINER VESSEL
A vessel sailing under an advertised schedule and operated by an ocean carrier maintaining regular sailings between named ports.

MARGINAL TRACKS
The railroad tracks on the apron wharves.

OCEAN CARRIER
The owner and/or operator of vessels calling at Authority terminals.

OUT-OF-GAUGE CARGO
Cargo that exceeds the normal dimensions of a standard container or flatrack by length, width and height and/or a combination thereof.

POINT OF REST
The area on the terminal facility assigned by the Authority for the receipt of inbound cargo from the vessel and from which inbound cargo may be delivered to the consignee, and the area which is assigned by the Authority for the receipt of outbound cargo from shippers for vessel loading. In support of import cargo, the use of dunnage, lashing or blocking and bracing requirements needed at the point of rest is the responsibility of and shall be performed by the stevedore. For export breakbulk, the Authority shall consider a mafi trailer as being a point of rest if available; all lashing to the mafi trailer shall be the responsibility of and shall be performed by the stevedore.

RAILCAR SWITCHING
A charge assessed by a rail carrier for the movement of railcars within the switching limits of the terminal.

SERVICE Any act, deed, duty or labor performed for another company or recipient.

SHIPS AGENT
A duly appointed and authorized representative acting on behalf of an Ocean Carrier and attending to all matters relating to the vessels owned by its principals.

SHIPSIDE CARGO
Cargo or containers that are either discharged directly from vessel to inland carrier or loaded directly to vessel from an inland carrier. In such cases, there will be no handling by the Authority.

STEVEDORE
Arranges loading and discharging of cargo to and from a vessel.

STEVEDORE USE CHARGE
The charge assessed for the stevedoring company's use of the Authority's terminal facilities for the purpose of loading cargo onto, or unloading cargo from, vessels calling the Authority's terminals. The charge is assessed to the Ocean Carrier or stevedoring company, as applicable, on a short ton basis, as provided for in Rules 34-280, 34-465, and 34-510.

SURCHARGE
An extra fee or charge that is added on to the cost of a good or service and is assessed as provided, in full, regardless of any other agreements.

TON
The net or short ton of two thousand (2,000) pounds, unless otherwise specified.

USER
Any entity or individual which ships cargo via Authority facilities, as well as all parties which facilitate said shipments. Additionally, any person or entity using, come onto, or berthing at Authority facilities or using Authority services, including intermediary functions shall be deemed as a User. Examples include, but are not limited to: exporters, importers, motor and rail carriers, water carriers, stevedoring companies, line handlers, longshore workers, surveyors, licensees, brokers, forwarders, independent contractors, ships' agents, maintenance/repair vendors, tenants, and invitees.

VESSEL
Any ship, tug, towboat, packet, barge, lighter or other watercraft, self-propelled or non-self-propelled.

WHARFAGE
A charge for use of the wharves, pier, or bulkheads by all cargo passing or conveyed over, onto, or under

wharves, or between vessels or barges when berthed at a wharf or moored in slip adjacent to the wharf. No charge will be made for wharfage on ship's supplies, other than on bunker fuel handled over or pumped over or under wharves. Wharfage is solely the charge for use of the wharf and does not include charges for any other service. Wharfage will be assessed against the vessel's local agent, the vessel and/or her owner, regardless of the terms of sale or any arrangements between the ocean carrier and the cargo account, unless agreed in advance by the Authority.

Note: Transshipped cargo will be assessed wharfage on both the inbound vessel, as well as the outbound vessel.

Rule 34-165

Effective Date: January 1, 1970 Issue Date: January 1, 1970

Subject: Abbreviations and Reference Marks

(A) Addition
(C) Change in wording, resulting in neither an increase nor a reduction in charges
(D) Deletion
(I) Increase
(R) Reduction
(NC) No Change
MBF 1,000 Board Feet
N/A Not Applicable
NOS Not Otherwise Specified
BBL Barrel (42 gallons)

Rule 34-170

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Metric Conversion Table

METRIC CONVERSION TABLE

The following table is published for your convenience and as a guide for measurement conversion when necessary.

To Find	Given	Multiply
Metric Tons	Short Tons	Short Tons by 0.907
Short Tons	Metric Tons	Metric Tons by 1.1023
Metric Tons	Long Tons	Long Tons by 1.016
Long Tons	Metric Tons	Metric Tons by 0.984
Kilos	Pounds	Pounds by 0.4536
Pounds	Kilos	Kilos by 2.2046
Cubic Meters	Measurement Tons (40 Cubic Feet)	Measurement Tons by 1.133
Measurement Tons (40 Cubic Feet)	CubicMeters	Cubic Meters by 0.833
Cubic Meters	MBF	MBF by 2.36
MBF	Cubic Meters	Cubic Meters by 0.4238

Metric Equivalents
1 Kilos- 2.2046 Pounds
1 Metric Ton- 1,000 Kilos
1 Pound- 0.4536 Kilos
1 Cubic Meter- 35.315 Cubic Feet
1 Cubic Foot- 0.0283 Cubic Meters
MBF- 83.33 Cubic Feet
1 Cubic Meter- 423.8 Board Feet

Rule 34-174

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: GENERAL CHARGES CATEGORY

GENERAL CHARGES

Rule 34-175

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Dockage Charges

Dockage charges will be computed based on the vessel classification and LOA (length overall) of the vessel(s) as published in LLOYD'S REGISTER OF SHIPPING per the following schedule. Charges are stated per linear foot, unless otherwise indicated, of the vessel(s) and are applicable, per each 24 hour period, or fraction thereof. The 24 hour period begins at the time the vessel or barge moors and ends when the vessel or barge unmoors. A minimum dockage charge of **$1,037.92**, per vessel or barge, per day, will be assessed. Dockage is assessed against the vessel or its local agent. Dockage shall be paid by the party so assessed before the vessel leaves the Authority's terminals unless the said party has established credit with the Authority. **See Notes**

CONTAINER VESSELS	**RATE**
0 ft to 650 ft	$13.52
651 ft and over	$15.60
RORO and VEHICLE VESSELS	
0 ft to 650 ft	$13.52
651 ft and over	$15.60
VESSELS/BARGES not otherwise shown	
0 ft to 525ft	$13.52
526 ft and over	$15.60

EARLY DOCKAGE

Vessels making regularly scheduled calls to the Authority's facilities may be granted early dockage, subject to the following conditions:

1. Berth availability and the approval of the Authority's Ship Operations Department;
2. Docking is performed the evening prior to the vessel beginning to work, and with labor scheduled not later than 0800 hours the following morning;
3. Dockage charge will commence at 0600 hours.

If early dockage is granted, any other negotiated dockage rates may not apply, particularly if the result is

no dockage assessment whatsoever.

IDLE DOCKAGE

Vessels making regularly scheduled calls to the Authority's facilities may be granted, upon request, idle dockage at one-half of the published schedule dockage rate, subject to the dockage minimum charge, and based on berth availability and at the discretion of the Authority's Ship Operations Department. Examples of when idle dockage may be granted are vessel repair and governmental seizure.

Notes:
U.S. Navy vessels, or foreign naval vessels, making infrequent visits of short duration for recreation, or open house (Liberty calls), will be provided a berth, at no charge, on a space-available basis with prior written approval from the Authority's Ship Operations Department. When a berth is made available at the Authority's Ocean Terminal, Gate 7 must be used for egress and ingress.

Vessels of other U.S. Government Agencies will be accommodated, at no charge, on a space-available basis.

The Authority will not assess dockage charges to the ocean carriers for the following holidays: New Year's Day, Independence Day, Labor Day, and Christmas Day.

Rule 34-176

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Drone Policy

To ensure the safety of the Georgia Ports Authority ("Authority'") employees, customers, and other terminal visitors, the Authority will permit only its authorized employees (who are also Federal Aviation Authority certified pilots) or its contractors (also Federal Aviation Authority certified pilots), working expressly for the Authority, to operate drones or other unmanned aircraft systems (UAS) authorized on or in the airspace above its terminals. The Port Police Director will determine which Authority employees or contractors are authorized to operate drones on the terminal. All other persons are ***strictly prohibited*** from operating a drone or UAS on or in the airspace above Authority terminals. The decision whether to approve or deny any request for drone or UAV operation shall be within the sole discretion of the Authority.

FEES – The Authority may waive the below fees if it has a data-sharing agreement with the customer.

SERVICE/PRODUCT FEE
Stock Footage / B-Roll Footage $0 (Free)
Drone Operator Plus Rental $884.00, per day
Video Editing Negotiated Rate

Rule 34-177

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Fresh Water

RATES

The Authority will provide fresh water to vessels. The charge shall be **$8.32**, per 2,000 pounds, with a minimum of **$354.64**.If a request for fresh water requires overtime, charges for a forklift operator, as provided in Rule 34-630 shall apply.

REQUESTS

The recognized working hours for providing fresh water to vessels are from 7:00 AM to 5:00 PM, Monday through Friday, excluding holidays. To order fresh water, send a freshwater request form via email to freshwater@gaports.com, when a vessel is inbound or docked. If it is after-hours or there is an emergency request, please email freshwater@gaports.com and contact our on-call personnel at 912-964-3811.

CONNECTION

We estimate that it may take up to 3 hours for the Authority to connect the water line. To facilitate the water connection, vessels must lower a vessel-supplied water line onto the dock so that it is accessible directly below the vessel's water inlet. The Authority will attach its water lines and an emergency shutoff valve to the vessel's water line.

DISCONNECTION

The agent or vessel must send a disconnect request via email to freshwater@gaports.com. The Authority will disconnect the water line after the vessel has received the appropriate amount of fresh water.

Rule 34-180

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Minimum Charges

Minimum charges for services performed by the Authority are as follows:

	SAVANNAH	BRUNSWICK
Minimum Crane Lift Charge, per lift	$710.32	$710.32
Minimum Forklift Handling Charge, per lift **(Note 1)**	$78.00	$78.00
Minimum Storage Charge, per unit (**Note 2**)	$78.00	$78.00
Minimum Toplift Charge, per lift	$635.44	$635.44
Minimum Water Charge	$354.64	$354.64
Minimum Charge, NOS	$98.80	$98.80

Note 1: Minimum Forklift Charge: Excludes Paper or Paper Articles (MTOS Rule 34-350), Woodpulp (MTOS Rule 34-360), Metal Articles (MTOS Rule 34-335), and Rubber (MTOS Rule 34-351).

Note 2: Minimum Storage Charge: Excludes Paper or Paper Articles (MTOS Rule 34-415), Woodpulp (MTOS Rule 34-425), Metal Articles (MTOS Rule 34-400), and Rubber (MTOS Rule 34-416). The Authority reserves the right to determine what constitutes a unit.

Note 3: Import Cargo: A delivery order is required for each ocean bill of lading unless the Authority agrees to multiple bills of lading on a single delivery order.

Note 4: Export Cargo: A separate delivery ticket, truck, or rail, is required for each booking.

Rule 34-185

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Passengers Embarking or Debarking

Cruise vessels call at the Authority Terminals will be assessed a charge of **$88.40** per passenger, as listed upon the vessel manifest, with **a minimum charge of $10,400.00**, per call. This charge will be assessed to the vessel or its agent. Cruise vessels berthing at the Authority's Ocean Terminal will be required to use Gate 7 for egress and ingress.

Other vessels, such as breakbulk, dry bulk, container, RORO, and tanker, with passengers, shall be assessed the same charge, with no minimum.

Rule 34-189

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Terminal Security Surcharge

The Authority will assess a terminal security surcharge to offset the cost of federally mandated facility security measures. Such security expenses may be incurred as a result of compliance with the MTSA and/or other applicable federal or state regulations. The surcharge will be assessed as provided below, in full, regardless of any other agreements.

Fully Cellular Container Vessels
$9.98, per container, laden or empty, to or from the vessel (Notes 1, 2, 4, 6, and 7)

Noncellular and all other vessels, including barges
$5.09, per linear foot, overall per call (Notes 3, 4, and 5)

Note 1: Restows are exempt from this surcharge.

Note 2: This surcharge is assessed to the line owning/leasing/transporting the container, or its agent.

Note 3: This surcharge is assessed to the vessel or its agent.

Note 4: Vessels that are in lay berth status will be assessed one-half of the LOA rate.

Note 5: Naval vessels on liberty calls will not be assessed this surcharge.

Note 6: Fully cellular vessels calling at the Authority's Ocean Terminal to discharge and/or load breakbulk cargo shall be assessed one-half of the LOA rate listed above while berthed at Ocean Terminal, provided said vessel also discharges and/or loads containers at the Authority's Garden City Terminal.

Note 7: Transshipped containers will only be assessed this surcharge on the inbound move.

Rule 34-190

Effective Date: September 30, 2024 Issue Date: August 1, 2024

Subject: U.S. Military Deployments or Exercises

Rates are assessed per Measurement Ton. One (1) Measurement Ton = 40 cubic feet. (Note 1)

The Authority will assess the following rates, as applicable, whenever any branch of the U.S. military conducts deployments and/or exercises at Authority terminals.

Inclusive of the U.S. Military rates are as follows:

1) Providing a designated cargo assembly area for the stowage of cargo;

2) Terminal storage for twenty-one (21) consecutive calendar days and

3) Wharfage, see MTOS 5-A, Rule 34-266

Note 1: U.S. military shall be responsible for payment of costs arising from:

1) Shifting vessels to free berths for the military's use;

2) Discharging commercial cargo to free vessels for the military's use; and

3) The performance of other terminal services or use of facilities including, but not limited to, the clearing of a designated cargo assembly area.

Rule 34-191

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: TWIC Escort Service Charges and Special Port Police Service Charges

Georgia Vehicle Escorting, LLC (GVE), is the sole vendor authorized to provide TWIC escort services on the Authority's terminals. However, the Authority's Port Police may, at their sole and absolute discretion, also provide TWIC escort or special services. The applicable rates are as follows:

GVE TWIC ESCORT CHARGES Please contact GVE at info@GeorgiaVE.com or 912-665-0557 to obtain rates.
SPECIAL PORT POLICE SERVICE CHARGES **TWIC Escort Services** Port Police **$156.00**, per police officer, for the first two (2) hours and **$140.40**, per police officer, for each additional hour **Site Visit Facilitation** When an attorney, insurance representative, or other individual visits an Authority terminal to gather details related to an accident or recreate an accident scene, and the Authority is not a party to the accident, the requestor will be charged **$286.00**, per police officer, per hour. This rate includes the Police TWIC Escort Service Rate. Click here to request site visit facilitation. **Hazardous Container Escort Services** See MTO Schedule Rule 34-521.

Rule 34-192

Effective Date: July 1, 2022 Issue Date: May 2, 2022

Subject: Fuel Surcharge (FSC) For Throughput Containers and Breakbulk Cargo

To the extent diesel fuel costs exceed $3.00, per gallon (the "Base Cost"), GPA will assess an FSC, on a per container or wharfage basis. The FSC will be invoiced on a weekly, or per invoice, basis to the ocean carrier. The FSC will be calculated monthly using the U.S. Energy Information Administration (EIA) – U.S. On-Highway Diesel Fuel Prices – Lower Atlantic (PADD 1C) Index (the "Index") and effective thirty (30) days after publication. For example, the FSC for July 2022, would be based on the Index released the week of May 30, 2022. The FSC will remain in effect until diesel price falls below the Base Cost and will be assessed as provided, in full, regardless of any other agreements.

Rule 34-193

Effective Date: July 1, 2022 Issue Date: May 2, 2022

Subject: Fuel Surcharge (FSC) For GPA Facilitated Rail Moves

To the extent diesel fuel costs exceed the Class 1 Railroads (CSX Corporation and Norfolk Southern Company) Base Cost, GPA will pass through an FSC, on a per container basis. The FSC will be invoiced on a weekly, or per invoice, basis to the ocean carrier or if applicable, the beneficial cargo owner. The FSC will be calculated monthly using the U.S. Energy Information Administration (EIA) – U.S. On-Highway Diesel Fuel Prices – U.S. Index (the "Index") and effective thirty (30) days after publication. For example, the FSC for July 2022, would be based on the Index released the week of May 30, 2022. The FSC will remain in effect until diesel price falls below Base Cost and will be assessed as provided, in full, regardless of any other agreements.

Rule 34-195

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Wharfage Charges

WHARFAGE CHARGES

BREAKBULK AND RORO CARGO WHARFAGE CHARGES

UNIT OF MEASURE: Rate per 2,000 pounds, unless otherwise indicated

Each vessel, its owners, or agent shall be assessed the following charges per net ton of breakbulk or RORO cargo (unless otherwise indicated) loaded to or discharged from vessels or barges calling at any of the Authority's deep-water terminals in the Ports of Brunswick or Savannah.

Cargo, (except as otherwise provided in this rule)	**Brunswick**	**Savannah**
individual pieces weighing 150,000 lbs. or less, each, per short ton	$6.14	$6.14
individual pieces weighing over 150,000 lbs. each, per short ton	$9.31	$9.31
Lumber	$5.15	$5.15

(Note) per short ton		
Automobiles		
new manufacturers' lots, per unit	$7.12	$7.12
privately owned (POV's), per unit	$11.88	$11.88

Note– Not applicable to plywood, hardboard, fiberboard, or like commodities. The wharfage rate listed under **Cargo** will apply.

BULK CARGO WHARFAGE CHARGES

Each vessel, its owner, and/or agent shall be assessed the following charges, per net ton, (unless otherwise indicated) of bulk cargo loaded to or discharged from vessels calling at the Authority's terminal.

	SAVANNAH	**BRUNSWICK**
Dry Commodities, NOS	$2.83	$2.83
Liquid Commodities, NOS (includes petro-chemicals)	$2.95	$2.95
Biofuels	$0.23 / BBL	$0.23/ BBL
Fertilizer, Liquid	$1.82	$1.82

Oils (other than petroleum, or pulp mill liquids)	$1.56	$1.56
Petroleum and Petroleum Products (Crude or Refined Oil, Fuel, Gas, Additives for lubricating, and Fuel oils)	$0.23 / BBL	$0.23 / BBL
Stumps	N/A	$4.06

CONTAINERIZED CARGO WHARFAGE CHARGES

Each vessel, its owner or agent, shall be assessed the following charges, per net ton, of containerized cargo loaded to or discharged from vessels calling at any of the Authority's deep-water terminals: **$6.19**

Wharfage is not assessed on empty containers.

MILITARY CARGO WHARFAGE CHARGES

Rates are assessed per Measurement Ton. One (1) Measurement Ton = 40 cubic feet.

Tracked or wheeled vehicles/equipment, NOS	$6.24
Helicopters	$6.24
Containers	$6.24

Rule 34-199

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: BREAKBULK /RORO CARGO RULES CATEGORY

BREAKBULK / RORO RULES

Rule 34-200

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Cargo Liable to Damage Other Cargo

If in the opinion of the Authority, any cargo is likely to damage other cargo, it may be moved to another shed, warehouse, or private facility at the risk and expense of the owner, without giving prior notice to the owner.

Rule 34-204

Effective Date: May 1, 2024 Issue Date: April 1, 2024

Subject: Common use area - Colonel's Island Terminal

Prospective port users seeking to utilize the storage facilities within Colonel's Island Terminal's Common Use Area (CUA) are required to complete a sequence of steps. Prospective port users must execute a CUA Agreement, submit a Reservation Request, and obtain the Authority's written approval before cargo can be stored within the CUA. It is noteworthy that the CUA Agreement serves as the definitive source of guidelines pertaining to CUA usage protocols and other pertinent matters. These essential documents, namely the CUA Agreement and the Reservation Request Form, are conveniently accessible on the official website of the Authority. For your convenience in securing CUA space, the process can be initiated through a simple click here.

When cargo is stored in the Common Use Area of the Colonel's Island Terminal, free time will be in accordance with Rule 34-210 of this schedule. If cargo remains in the CUA after the free time expires, the Authority will assess a rate of **$6,000** per week, per acre rate for continued CUA usage. Furthermore, it is imperative to acknowledge that the Authority will also levy relevant storage charges in accordance with the guidelines delineated in MTOS 5-A, specifically as outlined within Rules 34-365 through 34-425. Any supplementary charges applicable as per the terms enshrined in the CUA Agreement will also be enforced by the Authority.

Rule 34-205

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Control of Loading Unloading and Handling of All Cargo

The Authority reserves the right to control the loading, unloading, and handling (hereinafter, in this Rule, collectively referred to as “handling”) of all cargo on premises and facilities under its control. No others will be allowed to perform such handling without special permission from the Authority. If such permission is granted, the charges to be assessed are those published in this MTO Schedule, unless excepted by the Authority. When another party is permitted to handle cargo, the Authority shall be paid by such party for use of its facilities and any equipment, labor, or materials provided at the rate(s) to be named, depending upon the commodity handled and conditions pertaining hereto.

Rule 34-206

Effective Date: October 1, 2022 Issue Date: August 1, 2022

Subject: Earliest Receiving Date for Breakbulk Cargo

Non-containerized cargo delivered to the Authority's Ocean Terminal or Mayor's Point Terminal more than thirty (30) days from the current vessel's estimated time of arrival will generally not be accepted.

Rule 34-210

Effective Date: May 1, 2024 Issue Date: April 1, 2024

Subject: Free Time (Breakbulk) - Savannah, Brunswick, Bainbridge

The Authority provides storage on its facilities only for the prompt assembly and distribution of waterborne cargoes. The following free time, which includes Saturdays, Sundays, and holidays is allowed on breakbulk and RORO cargo imported or exported via the Authority's facilities.

COMMODITY	FREE TIME (Note 1)
Cargo, Not Otherwise Specified	15 Consecutive Calendar Days (Inside or outside)
Static Machinery which is placed in an inside storage location	7 Consecutive Calendar Days
Out-of-Gauge Cargo at **Garden City Terminal and Ocean Terminal**	5 Consecutive Calendar Days
Linerboard, Paperboard, Pulpboard, Carton Stock, Newsprint, Printing or Wrapping Paper, Woodpulp	15 Consecutive Calendar Days
Waste Paper	5 Consecutive Calendar Days
Common Use Area (CUA) at **Colonel's Island Terminal**	0 Consecutive Calendar Days

Free time on export cargo will begin the first 7:00 AM after receipt.

Free time on import cargo will begin the first 7:00 AM after the departure date of the vessel. (**Note 3)**

If the wharves, sheds, or warehouses become congested during terminal free time, the Authority has the option to transfer cargo to other storage areas to relieve such congestion. Any remaining free time on such cargo will continue to apply, no matter where such cargo is placed, as long as it remains on the Authority's premises. See Rule 34-260 for charges regarding a transfer.

The Authority may revise the terminal free time allowed on any cargo if terminal operations or movement of cargoes are interrupted by a Force Majeure event, See Rule 34-085, or any unusual occurrence which, in the judgment of the Authority, warrants the revision of free time.

Note 1: The Authority will provide terminal storage space on the wharf of Ocean Terminal, provided such space is available and use of such space is coordinated, and approved, in advance, by an Ocean

Terminal Operations Manager. Wharf free time at Ocean Terminal is five (5) consecutive calendar days.

Note 2: If vessel departure is delayed due to repairs or governmental order, then free time will begin the first 7:00 AM after cargo discharge is completed.

Rule 34-215

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Handling Charges Not Applicable

Handling rates stated elsewhere in this schedule shall not apply to the following:

1. **Stone, marble, and slate slabs, less than four (4) inches thick, loose, not crated or boxed**

The owner must either handle this cargo at his/her expense between truck and shipside or execute a handling contract with the Authority.

2. Foodstuff which requires placement in an insecticide-treated storage facility

This cargo will be handled at rates and charges to be determined upon request.

Rule 34-220

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Load/Unload Units Equipped with Cargo Protection Devices or Railcars with Small Door Openings

When inland carriers, serving the Authority, furnish units used to transport cargo and such units are equipped with cargo-protection devices or are railcars with door openings less than eight (8) feet wide, the Authority will bill the additional operational expense created by these units/railcars to the party for whose account the cargo is handled.

Rule 34-225

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Maximum Load/Height of Cargo in Sheds or on Wharves

The Authority reserves the right to specify the following:

1. The maximum load placed on transit shed floors, warehouse floors, and the wharf deck slabs,

2. How single heavy pieces shall be moved across said floors or wharves, and

3. The maximum height to which any commodity may be stacked or piled.

If the Authority determines an engineering analysis is necessary, to ascertain whether a wharf deck slab can support the weight of cargo, handling or transport equipment, either individually or combined, the Authority will assess the cost of such analysis to either the ocean carrier, stevedore or cargo account.

Rule 34-230

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Placing Loading and Unloading Rail Cars

The Authority will load or unload all railcars per the rates in this MTO Schedule except those which were improperly loaded or whose cargo has shifted, making them unsafe to unload. In such cases, the Authority will contact the rail carrier to make special unloading arrangements.

Rail carriers must ensure railcars are devoid of dunnage, fastenings, paper, refuse or other trash before they are placed on the terminal unless the Authority approves special arrangements. If a railcar is not clean before placement, the rail carrier will be contacted to correct the problem and the offending rail carrier will be assessed any expenses, including import load storage and/or export load storage, the Authority incurs.

If a railcar is placed with the doors on the wrong side, hampering loading or unloading, the Authority will contact the placing rail carrier to turn the railcar and assess charges for turning it to the shipper.

Rule 34-235

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Quotation of Special Charges Rules or Regulations

The Authority may quote special charges, rules or regulations to government agencies or charitable organizations. It may also quote special charges on plant or project cargo moving from one shipper to one consignee and on which advance arrangements have been made with the Authority. In addition, the Authority may negotiate handling/storage charges on volume breakbulk shipments, provided such shipments are imported or exported via Authority facilities, or for the stuffing (loading) or stripping (unloading) of containerized cargo (see Rule 34-492 of this schedule).

The Authority may negotiate handling/storage charges on volume breakbulk shipments, provided such shipments are imported or exported via Authority facilities.

When such charges, rules, or regulations are quoted or negotiated, they shall be filed, if required, with the Federal Maritime Commission on or before the effective date of said charges, rules, or regulations.

Such charges shall apply only to the requesting party, and in the case of custom brokers and/or freight forwarders, the cargo account they represent. They will apply to no other party unless agreed to by the Authority.

Rule 34-236

Effective Date: May 1, 2024 Issue Date: April 1, 2024

Subject: Receipt of Yachts at Garden City Terminal

Lifting import yachts and boats from the water must be coordinated with the Authority's Container Operations management team before the yacht/boat's arrival. The Authority will not permit the lifting of boats and yachts from water if they are arriving for export.

Yacht Dimensions

Beams up to 15 feet overall width of yacht to include attachments, accessories and/or cradle are routinely handled by the Authority.

The receipt of yachts with beams that exceed 15 feet require the pre-approval and coordination of the Authority and the applicable stevedoring company.

The Authority does not have a yacht length restriction. However, additional arrangements are required for yachts exceeding fifty-eight (58) feet in length and are identified as follows:

(1) *Export yachts* exceeding fifty-eight (58) feet in length may require the motor carrier to maintain the yacht and its trailer. Ultimately, delivering the yacht alongside the ocean-going vessel for loading. This requires validation of the fit of the intended yacht to the intended cradle.

(2) *Import yachts* exceeding fifty-eight (58) feet in length requires the stevedore to separate the yacht from the cradle and deliver them to the trailer or water. The yacht must be appropriately released, via shipside cargo release (SSCR) certificate, by concerned parties prior to exiting the Authority's terminals via truck or via water.

(3) Contact the stevedoring company to obtain additional information regarding yachts that exceed fifty-eight (58) feet in length.

Authority Crane Capacity

Container berths 2 through 9, the maximum yacht weight is 87.36 short tons (78 metric tons), allocating 7.84 short tons (7 metric tons) for lifting gear. Crane capacity is 95.2 short tons (86 metric tons) for container berths 2 through 9. **(Note 1)**

Container berth 1, maximum yacht weight is 70.56 short tons (63 metric tons), allocating 7.84 short tons (7 metric tons) for lifting gear. Crane capacity is 78.4 short tons (71 metric tons) for container berth 1.

(Note 1)

Yacht Placement

Yachts in cradles and any other cargo *will not* be grounded, and/or stored on the Authority's dock, and/or the back-reach of the crane.

Import Yachts directly discharged from ocean-going vessel to water is recommended.

Yachts directly discharged to trucks are treated as out of gauge cargo and must be landed directly on an outbound trailer for immediate movement off the Authority terminal.

Yachts up to fifty-eight (58) feet received for export will be placed on a mafi trailer upon receipt and parked until vessel loading.

Mafi Trailers

Arrangements for use of mafi trailers must be made with the applicable stevedoring company.

Note 1: The Authority cannot guarantee an open berth adjacent to vessel loading or discharging a yacht to/from the water.

Note 2: The Authority *will not* lash a yacht to a cradle for ocean transport. Lashing must be arranged with the stevedoring company.

Note 3: The Authority's operational preference for handling import yachts to or from the water is to complete the lift at a high or slack tide, and during daylight hours only.

Rule 34-237

Effective Date: May 1, 2024 Issue Date: April 1, 2024

Subject: Receipt of Yachts at Ocean Terminal

Lifting import yachts and boats to the water must be coordinated with the Authority's Container Operations management team. The Authority will not permit the lifting of boats and yachts from water if they are arriving for export.

Yacht Dimensions

Beams up to 18 feet overall width of yacht to include attachments, accessories and/or cradle are routinely handled by the Authority. The receipt of yachts with beams that exceed 18 feet require the pre-approval and coordination of the Authority and the applicable stevedoring company.

The Authority does not have a yacht length restriction. However, additional arrangements are required for yachts exceeding fifty-eight (58) feet in length and are identified as follows:

(1) Export yacht exceeding fifty-eight (58) feet in length may require the motor carrier to maintain the yacht and its trailer. Ultimately, delivering the yacht alongside the ocean-going vessel for loading. This requires validation of the fit of the intended yacht to the intended cradle.

(2) Import yacht exceeding fifty-eight (58) feet in length requires the stevedore to separate the yacht from the cradle and deliver them to the trailer or water. The yacht must be appropriately released, via shipside cargo release (SSCR) certificate, by concerned parties prior to exiting the Authority's terminals via truck or via water.

(3) Contact the stevedoring company to obtain additional information regarding yachts that exceed fifty-eight (58) feet in length.

Authority Crane Capacity

Berths 12,13, 18 and the Slip, the maximum yacht weight is 92.16 short tons (83.60 metric tons), allocating 7.84 short tons (7 metric tons) for lifting gear.

Crane capacity is 100 short tons (90.71 metric tons) for said berths. (Note 1)

Yacht Placement

Yachts in cradles and any other cargo will not be grounded, and/or stored on the Authority's dock,

and/or the back-reach of the crane.

Import Yachts directly discharged from ocean-going vessel to water is recommended.

Yachts directly discharged to trucks are treated as out of gauge cargo and must be landed directly on an outbound trailer for immediate movement off the Authority terminal.

Yachts up to fifty-eight (58) feet received for export will be placed on a mafi trailer upon receipt and parked until vessel loading.

Mafi Trailers

Arrangements for use of mafi trailers must be made with the applicable stevedoring company.

Note 1: The Authority cannot guarantee an open berth adjacent to vessel loading or discharging a yacht to/from the water.

Note 2: The Authority will not lash a yacht to a cradle for ocean transport. Lashing must be arranged with the stevedoring company.

Note 3: The Authority's operational preference for handling import yachts to the water is to complete the lift at a high or slack tide, and during daylight hours only.

Rule 34-240

Effective Date: August 14, 2023 Issue Date: August 14, 2023

Subject: Receipt of Export Breakbulk and RoRo Cargo

The terminal requires the following information for acceptance of export breakbulk cargo. This information shall be supplied either prior to or upon delivery of the cargo, and must be supplied in the form of an Export Dock Receipt.

Bill To Party (must have credit with the Authority) and Reference Number **(Notes 1 and 2)**

Booking Number
Commodity Description
Exporter/Shipper
Freight Forwarder and Reference Number
Hazardous Certificate, When Required (including MSDS)
Identifying Marks
Line/Vessel/Voyage Number
Measurement/Dimensions
Miscellaneous Services Required
Number of Pieces
Port of Discharge
Storage, Inside or Outside
Supplier (if different than exporter, shipper)
Weight of Commodity (gross)
This information must be sent to the following:

For Vessels Calling Garden City Terminal –
Email: controlcenter@gaports.com

For Vessels Calling Ocean Terminal –
Email: OTAdmin@gaports.com

For Vessels Calling Mayor's Point Terminal –
(912) 262-3040 (FAX)/ (912) 264-7295 / Email: MayorsPointOperations@gaports.com

For Vessels Calling East River or Lanier Docks Terminals –
(912) 267-6352 (FAX)

The terminal shall sign the export dock receipt, but no other shipping documents, in acknowledgement

of receipt of said cargo. Any discrepancies will be so noted on the receipt.

Note 1: As noted the bill-to party must have credit with the Authority. If credit has not been established or other payment arrangement not previously made, cargo will not be accepted.

Note 2: The bill-to party will be responsible for both terminal handling and storage. These charges will not be split between two bill-to parties, except in cases of transfer of ownership (See Rule 34-265).

Rule 34-245

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Requirement of Delivery Order/Shipping Instructions

The terminal requires the following information for domestic carrier pick-up of import breakbulk cargo. This information shall be supplied either prior to or upon pick-up of the cargo and must be in the form of a delivery order/shipping instructions. The delivery order must be created in the Authority's online system.

Bill To Party (must have credit with the Authority) (**Note**)
Cargo Destination
Commodity Description
Customs Broker
GPA Tally or Warehouse Receipt Number
Hazardous Certificate, When Required (including MSDS)
Line/Vessel/Voyage Number
Ocean Bill of Lading Number
Port of Loading

Note: The "bill-to" party will be responsible for both handling and storage. Under no circumstances will these charges be split between two parties, unless previously agreed to by the Authority.

Rule 34-248

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Re-Consigned or Re-shipped Cargo

When cargo is re-consigned (see Rule 34-270), the Authority will invoice as follows:

Service Type	Terminal	Details
Handling in	first terminal	based upon either MTO Schedule, contractual, or quoted rates
Handling in	second terminal	based upon either MTO Schedule, contractual, or quoted rates
Storage (if any–after free time has expired)	applicable terminal	based upon either MTO Schedule, contractual, or quoted rates

When cargo is re-shipped (see Rule 34-270), the Authority will invoice two handlings and storage, based upon MTO Schedule, contractual, or quoted rates. No free time is granted on re-shipped cargo.

Rule 34-250

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Segregation of Cargo

When requested, the Authority will segregate cargo. The segregation rate will be based upon either the MTO Schedule, contractual, or quoted handling rate applicable to the specific cargo This rate will apply to all cargo handled to accomplish the desired segregation.

Rule 34-255

Effective Date: October 1, 2020 Issue Date: July 31, 2020

Subject: Storage Charge Calculations

The storage charges on breakbulk and roro cargo stated in this schedule are for each calendar month or a fractional part thereof, unless otherwise indicated. Storage on export cargo will cease to accrue when cargo is either stuffed in, or onto a container, flatrack or platform, and loaded aboard a vessel.

Storage will be assessed on a calendar month basis using the rates in Rule 34-365 thru 34-425.

On imported breakbulk and roro cargo, the storage calculation and terminal free time is based upon the first 7:00 AM after the departure date of the vessel, and the actual date such cargo departs the terminal. On cargo which is unloaded from containers by the Authority, the storage calculation and terminal free time is based upon the first 7:00 AM after the container is unloaded. After terminal free time expires, if the first billable storage period is 15 consecutive calendar days or less, the Authority will assess one-half of the first month's storage rate. If the first billable storage period is more than 15 consecutive calendar days, the full storage rate will apply.

On exported breakbulk and roro cargo, the storage calculation and terminal free time is based upon the first 7:00 AM after cargo receipt. On cargo which is loaded into containers by the Authority, the storage calculation and terminal free time is based upon the first 7:00 AM after the cargo is received and the date the container is loaded. After free time expires, if the first billable storage period is 15 consecutive calendar days or less, the Authority will assess one-half of the first month's storage rate. If the first billable storage period is more than 15 consecutive calendar days the full storage rate will apply.

(Note 1): The Authority shall not be used for long-term storage, which is defined as more than twelve (12) calendar months, including all allowable free time. Thus when any cargo is in storage for more than twelve (12) calendar months, the Authority reserves the right, at its sole discretion, to (1) Require the cargo to be removed from the Authority's facilities within thirty (30) days after receipt of written notice from the Authority. If said cargo is not removed as required after thirty (30) days of written receipt from the Authority, the Authority reserves the right, at its sole discretion, to remove said cargo from its facilities at the expense and risk of the cargo owner, or; (2) Assess substantially higher rates than those provided herein until said cargo is removed from the Authority's terminals. Prior to the assessment of these higher rates, the Authority will notify the cargo owner or its designated agent of the new rate levels.

(Note 2): Re-shipped cargo will be billed based on the effective rates in this Schedule when the said cargo is re-shipped.

(Note 3): The Authority reserves the right, at its sole discretion, to place cargo at an outside point of rest, if inside storage space is not available.

Rule 34-260

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Transfer of Cargo After Free Time

If, after free time expires, the Authority physically transfers either export cargo from storage to a point of rest, or import cargo from a point of rest to another on-terminal storage area, a transfer charge, consisting of one handling, and when applicable, one drayage, will be assessed to the owner of the cargo or its designated agent. If another on-terminal storage area is not available, the Authority, may at its option, transfer said cargo to private off-terminal commercial facilities. Also on cargo transferred within free time, but which remains in storage after free time has expired, the Authority may, at its option, assess one handling, and when applicable, one drayage charge, as if the transfer occurred after the expiration of free time.

If more than one bill of lading or warehouse receipt is transferred at the same time and as part of the same transfer process, minimum charges, if applicable, will be based on all the cargo transferred at that time.

Rule 34-265

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Transfer of Cargo Ownership

When ownership of cargo in storage is transferred from one party to another party, a new storage period will not begin until the storage period in effect expires. All accrued charges up to the time of filing of such transfer or to the end of said storage period will be for the account of the party in whose name the cargo was stored prior to the filing of the transfer order.

The Authority will assess charges stated in Rule 34-290 for such transfers, as well as the applicable handling charge, if cargo has to be handled to effect the transfer of ownership, both parties are required to inform the Authority in writing.

Rule 34-269

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: BREAKBULK/ RORO DEFINITIONS CATEGORY

BREAKBULK DEFINITIONS

Rule 34-270

Effective Date: October 1, 2020 Issue Date: October 1, 2020

Subject: Breakbulk/RoRo Definitions

CHECKING
The service of counting and checking cargo against appropriate documents for the account of cargo or the vessel.

EXTRA HANDLING
When the Authority must handle additional cargo of an account holder in order to load or make available for loading specific cargo, the applicable handling rate in Rules 34-300 through 34-360 or in any separate agreement, contract, or rate quotation will be assessed. Additionally, if cargo is re-handled due to specific loading requirements, an additional handling charge will be assessed based on the greater of either the contractual handling rate or the required Authority labor and equipment.

FREE TIME ON CARGO
The specified period during which cargo may occupy space assigned to it on terminal property free of storage charges immediately prior to the loading of the vessel or subsequent to the discharge of the vessel. See Rule 34-210.

Export cargo received into storage facilities of the Authority will not be granted free time if the cargo is not exported via the Authority's terminals.

Import cargo transiting terminals other than the Authority's, and received in bond at the Authority's terminals for the purpose of storage will not be granted any free time.

HANDLING The service of facilitating the movement of or physically moving, loading, unloading, receiving, or delivering cargo between a point of rest and the inland carrier, or between the point of rest and other locations on the terminal, or between any two locations on the terminal, other than the ship's tackle. Handling is billed to the cargo account or its broker/freight forwarder. Handling, as defined herein, does not include the segregation or separation of cargo.

HEAVY LIFT
The service of providing heavy lift cranes and equipment for lifting cargo.

RE-CONSIGNED CARGO
Cargo received for export at one Authority terminal, which is shipped out of that terminal to another Authority terminal for export.

RE-SHIPPED CARGO
Cargo received for export at an Authority terminal, which is handled out of that same terminal and either shipped to a domestic destination or to a terminal not operated by the Authority for exportation.

SHIPSIDE CARGO FACILITATION FEE
A charge assessed to recover administrative expenses incurred by the Authority to facilitate the direct discharge or loading of cargo from/to vessels. This charge is assessed to the ocean carrier. See Rule 34-290 for charges.

TERMINAL STORAGE
The service of providing warehouse or other terminal facilities for the storing of inbound or outbound cargo after the expiration of free time, including wharf storage, shipside storage, closed or covered storage, open or ground storage, after storage arrangements have been made. Storage is billed to the same party to which the handling charges are billed.

TRANSSHIPPED BREAKBULK / RORO CARGO
Breakbulk or RoRo cargo originating at one foreign port and destined to another foreign port, which discharges from an inbound vessel at an Authority breakbulk or roro terminal. The cargo subsequently loads to an outbound vessel within thirty (30) consecutive calendar days of the original Authority receiving date.

TRANSIT SHED
A transloading facility located on the berth, used primarily for transferring breakbulk cargo between vessels and shoreside. Cargo may, at times, be temporarily stored in such facility for periods not exceeding the free time stated in Rule 34-210.

UNITIZED CARGO Cargo which has been banded together to form a single shipping unit capable of being handled with mechanical equipment.

Rule 34-271

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: BREAKBULK / RORO CARGO GENERAL AND MISCELLANEOUS CHARGES CATEGORY

BREAKBULK /RORO CARGO GENERAL AND MISCELLANEOUS CHARGES

Rule 34-275

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Measurement of Cargo

The terminal will measure cargo, if necessary, to determine the applicable handling rate. Otherwise, cargo will be measured only upon request, and in such circumstances, the charge for service will be the applicable labor rates. If it is necessary to use any cargo-handling equipment to perform this service, the applicable equipment charges will also be assessed. The minimum charge for this service shall be **$87.00**.

Rule 34-280

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Stevedore Use Charge on Breakbulk and RoRo Cargo

UNIT OF MEASURE: Rate per 2,000 pounds, unless otherwise indicated

Each stevedore loading and/or unloading vessels or barges at the deep-water terminals of the Authority in the Ports of Brunswick or Savannah shall be assessed the following charges per net ton of breakbulk or RoRo cargo.

Location	From/To Point of Rest	Direct Shipside
Brunswick	0.75	0.75
Savannah	0.75	0.75

Rule 34-290

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Miscellaneous Services

The following services will be performed by the terminal operator at the rates shown:

(**See Notes 1 and 2**)

CATEGORY	SERVICE	SAVANNAH	BRUNSWICK
Containers	Lining floor of containers, per container	$16.64	$16.64
	Lining walls of containers, per container	$27.04	$27.04
Documents	Preparing of documents (orders/ receipt)		
	To transfer ownership, per transfer	$52.00	$52.00
	To create delivery order, per order	$150.80	$150.80
Drayage	Drayage of breakbulk cargo on the terminal, per net ton	$9.36	$9.36
Fuel	Provide fuel (up to 5 gallons) for equipment or vehicle, per unit	$82.16	$82.16
Garbage	Removing rubbish and garbage per load	$528.32	$528.32
Jersey Barriers	Jersey Barriers; placing and removing – per hour	$222.56	$222.56

Jump Start	Jumpstart equipment or vehicle, per unit	$108.16	$108.16
Labels	Attaching labels/tags furnished and prepared by shipper or consignee, per label/tag	$4.16	$4.16
	Attaching labels/tags furnished and prepared by the terminal operator, per label/tag	$5.20	$5.20
	Removing labels	$5.20	$5.20
Marking Cargo	Freehand marking of cargo, per application	$6.24	$6.24
	Deleting marks, per mark	$5.20	$5.20
Method Statements	Preparing a Method Statement **(Note 5)** If cargo is lifted with Authority crane	$322.40	$322.40
	If cargo is lifted with leased crane (s)	$1,201.20	$1,201.20
	If cargo is lifted with leased crane(s) and engineered drawings required	$2,402.40	$2,402.40
Palletizing	Palletizing of cargo, per pallet (40”x48”) (includes the cost of pallet)	$28.39	$28.39

Photos	Cargo Photograph Request Photo Request, per photo **(Note 1)** Minimum charge	$11.44 $109.20	$11.44 $109.20
Rail	Removing and replacing covers on covered gondola railcars, per railcar	$196.56	$196.56
	Securing Corestock, hardboard, plywood, veneer, or other similar cargo in boxcars, per boxcars	$236.08	$236.08
	Securing Lumber on railcars,(Center-Beam Flatcar), per car	$196.56	$196.56
	Unsecuring rolling stock cargo, and cleaning railcars, per railcar	$196.56	$196.56
Rolled Cargo	Core-plugging or unplugging of rolled cargo, per roll	$9.36	$9.36
	Core-slinging of rolled cargo, per sling	$8.32	$8.32
	Redressing rolled cargo, per roll	$53.04	$53.04
Sampling Cargo	Sampling Cargo	See Rule 34-025	See Rule
Shipside Cargo	Shipside Cargo Facilitation	$120.64	$120.64
Stencils	Furnishing and cutting stencils, per stencil	$27.04	$27.04

	Stenciling cargo, per application	$5.20	$5.20
Supersacks	Dumping of supersacks of non-hazardous cargo, per sack (includes handling to dump)	$58.24	$58.24
	Patching ripped or torn super sacks, per sack	$16.64	$16.64
Trailers	Trailer assembly / disassembly facilitation, per trailer, (**Note 4**)	$234.78	$234.78
Weighing	Weighing of trucks, per truck		
	To obtain gross, tare, net, and axle weights	$30.16	$30.16
Wires	Cutting wires on unitized baled cargo, per 2,000 pounds	$5.20	$5.20

Note 1: If it is necessary to handle cargo in order to perform any of the above services, an additional handling charge will be assessed to the portion of the cargo being handled. This additional handling is subject to the minimum charge in Rule 34-180. Also, the Authority reserves the right to refuse to provide the requested service or it may impose additional charges via a rate quote if the customer's request contains special instructions which would result in the deviation from standard operating procedures.

Note 2: Only one minimum charge for miscellaneous services will be applied when a combination of the miscellaneous services in this rule are performed in connection with one another on the same shipment.

Note 3: If the towable unit is a roll trailer provided by the ocean carrier, the rate will apply. If the Authority provides the roll trailer, there will be an additional charge for the use of the roll trailer, with a minimum of **$349.44** per day

Note 4: If the trailer assembly time exceeds one hour, GPA will assess an additional **$58.24** for each quarter-hour or fraction thereof over the first hour, during a straight time operation.

Note 5: The charges indicated for method statements are the minimum charges. The actual charge will either be the minimum charge or the amount invoiced by a third-party vendor including a thirty-five (**35%**)percent markup—whichever is higher.

Rule 34-299

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: BREAKBULK / RORO HANDLING CHARGES CATEGORY

BREAKBULK /RORO HANDLING CHARGES

Rule 34-300

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Articles, Not Otherwise Specified (NOS)

HANDLING CHARGES

Loose or Not Palletized	**Per 2,000 Pounds**
Examples include, but not limited to: Bags, Bales, Barrels, Boxes, Bundles, Cases, Casks, Crates, Drums, or Rolls	
Each weighing less than 55 lbs	$62.40
Each weighing 55 lbs, but less than 110 lbs.	$42.64
Each weighing 110 lbs, but less than 200 lbs.	$28.08
Each weighing 200 lbs. or more	$23.92
Palletized, In Super Sacks, or Otherwise Unitized / Crated for Forklift Handling	
Each weighing less than 1200 lbs.	$13.52
Each weighing 1200 lbs. or more	$16.64

Rule 34-305

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Boats yachts and/or hulls

HANDLING/RECEIVING CHARGES

(1) Receiving or delivering boats, yachts, or hulls with no physical handling by terminal personnel. Receiving or delivering boat trailers, with no physical handling by terminal personnel.

Per Unit	
Not exceeding 40 ft in length	$ 89.44
Exceeding 40 ft in length	$ 177.84

(2) Receiving from/ delivering to open trucks, with physical handling by terminal personnel. Rate based upon the length of the boat, yacht, or hull.

Per Unit/ ft	
Not Over 26	$ 260.00
Over 26 but not over 30	$ 386.88
Over 30 but not over 35	$ 531.44
Over 35 but not over 40	$ 674.96
Over 40 but not over 50	$ 939.12
Over 50 but not over 60	$ 1,358.24
Over 60 but not over 70	$ 3,279.12
For units over 70	Call for rates

(3) Receiving boats and yachts and delivering to water. Rate based on the length of the boat, yacht, or hull.

Per Unit/ ft	
Not Over 26	$ 1,597.44
Over 26 but not over 30	$ 1,747.20
Over 30 but not over 35	$ 1,991.60
Over 35 but not over 40	$ 2,329.60
Over 40 but not over 50	$ 3,648.32
Over 50 but not over 60	$ 5,524.48
Over 60 but not over 70	$ 7,341.36
For units over 70	Call for rates

(4) Arches, cradles, flybridges, keels, or masts, not lifted with boat/yacht

Per Unit – $245.44

(5) Trailers, not lifted with boat/yacht

Per Unit – $170.56

(a) Handling rates include boat trailer and/or cradle when handled with same lift.

(b) The Authority will not permit the lifting of boats and yachts from water if they are arriving for export.

(c) The Authority will, upon request, provide a crane and/or other lifting equipment, and necessary labor for the purpose of readying boats/yachts for ocean transport. This service will be provided at the sole risk of the requesting party, who is responsible for compliance with all applicable safety laws, rules, and standards. When such equipment is provided by the Authority, a charge of **$1,462.24, per hour**, will be assessed. The Authority will not provide any services related to the assembly, installation, maintenance, or packaging of boats/yachts.

(d) The Authority will assess a disposal charge of **$1,041.04, per cradle**, whenever a boat/yacht is delivered to either inland carrier or to the water. To avoid this automatic assessment, the cradle must be removed from the terminal simultaneous with the delivery out of the boat/yacht. Failure to do so will cause the Authority to treat the cradle as dunnage, and it will be disposed of promptly. Assessment of the disposal charge will be to the ocean carrier if their stevedore frees the cradle or to bill-to-party on the delivery order if freed by the Authority.

(e) The dock receipt must indicate the boat length. If the dock receipt does not indicate the boat length, the shipper must ensure the correct boat length is added to the dock receipt. GPA will not handle the boat until the correct boat length is noted on the dock receipt.

(f) If a lift is made with an Authority crane, a minimum charge of **$710.32, per lift**, will be assessed.

Rule 34-310

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Clay and Sand

Handling Charges	**Per 2,000 Pounds**
Super Sacks or Palletized Bags	$12.48

Rule 34-315

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Granite, Marble, and Stone

Handling Charges	**Per 2,000 Pounds**
Blocks or Slabs	$10.40 (**Notes 1 thru 3**)

Note 1: If it is determined the block or slab cannot be safely lifted with terminal equipment, the rate will not apply.

Note 2: If the lift is made with an Authority crane, a minimum charge of **$710.32**, per lift, will be assessed.

Note 3: If the lift is made with an Authority toplift, a minimum charge of **$635.44**, per lift, will be assessed.

Rule 34-320

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Household Goods and Personal Effects

Handling Charges	**Per 2,000 Pounds**
In Packages	$38.48
Note: Please also see the minimum handling charges in Rule 34-180	

Rule 34-325

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Lumber and Related Articles

Handling Charges

Category	Description	Per 2,000 Pounds
A	Corestock, Dimension Stock, Doorskins, Hardboard, Fiberboard, Oriented-Strand Board, Particleboard, Plywood, Veneer, Wallboard, Wood Molding, and Wooden Billets, Dowels or Staves	$12.48 **(Note 1)**
B	Lumber or Timber (Hardwoods or Softwoods) (Note 2)	**Per 2,000 Pounds**
	Not otherwise shown	$15.60
	In strapped bundles	$11.44
C	Logs, Pilings, or Poles	
	In strapped bundles	$15.60 **(Note 2)**
	Loose	$18.72 **(Note 2)**

Note 1: Rate does not apply when loading railroad flatcars. Van trailers will be loaded only if adequate door and/or wall clearances exist.

Note 2: Rate not applicable to pilings or poles which have been treated with creosote. Call for rate.

Rule 34-330

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Machinery and Parts

Handling Charges

Agricultural or Farm Equipment (Balers, Combines, Cotton-Pickers, Harvesters, Threshers, Tractors, Etc.) Construction, Industrial, Mining, Textile, Etc.	
Self-propelled (Moving Under Own Power / Towable and Not Requiring Terminal Equipment to Lift/Tow) **(Note 1)**	**Per Unit** $193.44 **(Note 1)**
Not Self-Propelled Machinery and/or Machinery Parts and Components (Requiring TerminalEquipment to Lift/Tow)	**Per 2,000 Pounds (Notes 2 thru 5)**
55,000 lbs, or less per lift	$21.84
55,001 lbs to 75,000 lbs per lift	$24.96
75,001 lbs to 100,000 lbs per lift	$28.08
100,001 lbs to 125,000 lbs per lift	$33.28
125,001 lbs to 150,000 lbs per lift	$40.56
150,001 lbs to 175,000 lbs per lift	$45.76
Over 175,000 lbs per lift	Call for rate

Note 1: If a self-propelled unit must be lifted to either receive in or deliver out, the applicable rate per 2,000 pounds will apply, with a minimum of **$193.44**, if handled with forklifts.

Note 2: Above rates are based upon Authority equipment being used to make the lifts. The use of Authority cranes for lift on/ lift off cargo is determined based on safety and dimensional requirements

solely at the discretion of the Authority. Rates will not apply when cargo configuration is such that Authority equipment, either cranes or forklifts, cannot safely handle. Crane appointments are required on any crane lift, and failure to make the required appointment may result in higher charges.

Note 3: If lift is made with an Authority crane, a minimum charge of **$710.32**, per lift, will be assessed.

Note 4: If lift is made with an Authority toplift, a minimum charge of **$635.44**, per lift, will be assessed.

Note 5: If lift is made with an Authority forklift, a minimum charge of **$78.00**, per lift, will be assessed.

Rule 34-335

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Metal Articles

Handling Charges

Category	Description	Per 2,000 Pounds
A	**Ferrous** (Iron or Steel), In Uniform Bundles, Anchors, Angles, Bars, Beams, Billets, Blooms, Cable, Channels, Coils, Ingots, Girders, Pigs, Piling, Bundled Pipe, Plates, Rails, Rope, Scrap (other than bulk), Sheets, Slabs, Wire, Wire Rope, or Wire Strands **(Notes 1 thru 5)**	$12.48
B	Manhole Covers, Grates, Meters, Valve Boxes, Grinding, Balls in drums, Flanges, or Pipe Fittings **(Notes 1 thru 5)**	$15.60
C	Bands, Barbed Wire, Bits, Bolts, Clamps, Clips, Fencing, Hasps, Mesh, Nails, Nuts, Screws, Staples, or Washers **(Notes 1,3,4 and 5)**	$20.80
D	Cylinders, Silos, Tanks **(Notes 1,3 , 4 and 5)**	
	55,000 lbs or less per lift	$20.80
	55,001 lbs to 75,000 lbs per lift	$21.84
	75,001 lbs to 100,000 lbs per lift	$24.96
	100,001 lbs to 125,000 lbs per lift	$27.04
	Over 125,000 lbs	Call for Rate
E	**Nonferrous** (Aluminum, Brass, Bronze, Chrome, Copper, Tin, Titanium, or Zinc), In Uniform Bundles Bars, Billets, Coils, Ingots, Pigs, Rods, Slabs **(Notes**	$13.52

	1,3,4 and 5)	

Note 1: Rate does not apply in the following circumstances: (a) when cargo configuration is such that Authority equipment, either cranes or forklifts, cannot safely handle, or (b) when lift exceeds 55,000 Lbs. Crane appointments are required on any crane lift, and failure to make the required appointment may result in higher charges.

Note 2: Pipe which is not bundled may cause the Authority to refuse to unload if it is deemed unsafe. Loose pipe should be properly dunnaged between tiers.

Note 3: If the lift is made with an Authority crane, a minimum charge of **$710.32,** per lift, will be assessed.

Note 4: If the lift is made with an Authority toplift, a minimum charge of **$635.44**, per lift, will be assessed.

Note 5: If loading to a gondola car lid removal fee will apply. (See Rule 34-290)

Rule 34-340

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Military Ordnance

Vehicles, tracked or wheeled, self-propelled (Moving under own power, and not requiring terminal equipment to lift/tow)	**Per Unit** $193.44
Not self-propelled (requiring terminal equipment to lift/tow) (**Notes 1 thru 3**)	**Per 2,000 Pounds** $21.84
Cargo, Not Otherwise Specified (NOS) (**Notes 1 thru 3**)	**Per 2,000 Pounds** $21.84

Note 1- Subject to the minimum charge of **$193.44**

Note 2 – If the lift is made with an Authority crane, a minimum charge of **$710.32**, per lift, will be assessed.

Note 3 – If the lift is made with an Authority toplift, a minimum charge of **$635.44**, per lift, will be assessed.

Rule 34-345

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Modular Housing and Mobile Homes

HANDLING CHARGES

	Per Unit
Set Up and On Wheels (Not Requiring Terminal Equipment to Lift/Tow	$193.44
	Per 2,000 Pounds
Set Up and Not On Wheels (Requiring Terminal Equipment to Lift/Tow **(Notes 1 & 2**)	$23.92

Note 1: Rate does not apply when cargo configuration is such that Authority cranes cannot lift, or when the lift exceeds 55,000 pounds.

Note 2: If the lift is made with an Authority crane, a minimum charge of **$710.32**, per lift, will be assessed.

Note 3: If the lift is made with an Authority toplift, a minimum charge of **$635.44**, per lift, will be assessed.

Rule 34-350

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Paper or Paper Articles

CATEGORY	HANDLING CHARGES	Per 2,000 Pounds
A	Linerboard, Paperboard, Pulpboard, or Carton Stock, in rolls or palletized	$10.40
B	Newsprint, Printing or Wrapping Paper, in rolls or palletized	$12.48
C	Tissue or Toweling Paper, in rolls or Waste Paper, in machine pressed bales or rolls. (Note)	$18.72

Note: The Terminal shall not be responsible for any loss of paper resulting from loose bales. Any expenses incurred for clean-up and/or disposal of loose paper will be assessed to the cargo account or their agent.

Rule 34-351

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Rubber (Natural)

HANDLING CHARGES	Per Unit
Crated	$14.56
Loose	$24.96
Palletized	$17.68

Rule 34-352

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Shipper Owned Containers

HANDLING CHARGE	Per Unit
Shipper-Owned Containers	**$382.72**

Note: This rate only applies to Shipper Owned Containers manifested as containers on vessels calling the Authority's breakbulk / RoRo terminals.

Rule 34-355

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Vehicles, Aircraft, and Parts

CATEGORY	HANDLING CHARGES	Per Unit
A	Ambulances, Automobiles, Buses, Hearses, Jet Ski/Snow Mobiles, and Privately Owned Vehicles (POV's)	
	Not Exceeding 10,000 lbs, each	$88.40
	Exceeding 10,000 lbs, each	$193.44
B	Trailers (Flatbeds, Dolly, Drop Deck, Step Deck, Tank, etc.)	**Per Unit**
	Towable	$193.44
		Per 2,000 Pounds
	Not Towable **(Note 1)**	$21.84
		Per Unit
C	Aircraft **(Note 2)**	$1,747.20
		Per 2,000 Pounds
D	Parts: Aircraft and Vehicles	$21.84

Note 1: Subject to a minimum charge of **$193.44**, per unit

Note 2: A pilot shall not fly a helicopter onto the Authority terminals or in the airspace above the terminals without first obtaining the Authority's express written approval. The following documents must be submitted at least five (5) business days before the helicopter's arrival: certificates of insurance (including aviation liability insurance), a Helicopter Right of Flight Entry Request Form, and an

approved flight plan. All of the required information must be sent to OTManagers@gaports.com and Certificates@gaports.com for approval.

Rule 34-360

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Woodpulp

HANDLING CHARGES	**Per 2,000 Pounds**
Loose Bales or Rolls **(Note)**	$10.40
Unitized Bales or Rolls	$ 9.36

Note: The Terminal shall not be responsible for any loss of product resulting from loose bales. Any expenses incurred for clean-up and/or disposal of any loose product will be assessed to the cargo account or their agent.

Rule 34-364

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: BREAKBULK / RORO CARGO STORAGE CHARGES CATEGORY

BREAKBULK /RORO CARGO STORAGE CHARGES

Rule 34-365

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Articles Not Otherwise Specified (NOS)

Storage

Per 2,000 Pounds

	1st Month	**2nd Month**	**3rd Month**	**Each Month Thereafter**
Loose or Not Palletized	$16.64	$17.68	$18.72	$37.44
Palletized, In Super Sacks, or Otherwise Unitized / Crated for Forklift Handling	$11.44	$12.48	$13.52	$27.04

Note: Minimum Storage Charges will apply per MTO Schedule Rule 34-180.

Rule 34-370

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Boats, Yachts, and Hulls

Per Unit / (feet)	1st Month	2nd Month	3rd Month	Each Month Thereafter
Not Over 26	$114.40	$126.88	$132.08	$264.16
Over 26 but not over 30	$134.16	$146.64	$153.92	$307.84
Over 30 but not over 35	$152.88	$168.48	$175.76	$351.52
Over 35 but not over 40	$173.68	$190.32	$199.68	$399.36
Over 40 but not over 50	$217.36	$236.00	$249.60	$499.20
Over 50 but not over 60	$270.4	$238.16	$312.00	$624.00
Over 60 but not over 70	$344.24	$378.56	$395.20	$790.40

For Units Over 70 feet call for rates.

Subject: PARTS or COMPONENTS (Boats and Yachts)

Per 2,000 Pounds

STORAGE		1st Month	2nd Month	3rd Month	Each Month Thereafter
Parts or Components	If stored outside	$10.40	$11.44	$12.48	$24.96
	If stored inside	$18.72	$20.08	$22.88	$45.76

Rule 34-375

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Clay and Sand

Storage

Per 2,000 Pounds

1st Month	2nd Month	3rd Month	Each Month Thereafter
$9.36	$10.40	$11.44	$22.88

Rule 34-380

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Granite, Marble, and Stone

Storage

Per 2,000 Pounds

	1st Month	**2nd Month**	**3rd Month**	**Each Month Thereafter**
Blocks or Slabs	$9.36	$10.40	$11.44	$22.88

Rule 34-385

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Household Goods and Personal Effects

Storage Charges

Per 2,000 Pounds

	1st Month	**2nd Month**	**3rd Month**	**Each Month Thereafter**
In Packages	$29.00	$33.00	$35.00	$70.00

Rule 34-390

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Lumber and Related Articles

Storage Charges

Per 2,000 pounds

Category	Description	1st Month	2nd Month	3rd Month	Each Month Thereafter
A	Corestock, Dimension Stock, Doorskins, Engineered/Laminated Wood, Fiberboard, Hardboard, Oriented-Strand Board, Particleboard, Plywood, Veneer, Wallboard, Wood Molding, and Wooden Billets, Dowels, or Staves	$9.36	$10.40	$11.44	$22.88

Category	Description	Storage Location	1st Month	2nd Month	3rd Month	Each Month Thereafter
B	Lumber or Timber (Hardwoods or Softwoods)	Inside Storage	$19.36	$10.40	$11.44	$22.88
		Outside Storage	$7.28	$8.32	$9.36	$18.72
C	Log, Pilings, or	Outside Storage	$7.28	$8.32	$9.36	$18.72

	Poles					

NOTE – Rates will not apply if pilings or poles have been creosoted.

Rule 34-395

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Machinery and Parts

Storage Charges

Per 2,000 Pounds

	Storage Location	**1st Month**	**2nd Month**	**3rd Month**	**Each Month Thereafter**
Agricultural or Farm Equipment, Construction, Industrial, Mining, Textile, Equipment, Etc., and/or Parts or Components					
	Outside	$10.40	$11.44	$12.48	$24.96
	Inside	$18.72	$20.80	$22.88	$45.76

Rule 34-400

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Metal Articles

Storage Charges

Per 2,000 Pounds

Category	Description	1st Month	2nd Month	3rd Month	Each Month Thereafter
A	**Ferrous** (Iron or Steel), Anchors, Angles, Bars, Beams, Billets, Blooms, Cable, Channels, Coils, Ingots, Girders, Piling Plates, Pipe, Rails, Rope, Scrap (other than bulk) Sheets, Slabs, Wheels, Wire Rod, Wire Rope, or Wire Strands	$8.32	$9.36	$10.40	$20.80
B	Manhole Covers, Grates, Meters, Valve Boxes, Grinding Balls in drums, or Pipe Fittings	$10.40	$11.44	$12.48	$24.96

C	Bands, Bits, Bolts, Clamps, Clips, Hasps, Nails, Nuts, Screws, Staples, Washers, Barbed Wire, Fencing or Mesh	$11.44	$12.48	$13.52	$27.04
D	Cylinders, Silos, Tanks	$12.48	$13.52	$14.56	$29.12
E	**No nferr ous** (Aluminum, Brass, Bronze, Lead, Nickel, Chrome, Copper, Tin, Titanium or Zinc) In Bundles, Bars, Billets, Coils, Ingots, Pigs, Rods, or Slabs	$10.40	$11.44	$12.48	$24.96

Rule 34-405

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Military Ordnance

Storage Charges

Per 2,000 Pounds

Category		**1st Month**	**2nd Month**	**3rd Month**	**Each Month Thereafter**
Vehicles, Tracked or Wheeled	Inside	$18.72	$20.80	$22.88	$45.76
	Outside	$10.40	$11.44	$12.48	$24.96
Cargo, Not Otherwise Specified (NOS)	Inside	$18.72	$20.80	$22.88	$45.76
	Outside	$10.40	$11.44	$12.48	$24.96

Rule 34-410

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Modular Housing and Mobile Homes

Storage

Per 2,000 Pounds

Storage Location	1st Month	2nd Month	3rd Month	Each Month Thereafter
Outside	$10.40	$11.44	$12.48	$24.96

Rule 34-415

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Paper or Paper Articles

Storage Charges

Per 2,000 Pounds

Category	Description	1st Month	2nd Month	3rd Month	Each Month Thereafter
A	Linerboard, Paperboard, Pulpboard, or Carton Stock, in rolls or palletized	$7.28	$8.32	$9.36	$18.72
B	Newsprint, Printing or Wrapping Paper, in rolls or palletized	$10.40	$11.44	$12.48	$24.96
C	Tissue or Toweling Paper, in rolls or Waste Paper, in machine pressed bales or rolls	$10.40	$11.44	$12.48	$24.96

Rule 34-416

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Rubber (Natural)

Storage Charges

Per Unit

	1st Month	2nd Month	3rd Month	Each Month Thereafter
Crated	$13.52	$14.56	$15.60	$31.20
Loose	$15.60	$16.64	$17.68	$35.36
Palletized	$15.60	$16.64	$17.68	$35.36

Rule 34-417

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Shipper-Owned Containers

Storage Charges

Per Unit

The below storage rates apply only to Shipper-Owned Containers manifested as containers on vessels calling at the Authority's breakbulk/RORO terminals.

1st Month	2nd Month	3rd Month	Each Month Thereafter
$853.84	$1,965.60	$2,7817.36	$5,634.72

Note: The storage rates listed in this rule will not apply to "out-of-gauge" shipper-owned containers. Please see MTO Schedule Rule 34-520 for the applicable out-of-gauge storage rates.

Rule 34-420

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Vehicles, Aircraft, and Parts

Storage Charges

Per 2,000 pounds

Category	Description	Storage Location	1st Month	2nd Month	3rd Month	Each Month Thereafter
A	Ambulances, Automobiles, Buses, Hearses, Jet Skis, Motorcycles, Scooters, Trucks, Recreational Vehicles, Ski/Snow Mobiles, and Privately Owned Vehicles (POV's) **(Per 2,000 Pounds)**		$10.40	$11.44	$12.48	$24.96
B	Trailers (Flatbed, Dolly, Drop deck, Step deck, or Tank, etc) **(Per 2,000 Pounds)**	Outside	$10.40	$11.44	$12.48	$24.96

C	Aircraft **(Per Unit)**	Inside	$655.20	$873.60	$1,092.00	$2,184.00
		Outside	$436.80	$655.20	$873.60	$1,747.20
D	Parts, Aircraft, and Vehicles **(Per 2,000 Pounds)**	Inside	$18.72	$20.80	$22.88	$45.76
		Outside	$10.40	$11.44	$12.48	$24.96

Rule 34-425

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Woodpulp

Storage Charges

Per 2,000 Pounds

	1st Month	**2nd Month**	**3rd Month**	**Each Month Thereafter**
Bales, Loose or unitized and Rolls	$7.28	$8.32	$9.36	$18.72

Rule 34-429

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: BULK CARGO RULES CATEGORY

BULK CARGO RULES

Rule 34-430

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Application - Bulk Charges

The charges, rules, and regulations stated in this section apply only to dry or liquid bulk cargo, except as provided for in the Authority's Colonel's Island Bulk Schedule. In the absence of specific provisions in this section, provisions stated elsewhere in this schedule shall apply.

Rule 34-431

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Cargo at Owners Risk

(Applicable at Logistec operations at East River Terminals and Lanier Docks Only)

All bulk commodities placed in either inside or outside storage are at owner's risk of depreciation in grade from weather, damages, insects, rodents, or any other causes including natural increase in breakage content resulting from either repeated handlings under industry accepted standards, or due to excessive storage time. For purposes of this schedule, excessive storage time is defined as cargo remaining in storage over six (6) months.

All loss in weight from handling or excessive storage will be assessed against the owner's account.

Rule 34-435

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Cleaning or Trimming Bulk Carriers

UNIT OF MEASURE: (Applicable at East River Terminal Only)

The terminal operator will furnish the labor required in cleaning or trimming of the vessels, barges, railcars, or trimming up materials in shipside storage. Rates for this labor may be obtained from the terminal operator.

Rule 34-440

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Commodities Covered by Charges Provided Herein

DRY BULK	LIQUID BULK
Animal Feed	Ammonia, anhydrous
Clay	Biofuels
Fertilizers	Clay Slurry
Landplaster	Fertilizers
Minerals	Latex
Ores	Oils (other than petroleum)
Pig Iron	Petroleum & Petroleum Products
Sand	Pulp Mill Liquids
Woodchips	
Wood Pellets	

Rule 34-444

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Minimizing Berth Congestion

(Applicable at East River Terminal only)

To minimize berth congestion, if a vessel, awaiting a berth while at anchorage, chooses not to use the next available berth, the berth will be made available to the next vessel awaiting a berth. All vessels choosing not to work at the next available berth will be placed at the bottom of the list of vessels awaiting a berth while at anchorage.

Rule 34-449

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: BULK CARGO CHARGES CATEGORY

BULK CARGO CHARGES

Rule 34-450

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Bulk Handling and Storage

For bulk handling and storage charges, call the below telephone numbers.

Bainbridge or Savannah – (912) 963-5506

Brunswick (Logistics/ Marine Ports Terminal) – (912) 264-4044

Rule 34-455

Effective Date: October 1, 2018 Issue Date: September 1, 2015

Subject: Line Handling

Applicable at East River Terminal Only

The following rates apply only on vessels measuring at least 259 linear feet. For vessels under 259 linear feet, rates will be quoted with proper notice and according to berth congestion. Orders for line handling must be received at the terminal no later than 1600 hours (4:00 PM) of the day prior to vessel arrival.

	STRAIGHT TIME	OVERTIME
Mooring	$620.00	$930.00
Unmooring	$320.00	$480.00
Shifting from Berth to Berth (within the same terminal)	$620.00	$930.00
Shifting from Terminal to Terminal	$655.00	$982.50

Additional charges will be assessed after the first two (2) hours. Additional charges are assessed in increments of one-half (1/2) hour or fractional part thereof. Rates are as follows:

	STRAIGHT TIME	OVERTIME
Mooring	$92.00	$138.00
Unmooring	$46.00	$92.00
Shifting	$92.00	$138.00

Hours of Operation for line handling are as follows:

Monday through Friday
(except holidays as specified in Rule 34-070)
8:00 AM to 12:00 Noon

1:00 PM to 4:00 PM

Note: *All of the line handling rates stated in this rule are based upon non-union labor. Line handling rates using union labor are available upon request.*

Rule 34-460

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Overtime Differential

Applicable at East River Terminal Only

When the bulk facilities are requested to operate at times other than the normal working hours, as described in Rule 34-155, an additional charge of **$268.00** per hour shall be assessed.

Rule 34-465

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Stevedore Use Charge on Bulk Cargo

Each stevedore loading and/or unloading vessel(s) at the named terminals of the Authority shall be assessed the following charges per net ton of bulk cargo:

	DRY BULK	**LIQUID BULK**
Garden City Terminal	N/A	N/A
Ocean Terminal	0.40	N/A
East River Terminal	0.40	0.46
Mayor’s Point Terminal	0.40	N/A

Rule 34-474

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: CONTAINER RULES CATEGORY

CONTAINER RULES

Rule 34-475

Effective Date: July 8, 2024 Issue Date: May 8, 2024

Subject: Acceptance Release and Handling of Chassis and Containers

The Authority will accept a container from or release a container to the inland carrier upon instructions from the ocean carrier or its authorized agent.

All physical handling of containers and chassis after receipt to the “point of rest” shall be accomplished by the Authority or its designated contractor, or as authorized by the Authority.

The Authority reserves the right to designate an area as the point of rest.

RECEIVING DATE GUIDELINES

Export receiving will not open for more than two (2) vessels at one time for each service. If vessels fall off rotation, it may prevent the third vessel from opening. In these cases, the Authority will only open for a third vessel, in a specific service, when the first vessel completes operations and is prepared to sail.

Loaded export containers delivered to the Authority’s Garden City Terminal or Ocean Terminal will not be accepted into the terminal if it is more than seven (7) days ahead of the vessel’s current published arrival date on the Georgia Ports Authority website. **(Exception: See Note)**

Note: If a second vessel in the same service is received before the first vessel departs, then the second vessel’s loaded export containers will not be accepted into the terminal if it is more than seven (7) days ahead of the second vessel’s current published arrival date on the Georgia Ports Authority website.

Rule 34-478

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Assessment of Charges

All charges in this section, or in agreements with comparable services listed, are based upon the services being performed during the working hours stated in Rule 34-155 and will be assessed against the ocean carrier and/or its authorized agent unless the Authority agrees to invoice another party.

EXCEPTION: Shipper-owned containers manifested as breakbulk cargo on vessels calling at Authority's Breakbulk or RoRo terminals will be subject to handling and storage rates in Rules 34-352 through 34-417 of this schedule.

Rule 34-479

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Chassis Pool

The Authority is a participant in the South Atlantic Multiport Chassis Pool Agreement, which is aimed at enhancing the quality and efficiency of operations concerning intermodal chassis utilization and management. The South Atlantic Consolidated Chassis Pool, LLC (SACP) has been designated by the Authority as the exclusive Chassis Pool operator at Garden City Terminal and Ocean Terminal, assuming responsibility for the provision, maintenance, renting, inspection, repair, and storage of all chassis within the pool, excluding tri-axle and underslung genset chassis. Consolidated Chassis Management, LLC (CCM) manages the Chassis Pool and serves as its exclusive contributor.

Rental Rates and any associated surcharges shall be established by SACP and made available in a publicly accessible electronic schedule. SACP or CCM shall levy the Rental Rates and surcharges on chassis pool users. Further details regarding the South Atlantic Multiport Chassis Pool Agreement are outlined in Federal Maritime Commission Agreement Numbers 201391 through 201391-003.

Rule 34-480

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Conduct of Terminal Users

All persons entering the Authority's container facilities agree to comply with rules set forth herein and conduct themselves in a safe and appropriate manner. Anyone deemed to be conducting themselves in an unsafe or inappropriate manner will be advised to take corrective action or be removed from the premises if necessary.

The users of the terminal are responsible for the cleanliness of all areas where they store containers and/or service equipment. The Authority will, on a regular basis, inspect each designated user's area and advise the responsible party of any unsafe or inappropriate condition. The Authority retains the right to clean such areas and invoice the responsible party for all costs associated with such clean-up.

Rule 34-481

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Containers or Chassis Left on Dock

When containers, chassis, or married units are left in locations not specified or as directed by the Authority, thus causing congestion, the Authority will relocate them and assess the charges provided for in Rule 34-520. These charges will be invoiced to the ocean carrier.

Rule 34-482

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Container Maintenance

All firms involved in container maintenance (cleaning, repairing, or servicing) which conduct operations on Authority facilities shall register with the Authority prior to undertaking such operations, and subsequently on July 1 of each year thereafter. In addition, such firms shall comply with the following:

1. Provide the Authority with copies of certificates of insurance covering operations on Authority facilities in accordance with the standards required.
2. Mark and identify all vehicles and equipment to be used on Authority facilities and maintain such vehicles and equipment in good condition.
3. Remove from Authority facilities all vehicles, equipment and material not currently being utilized and all scrap and trash resulting from operations on Authority facilities.
4. Conduct all operations in accordance with Authority, Coast Guard, and OSHA regulations, and federal, state, and local statutes, and only within areas designated by the Authority, and refrain from entering other areas without written permission from the Authority.

Rule 34-484

Effective Date: July 8, 2024 Issue Date: May 8, 2024

Subject: Container Transloading Services

The Authority may provide container transloading services to a limited number of exporters of linerboard, woodpulp, and like commodities. For these exporters, once the rates have been agreed upon, and cargo is received, the Authority will stuff (load) containers as requested. The stuffing will occur within the seven (7) day export receival window (see Rule 34-475 of this schedule), regardless of the free time and demurrage terms such exporters may have with the ocean carrier(s) with whom the cargo is booked. The Authority shall not be responsible for any resulting demurrage charges assessed by the ocean carrier(s), except that caused by its own negligence, as the Authority is not privy to the particular free time allowed by the ocean carriers involved.

For exporters of other commodities or importers of any commodity, the Authority will, in most cases, refer the work to third-party warehouse/transload operators in the Savannah area, a list of which is available from the Authority's Pricing and Records Division.

If due to the dimensions or weight of the cargo, it is necessary to transload the cargo within the Authority's terminals, this will be allowed, provided the selected third party has met the Authority's insurance requirements, and space is available for the transload operation. The Authority will assess fees to the selected third party and said fees should be included in any charges assessed by the third party to the importer/exporter, or its broker/forwarder.

Note: With the exception of Hazardous Class 9, the Authority strictly prohibits the transloading of all other hazardous classes on Authority facilities.

Rule 34-487

Effective Date: April 1, 2017 Issue Date: January 27, 2017

Subject: Major Damage Container Handling Procedure

Empty containers that have been deemed to be ‘major damage’ by the ocean carrier’s designated maintenance vendor’s personnel or the ocean carrier’s gate labor, will be sent to an Authority-designated damaged area. Containers classified with ‘major damage’ will be allowed 21 consecutive days on the terminal. If the container is not repaired for roadability or removed from the terminal within the allotted 21 days, the applicable MTO Rule 34-520 damaged equipment storage rate will apply.

The charges in this rule will be assessed in full regardless of provisions in any other agreement between the ocean carrier and the Authority.

Rule 34-488

Effective Date: October 1, 2019 Issue Date: August 1, 2019

Subject: Long Storage Tri-Axle and Genset Chassis Storage

Non-married tri-axle and genset chassis will be allotted 30 consecutive free days on the terminal. If chassis are not removed from the terminal within the allotted 30 consecutive days the applicable MTO Rule 34-520 non-married tri-axle and genset Terminal Storage rate will apply.

The charges in this rule will be assessed in full regardless of provisions in any other agreement between the ocean carrier and the Authority.

Company or trucker-owned chassis left on the Authority's terminals *will not* receive terminal free time. The Company/trucker-owned Terminal Use and Storage Fees listed in MTO Rule 34-520 will be assessed to the applicable bill-to-party, which is the Company or truck driver. The chassis will not be released for pickup until all terminal fees are paid in advance to the Authority. **(Note 1)**

Note 1: After 30 consecutive days a non-married tri-axle and/or genset chassis will be classified as a long storage chassis.

Rule 34-490

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Pre-Advice Requirement on Containers Received Via Rail

On any container received via rail for export through Authority facilities, the Authority must receive the following information prior to the arrival of the container:

Booking #
Container #
Container Size and Type
Gross Weight
Hazard Class (if applicable)
Line/Vessel/Voyage
Port of Discharge
Railcar # (if available)

Such information must be entered into the Authority's terminal operating system by the line or line's agent. Containers arriving without this information will be assessed the supplemental rail lift charge indicated in Rule 34-520.

Rule 34-491

Effective Date: June 10, 2019 Issue Date: June 10, 2019

Subject: Mid American ARC Program to CSXT Savannah Yard

Solely with respect to international containers being transported between the Authority's Garden City Terminal and CSXT's terminal located at 2101 West 59th Street, Chicago, IL (the "Chicago Yard"), the Authority will act as an intermediary between the user and the motor carrier to coordinate the drayage of international containers to and from Garden City Terminal and CSXT's terminal located at 3000 Tremont Road, Savannah, Georgia (the "Savannah Yard"). Upon user's request, the Authority will coordinate with the drayage provider to arrange for international containers to be transported between Garden City Terminal and CSXT's Savannah Yard. The user acknowledges that the Authority will be acting solely as an intermediary, and the drayage will be performed by the motor carrier. Accordingly, the user acknowledges and agrees that the risk of loss apportioned to the Authority in connection with the drayage shall be zero including, without limitation, any loss or damage to goods during transit to or from Garden City Terminal and the Savannah Yard.

The rules and procedures governing the motor carrier's liability for loss or damage to the goods in the motor carrier's possession or control shall be set forth in the relevant shipping documents and applicable law relating to the shipment of goods. User agrees to be bound by the terms and conditions of the motor carrier's service directory, tariff, interchange agreement, and/or shipping documents, as applicable. The relationship between the Authority and the motor carrier is that of an independent contractor. Under no circumstances shall employees or agents of the motor carrier be deemed employees or agents of the Authority. User acknowledges and agrees that the Authority is not a shipper, consignor, consignee, beneficial cargo owner, or any other party having an interest in cargo. User shall pay the Authority for the drayage in accordance with the drayage rate set forth in the user's existing contract with the Authority.

Rule 34-492

Effective Date: June 5, 2020 Issue Date: June 5, 2020

Subject: Quotation of Special Charges, Rules, or Regulations

The Authority may quote special charges, rules or regulations. When such charges, rules or regulations are quoted, they shall be filed, if required with the Federal Maritime Commission on or before the effective date of said charges, rules or regulations. Such changes shall only apply to the applicable party. The special charges, rules and regulations will apply to no other party unless agreed to by the Authority.

Rule 34-493

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Receiving/Handling of Containers with Damage/Variances Which Impede Normal Movement

The Authority reserves the right to refuse to receive, handle or place on Authority property any container or chassis which is deemed to be in a condition considered unsafe or unsuitable for handling.

Sea-going containers as described in rule 34-505, having damage or variance which may impede normal movement with that Terminal's mechanical equipment will not be received in the marshalling yard unless prior arrangements have been made with the Terminal Management.

Containers and/or chassis identified by Terminal Management as having damage or variances which are deemed as an impediment in normal handling will be directed to be removed from the Terminal or will be immediately subject to storage charges as defined in rule 34-520, and not be entitled any free time.

Rule 34-494

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Refrigerated Container Plug-In Time

For loaded refrigerated containers, plug-in time shall commence three (3) hours after the time of entry into the Authority's terminal facility, based upon the time-stamp assigned by the Authority's terminal operating system, and it shall cease based upon the time assigned by the terminal operating system when the loaded refrigerated container is confirmed on board the vessel or is out-gated.

Rule 34-495

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Reporting of Damage and Liability for Damage to Intermodal Equipment

Upon discovery of damages believed to have been caused in any way by the Authority, the Authority's Port Police Department must be notified at 912-964-3925. The Port Police Department will notify appropriate Authority personnel. The Authority will not accept any responsibility for damage(s) unless given the opportunity to investigate said damage(s) at the time of discovery. A joint inspection may be requested by either party in an effort to determine liability. Either party may hire a qualified surveyor at its own expense to investigate and damage(s). If the parties should disagree as to fault, they may meet thereafter in an attempt to resolve the claim.

Rule 34-500

Effective Date: September 27, 2024 Issue Date: September 27, 2024

Subject: Storage of Equipment in for Sale or Out-of-Service Status

Containers and/or chassis, as described in Rule 34-505, that are either for sale or out-of-service (temporarily or permanently due to damages, repair issues, etc), will be assessed the storage charge indicated in Rule 34-520. Charges will be assessed on such equipment as follows:

Containers – In for sale or out-of-service status for 30 consecutive days or more and remain on Authority property.
Chassis – In for sale or out-of-service status for 30 consecutive days or more and remain on Authority property.

Note 1– Any line not on the Authority's container inventory system must report all units which are for sale or out-of-service.

Note 2 – Billing for the above charge will be on a monthly basis.

Note 3- The charges in this rule will be assessed in full regardless of provisions in any other agreement between the ocean carrier and the Authority.

Rule 34-501

Effective Date: February 15, 2016 Issue Date: February 3, 2016

Subject: Shipment of Dry Bulk Cargo in Containers

Due to the tendency of the cargo to shift and the increased likelihood of damage, the Authority will not assume any liability for damage to containers and/or their contents if said container consist of dry bulk products loaded loose in the container. For the purposes of this rule, dry bulk cargos include, but are not limited to, bulk agricultural products and bulk pellets.

Rule 34-502

Effective Date: October 1, 2022 Issue Date: August 1, 2022

Subject: Storage on Empty Containers

Empty containers marshaled on Authority terminals will be assessed an excess empty container storage charge. The charge is applicable for each empty container exceeding the Allowable Empty Container inventory for the monthly reporting period.

Computation of the Allowable Empty Container inventory for the monthly reporting period:

Step 1

The Export Throughput Leg, which comprises the loaded and empty containers for the last three (3) months prior to the current monthly billing period is used to calculate the weekly average.

Step 2

Multiply the weekly average of the Export Throughput Leg by a factor of 75% to get the daily allocation.

Step 3

The weekly average as calculated in Step 2 is multiplied by the number of days in the current billable month. The number of empty containers allowed will be compared to the actual cumulative empty containers on terminal for that month. If for the reporting period the actual cumulative empty container inventory exceeds the Allowable Empty Container inventory, the difference will be assessed the empty container terminal storage charge in Rule 34-520. This will be calculated and invoiced on a monthly basis to the ocean carrier or its agent.

Note

The Authority reserves the right to require ocean carriers to remove empty containers from the Authority's terminals, at their expense (Rule 34-520, Note 13), and/or to deny entry of empty containers into the Authority's terminals.

Rule 34-504

Effective Date: December 16, 2014 Issue Date: December 16, 2014

Subject: U.S. Coast Guard Regulated Cargo

The United States Coast Guard (USCG) permits the import and export of containers loaded with explosives. Containers carrying USCG permitted cargoes will be handled as follows:

Imports

First containers off the vessel with a Port Police escort, when necessary, directly to the interchange gate.

Exports

Will be escorted, when necessary, by Port Police directly from interchange gate to vessel, and will be the last to load.

These particular containers will be assessed a premium charge as specified in Rule 34-521, in addition to rates in either effective contractual agreement or in Rule 34-520.

Storage of containers containing those commodities is strictly prohibited.

Rule 34-504.1

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: CONTAINER DEFINITIONS CATEGORY

CONTAINER DEFINITIONS

Rule 34-505

Effective Date: July 8, 2024 Issue Date: May 8, 2024

Subject: Container Definitions and Container Free Time

CELLULAR VESSEL
A ship especially designed and arranged for the carriage of containers. Holds or cells are arranged so that the containers are lowered and stowed in a vertical line and restrained at all four corners by vertical posts.

CELL-TO-CELL RESTOW
The handling of a container from the original cell location to another cell location on the same vessel, as instructed by the ocean carrier's stevedore.

CELL-TO-DOCK-TO-CELL RESTOW
The handling of a container from the original cell location to a point of rest on the dock and then back to that same cell location, or another cell location on the same vessel as instructed by the ocean carrier's stevedore.

CELL-TO-YARD RESTOW The handling of a container from the original cell location to a point of rest in the Container Yard and then back to the same vessel as instructed by the ocean carrier's stevedore.

CHASSIS
A wheeled device specifically designed to be attached to the underframe of a container by means of ISO corner fittings for the express purpose of further transport between various inland points.

CONTAINER
A 20, 40, or 45 foot box made of aluminum, steel, or fiberglass which can be handled interchangeably among trucks, railcar, barges, and ocean-going vessels. Variations are tank containers (for liquids), and rag tops (open topped containers covered by tarpaulin for cargo that sticks above the top of a closed container).

CONTAINER FREIGHT STATION ("CFS") RELOCATION
The physical movement of a married unit from a point of rest to the CFS warehouse or to a CFS staging area. A CFS relocation includes no other service.

CONTAINER FREIGHT STATION ("CFS") STAGING
The physical movement of married unit between the CFS warehouse door and an Authority designated area near the same warehouse to facilitate loading/unloading of containers. CFS staging includes no

other service.

CONTAINER YARD (CY)
A marshaling yard area for stacked or married containers.

CONTAINER ON FLAT CAR ("COFC")
Container (without a chassis) on a railroad flat car or stack car.

DEADLINE EQUIPMENT
An empty container or chassis that is not roadworthy or useable for its intended purpose.

DELIVERING
The physical handling of a container, loaded or empty, and/or chassis to an inland carrier from an Authority designated point of rest. Delivering includes no other service.

DIGGING
A charge assessed when a specific unit (chassis or container) is requested by either the chassis pool operator or the ocean carrier, and the Authority must handle other chassis or containers to obtain access to the specifically requested unit number. This charge will be assessed each time a chassis or container is handled during the process of obtaining the specifically requested unit.

DRAYAGE The charge made for hauling containers or freight on trucks.

EARLY RAIL ARRIVAL
A charge assessed against any loaded export container received via rail carrier, which arrives outside the export receival window. (See Rule 34-475)

ELECTRICAL SERVICE
The provision of an electrical receptacle and electricity for refrigerated and/or tank containers. The Authority is not responsible for repairs to mechanical equipment or electrical failures.

EQUIPMENT BUNDLING/UNBUNDLING
The relocation and physical handling to place one or more pieces of like equipment on top of one another, or to remove one or more pieces of like equipment from another. Bundling/Unbundling includes all associated CY relocations but does not include the securing of said equipment, the supply of chocks or dunnage, or necessary equipment preparation. When this service is provided in connection with a chassis, it may also be called "stacking."

EQUIPMENT INTERCHANGE FUNCTIONS ("EIF")
Then receipt and delivery of containers and chassis into and out of the Authority's gates at terminals utilizing Authority provided terminal operating systems.

EXPORT LOAD STORAGE

Fee assessed when an export loaded container, ISO tank or out of gauge containerized cargo remains at an Authority terminal after the last day of terminal Free Time.

EXTRA HANDLING
Any time the Authority has to handle additional cargo of an account in order to either load or make available for loading specific cargo for that account, the applicable handling rate as indicated in this schedule or in any separate agreement, contract, or rate quotation will be assessed. Also whenever cargo has to be re-handled because of specific loading requirements, an additional charge will be assessed based on the greater of either the applicable handling rate or the labor and equipment required.

FLIP
The physical handling of a container, loaded or empty, by Authority personnel with the assistance of the motor carrier driver, from a chassis or flatbed to another chassis or flatbed, or the repositioning of a container, loaded or empty, on the same chassis or flatbed. Flip includes no other service.

FREE TIME
The specified period of time that a loaded container may occupy terminal space assigned to it on Authority property, free of storage charges. The Authority will grant the following Free Time beginning with the first 12:01 AM after a loaded container is unloaded from the transport conveyance:

- ***CONTAINERS ARRIVING VIA RAIL AND DEPARTING VIA TRUCK FOR FUMIGATION***
    - Four (4) consecutive calendar days

- **DOMESTIC CONTAINERS ARRIVING VIA RAIL**
    - Two (2) consecutive calendar days

- ***INTERNATIONAL CONTAINER*** (as defined herein)
    - Import – Seven (7) consecutive calendar days
    - Export – Seven (7) consecutive calendar days
    - Transshipped – Ten (10) consecutive calendar days

- ***OUT OF GAUGE INTERNATIONAL CONTAINER AND ISO TANK CONTAINER***
    - Import and Export – Five (5) consecutive calendar days

Exception – All other containers received by the Authority, including but not limited to containers stuffed (loaded) by the Authority at the request of a cargo account, which are out-gated and ultimately exported via terminals other than the Authority's Garden City Terminal or Ocean Terminal shall be granted no free time other than the day of receipt.

Note: Export receiving window will not open for more than two (2) vessels at one time for vessels in the same service.

GOVERNMENTAL AGENCY RELOCATION
The physical movement of a married unit between the CY and governmental agencies' location on the same terminal. The relocation to any other area is considered a wheeled relocation.
Governmental Agency Relocation includes no other service.

GROUNDING
The physical handling of a container, loaded or empty, from a chassis, flatbed, or other conveyance to a point of rest. Grounding includes no other service.

HANDLING

The service of facilitating or physically moving, receiving, or delivering cargo between a point of rest and any location on the terminal facility, other than the ship's tackle.

IMPORT LOAD STORAGE
Fee assessed when an import loaded container, ISO tank or out of gauge containerized cargo remains at an Authority terminal after the last day of terminal Free Time.

INTERNATIONAL CONTAINER
A container that has had or will have a prior or subsequent waterborne move via the Authority's terminals.

MARRIED UNIT
A container on a chassis.

MOUNTING
The physical handling of a container, loaded or empty, from the point of rest to a chassis or flatbed.

NON-CELLULAR VESSEL A ship fitted for the carriage of containers that are provided with a system other than cells by which containers are positioned, i.e., sowed and secured.

NON-CONTRACT CONSOLIDATED RATE
A Charge assessed against a non-contract ocean carrier's container or chassis, loaded or empty. The charge is assessed when the non-contract ocean carrier is not subject to or privileged to operate under the terms and conditions of an Authority contract, license, or rate quote. The consolidated rate covers

dockage, container crane rental, handling equipment during vessel operations, receiving and delivering to/from container stacks during vessel operations, stevedore use fee, and wharfage.

NON-VESSEL CONTAINER
Any container which has not nor will not have a prior or subsequent vessel move via the Authority's terminals. More specifically as follows:

Domestic – A container that has both an origin and destination within the United States, and has transited Authority terminals, but never with the intent of loading a vessel.

Landbridged – A container that has either been imported or will be exported via a terminal other than those of the Authority. Inclusive among these Non-Vessel Containers are those stuffed (loaded) by the Authority, but which are exported via some other terminal.

Non-vessel containers shall be subject to the Non-Vessel Terminal Use charge (see definition for this charge in this same rule).

NON-VESSEL MOVE TERMINAL USE CHARGE
A charge assessed against a container that has not had or will not have an immediate prior or subsequent vessel move via the Authority's terminals. This assessment covers the arrival/receival into the terminal, as well as the delivery/departure from the terminal. An example is when a container is received for export, but in lieu of loading a vessel at the Authority is instead out-gated to return to a shipper/exporter or for delivery to some other Port. Another example if when an empty container is out-gated from the Garden City Terminal for drayage to Ocean Terminal, where the container is stuffed (loaded) with cargo and then returns to the Garden City Terminal for export.

POINT OF REST
The area designated by the Authority for the express purpose of receiving or delivering containers, chassis, and/or married units.

RECEIVING
The physical handling of a container, loaded or empty, and/or chassis from an inland carrier to an Authority designated point of rest. Receiving includes no other services.

REFRIGERATED CONTAINER FACILITATION FEE
A charge for the necessary terminal positioning by the Authority of operating refrigerated containers, either loaded or empty. The charge also includes any empty refrigerated container which is prepared (tested, inspected, mated to an over-the-road portable power source, or washed by 3rd-party vendors) for loading or dispatch off Authority premises. Transshipped containers will not be assessed this fee.

SEAL CHANGE
The provision, installation, and documentation of a security seal to the rear doors of a container. This service includes the removal of the previous seal and documentation of said removal.

SECURITY/SAFETY RELOCATION
The physical movement of a married container, an empty chassis, or a bundle of chassis between a point on Authority property (other than the point of rest) and the point of rest, to relieve terminal congestion or to improve terminal safety and security. Security/Safety Relocation includes no other service.

SEGREGATION FOR INSPECTION
The physical handling of a dry or refrigerated container from one stack/ bay location to another stack/bay location, or from stack to chassis, for inspection. Inspection types include but are not limited to: government agency, M & R (maintenance and repair), and marine surveyors. The charge for this service will be assessed twice unless the container being inspected is not returned to a stack location.

STACK
A point of rest for containers without chassis.

STACK RELOCATION
The physical handling of a container from one stack/bay location to another stack/bay location. Examples include, but are not limited to, vessel or POD rolls if the container is physically handled. Stack relocation includes no other service.

SUPPLEMENTAL RAIL LIFT A charge assessed against any loaded export container received via rail carriers without proper pre-advice information (see Rule 34-490).

TANK CONTAINER An intermodal container for the transport of liquids, gases and powders as bulk cargo. The tank container is built to International Organization for Standardization (ISO) standards.

TERMINAL STORAGE
A charge assessed against an empty container, a chassis, or married unit for the use of Authority facilities for specified periods of time. When terminal storage is assessed against an empty container the charge may also be referred to as empty container storage.

TRAILER ON FLAT CAR ("TOFC")
Married unit, empty chassis or bundle of chassis on a railroad flatcar.

TRANSFER
The physical handling of a container, loaded or empty, by Authority personnel only, from a chassis or flatbed to another chassis or flatbed; or the repositioning of a container, loaded or empty, on the same chassis or flatbed. A transfer includes no other service.

TRANSHIPPED CONTAINER
A loaded container originating at one foreign port and destined to another foreign port, which discharges from an inbound vessel and loads out to an outbound vessel no more than twenty-one (21) consecutive days later at the Authority's Garden City Terminal.

WEIGHING

The provision of truck scales suitable for determining the weight of containers, loaded or empty, chassis, and/or power units. This service includes on-terminal relocation, mounting, or grounding, if necessary.

WHEELED RELOCATION

The physical movement of a married unit, an empty chassis, or a bundle of chassis from one point of rest on the terminal to another point of rest on the same terminal. This service includes movements within the same area, from/to another berth area, from/to reefer receptacles, and from/to on-terminal chassis pools.

Rule 34-508

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: CONTAINER CHARGES CATEGORY

CONTAINER CHARGES

Rule 34-509

Effective Date: September 1, 2022 Issue Date: July 21, 2022

Subject: Rolled Export Containers (loaded units)

Containers received on Authority terminals for a specific export vessel sailing will be subject to a charge each time the ocean carrier or its agent changes the booking to another export vessel. The charge to be assessed is as follows:

Tier 1 Rolled Container Rate/Roll $ 200.00 (**Note**)

Tier 2 Rolled Container Rate/Roll $300.00 (**Note**)

- When an export-loaded container is placed in a “NULL” status, the Tier 1 rate will apply.
- When an export-loaded container is rolled from its original vessel (Vessel #1) to a subsequent vessel (Vessel #2), the Tier 1 rate will apply.
- The Tier 2 rate will apply for each additional roll.

When an export-loaded container is cut and rolled in preparation for or during vessel operations, the Authority will automatically roll the container to the next vessel in the same service and apply the appropriate Tier rate level, whichever is applicable. The Authority shall bear no liability for the automatic rolling of containers to the next vessel in the same service.

Note: There will be no additional charge assessed for a Stack Relocation if the Authority must physically move the container due to a change in vessel.

Rule 34-510

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Stevedore Use Charge on Containerized Cargo

Each stevedore loading and/or unloading vessels at the terminals of the Authority shall be assessed the following charges, per net ton of cargo:

Garden City Terminal	$0.75
Ocean Terminal	$0.75
Colonel's Island Terminal	$0.75
East River Terminal	$0.75
Mayor's Point Terminal	$0.75

Rule 34-511

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Stevedore Vessel Loading Error

Whenever a container is loaded to a vessel in error, and the Authority determines the fault is the stevedore's, and the stevedore acknowledges responsibility, the following charges will be assessed to the stevedore:

Loaded or Empty Container- **$260.00**, per container, (rate includes the initial container receipt in, dockage, crane / RTG rental, stevedore use fee, terminal security, and wharfage).

Rule 34-512

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Tank Surcharge and Out-of-Gauge Surcharge

TANK SURCHARGE

The Authority will assess a tank surcharge of **$125.00**, per tank, per use, on all empty or loaded ISO tanks regardless of the tank dimensions.

OUT-OF GAUGE SURCHARGE

The Authority will assess an Out-of-Gauge Surcharge to the Ocean Carrier for cargo that exceeds the normal dimensions of a standard container, a high-cube container, flatrack, or platform by length, width, height and/or a combination thereof or requires a special Ship-to-Shore crane attachment to lift the cargo. The Out-of-Gauge surcharge is per container, flatrack, tank, or platform, per use.

Out-of-Gauge Characteristic	Charge
Overheight Only	$579.00, per container, flatrack, or platform, per use
Overheight and Overwidth or	$747.00, per container, flatrack, or platform, per use
Overheight and Overlength or	
Overwidth Only or	
Overlength Only	
Overwidth and Overlength	$1,577.00, per container, flatrack, or platform, per use

Out of Gauge Specifications:

Length criteria = Greater than >40 feet

Width criteria = Greater than >8 feet (exception: Pallet Wide Container)

Height criteria = Exceeds normal dimensions of standard container, high-cube container, flatrack, or platform

Rule 34-513

Effective Date: October 1, 2023 Issue Date: July 31, 2023

Subject: Vessel Restows

If, during vessel operations, the stevedore requests containers to be re-stowed, the following charges will be assessed to the vessel operator:

Cell-To-Cell or Cell-To-Dock-To-Cell	$55.00, per container
Cell-To-Yard	$110.00, per container
Safety Restow Cell-Dock-Cell **(Note)**	$55.00, per container
Safety Restow Cell-To-Yard **(Note)**	$110.00, per container

Note: A Safety Restow fee will be assessed when the re-stowed container is removed from a stack that exceeds five containers in height.

Rule 34-514

Effective Date: December 1, 2018 Issue Date: December 10, 2018

Subject: Vessel Operator Empty and Loaded Container Vessel Discharge Requirement (Backwards Flip)

During vessel discharge operations, empty and loaded containers shall be discharged with the container doors aligned towards the AFT position (rear of vessel). An empty or loaded container that is discharged with the container doors aligned towards the FWD position (front of vessel) will be assessed a flip charge, per container, to the vessel operator, as provided in MTOS Rule 34-520.

Note: Operating refrigerated containers are excluded from this Rule.

Rule 34-520

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Subject Container Storage and Container Yard Service Charges

TERMINAL STORAGE (Note-9)	
Chassis or Containers For Sale, in Out-of-Service, Long Storage, Off-Hire, or Major Damage Status	
Per chassis, bundled chassis, or container, per day (**Note 9**)	$ 90.48
Non-married tri-axle and/or genset chassis, per chassis, per day	$ 90.48
Empty Containers, per container	$10.00
IMPORT LOADED STORAGE AND EXPORT LOADED STORAGE	
International Loaded Containers, as defined herein **(Note 2)**	
After Free Time Expires (See Rule 34-505)	
Days 1-3, per TEU, per day	$ 17.68
Days 4-6, per TEU, per day	$ 31.20
Days 7-20, per TEU, per day	$ 44.72
Each Additional Day, per TEU, per day	$ 89.44
Out of Gauge containerized cargo, as defined herein **(Note 10)**	
After Free Time Expires (See Rule 34-505)	
Days 1-3, per TEU, per day	$ 46.80
Each Additional Day, per TEU, per day	$ 93.60
ISO Tank Container (loaded or empty), as defined	

herein **(Note 12)**	
After Free Time Expires (See Rule 34-505)	
Days 1-3, per TEU, per day	$36.40
Each Additional Day, per TEU, per day	$93.60

ARRIVAL OR DEPARTURE	**CHARGES**
The Authority Dray of Containers or Chassis between Intermodal Rail Facility and Container Yard, per container This rate is only applicable to chassis/containers with a prior or subsequent vessel move via Georgia Ports Authority Terminals.	$82.16
Early Arrival Facilitation Fee The early arrival of Containers or Chassis at Intermodal Rail Facility before the receiving window opens, per container.	$89.44
Non-Vessel Terminal Use Fee *This rate is applicable to containers without prior or subsequent vessel move via Georgia Ports Authority Terminals.* Import Arrivals via Motor or Intermodal (Rail) Carrier Export Departures via Motor or Intermodal (Rail) Carrier	$273.52

HAZARDOUS CONTAINER **(non-government and container yard related only)**	**CHARGES**
Hazardous Class Terminal Use Fee, per container *This rate is applied to all hazardous classes as defined in 49 CFR 172.101 and 173 (except hazardous classes 1.1-Mass Explosive Hazard, 1.2-Projection Hazard, Class 1.4 Explosives, and 7- Radioactive Materials).*	$87.36
Hazardous Class Surcharge, per container *This rate is applied to Class 1.1-Mass Explosive Hazard, Class 1.2-Projection Hazard, Class1.4 Explosives, and Class 7 (Radioactive Materials).*	$2,293.20

MISCELLANEOUS	CHARGES
Chassis Conveyance Fee, per chassis	$ 38.48
Company/Trucker-Owned Chassis Terminal Use Fee *This rate is applicable to company/trucker-owned chassis or flatbed that are left on the Authority's terminals.*	$300.56
Digging, per container moved to access a specific container *In completing empty container mounts, the Authority will not be required to dig. Mounts will be accomplished by equipment type requested. The first available container will be mounted from the appropriate stack bay. A charge per container move will be assessed if digging is requested to mount a specific container.*	$ 82.16
Equipment Bundling/Unbundling (At Request of Ocean Carrier or Chassis Pool) *This rate is based on the number of units to be placed on/removed from the bottom unit, per unit* (See **Notes 3 and 4**)	$ 89.44
Equipment Bundling (For Terminal Operational Efficiency), per bundle **(Note 5)**	$ 89.44
Flip, per container	$ 136.24
Return to Stack, per container per move	$69.68
Seal Change or Seal Installation, per container	$ 31.20

Segregation (Grounding / Mounting) For Inspection , per container per move	$69.68
Supplemental Intermodal (Rail) Lift, per container	$ 89.44
Weighing Containers (Gross, tare, net), per container	
After Arrival/Placement in Stack Location Using Truck Scale	$398.32
After Arrival/Placement in Stack Location Using RTG	$210.08

REFRIGERATED CONTAINER (Note 16)	**CHARGES**
Providing Electrical Power to Pre-Trip Empty Containers, per container	$ 58.24
Providing Electrical Power for Loaded Containers, per container per 24-hour period or fraction thereof	$ 58.24
Refrigerated Container Facilitation Fee, per container	$ 56.16

RELOCATION	**CHARGES**

Intra-Terminal Relocation (within the terminal), per chassis, container, or married unit, per move:	
Stack	$109.20
Wheeled	$57.20
Off-Terminal Relocation Import and Export Loaded Containers: applicable to containers on terminal for more than thirty (30) consecutive calendar days), per container **(Note 11)**	$737.36 – Truck Relocation $982.80 – Outbound (from GCT) Rail Relocation $491.92 – Inbound (to GCT) Rail Relocation
Off -Terminal Relocation Empty Containers exceeding twenty-nine (29%) of the Allowable Empty Container inventory, per container **(Note 13)**	$737.36 – Truck Relocation $982.80 – Outbound (from GCT) Rail Relocation $491.92 – Inbound (to GCT) Rail Relocation
Chassis/Containers Left On Dock	
Relocate to Yard, per chassis	$ 57.20
Relocate to Stack, per container	$200.72

THROUGHPUT **(Consolidated Non-Contract)**	**CHARGES**
Cellular Vessels: Non-Contract Consolidated Rate, per Container or Chassis	$368.00
Inclusive of the rate: wharfage, dockage, container crane rental, and handling equipment during vessel operations, receive and deliver to/from container stacks, stevedore use fee, and weighing export loaded container received via motor carrier-applies to initial in-gate arrival or via GPA's Intermodal Container Transfer Facilities.	
Non-Cellular Vessels: Non-Contract Consolidated Rate, per Container or Chassis	$552.00
Inclusive of the rate: wharfage, dockage, container crane rental, handling equipment during vessel operations, receiving and delivering to/from container stacks, stevedore use fee, and weighing export loaded container received via motor carrier-applies to initial in-gate arrival or via GPA's Intermodal Container Transfer Facilities..	
TRANSSHIPMENT: Non-Contract Consolidated Rate, per Container or Chassis	$ 368.00 (Cellular Vessels) $552.00 (Non-Cellular Vessels)

Note 1: Reserved/Intentionally Left Blank

Note 2: TEU – Twenty-Foot Equivalent Unit

A twenty-foot container = 1 TEU
A forty-foot container = 2 TEU's
A forty-five container = 2.25 TEU's

Note 3: The ocean carrier, or its M & R vendor, is responsible for supplying dunnage and banding when requesting bundling service.

Note 4: Charges are for the bundling/unbundling only. See Rule 34-630 for labor stand-by or guarantee time rates.

Note 5: When bundling is done for terminal operational efficiency, the bundles will not be suitable for transport.

Note 6: Reserved/Intentionally Left Blank

Note 7: Reserved/Intentionally Left Blank

Note 8: Reserved/Intentionally Left Blank

Note 9: Containers will remain in daily empty inventory and this rate will apply in conjunction with the monthly empty container storage charge.

Note 10: Cargo that exceeds the normal dimensions of a standard container, flatrack, or platform by length, width, height, and/or a combination thereof.

Note 11: The Authority reserves the right, at its sole discretion, to immediately remove import and export loaded containers from the Authority's facilities and relocate them to an off-terminal Authority

or Third-Party storage facility at the expense and risk of the cargo owner after an import or export loaded container is on the terminal for more than thirty (30) consecutive calendar days. An off-terminal truck relocation charge of **$737.36,** per container, to a local (within 10 miles) storage facility, or a rail relocation charge of **$982.80**, per container, to an inland rail facility and, if applicable, a second rail relocation charge of **$491.92**, per container, to return the same container back to Garden City Terminal will be assessed to the ocean carrier. Terminal Storage charges will continue to accrue, while the container remains in an off-terminal Authority or Third-Party storage facility, and will be assessed to the ocean carrier. For operating efficiencies, the Authority will not be required to dig for a specific container number stored at the off-terminal storage facilities. The first available container will be provided for subsequent removal from the storage facility.

The Authority, at its sole discretion, will select the off-terminal storage facility. The Authority shall not be responsible for any charges, fines, citations, or other liabilities as a result of hauling loads in violation of weight regulations. Any overweight citation or fine is chargeable to the ocean carrier at cost plus fifteen percent (15%).

Note 12: ISO Tank (loaded or empty) containers of all dimensions, as defined in MTOS Rule 34-505, are deemed as specialty cargo that has stowage limitations in the Container Yard.

Note 13: The Authority reserves the right, at its sole discretion, to immediately remove empty containers from the Authority's facilities and relocate them to an off-terminal Authority or Third-Party storage facility at the expense and risk of the ocean carrier when the ocean carrier's Allowable Empty Container inventory exceeds twenty nine percent (29%). An off-terminal truck relocation charge of **$730.00**, per container, to a local (within 10 miles) storage facility, or a rail relocation charge of **$982.80**, per container, to an inland rail facility and, if applicable, a second rail relocation charge of **$491.92,** per container, to return the same container back to Garden City Terminal will be assessed to the ocean earner. Applicable off-terminal empty container storage fees will be assessed to the ocean carrier on a per-container basis and documented in a separate rate quote. For operating efficiencies, the Authority will not be required to dig for a specific container number stored at the off-terminal storage facilities. The first available container will be provided for subsequent removal from the storage facility. The Authority, at its sole discretion, will select the off-terminal storage facility. The Authority shall not be responsible for any charges, fines, citations, or other liabilities as a result of hauling empty containers.

Note 14: BILLING EMPTY CONTAINER STORAGE RATES

The Authority is not required to notify ocean carriers when their empty container inventory approaches or exceeds the ACEI.

Note 15: If the Authority implements a container storage rate increase while the container is on the terminal, the entire storage period will be calculated using the increased storage rate.

Note 16: If the Authority implements any refrigerated services-related rate increase while the container is on the terminal, the increased rate will apply to the container for the entire period that electrical power was provided.

Rule 34-521

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: U.S. Coast Guard Regulated Cargo

Containers loaded with Explosives (Class 1.1 , 1.2, 1.3, 1.4, 1.5, 1.6,) and Class 5, if containing bulk ammonium nitrate), when escorted by Port Police will be assessed the following charge, per container	$578.76

Rule 34-522

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: U.S. Coast Guard Regulated Container Misplacement

When containers are left in locations not specified or as directed by the Authority, the Authority will assess a **$190.00** per container fee to relocate containers to the appropriate area. These charges will be invoiced to the responsible stevedore.

Rule 34-525

Effective Date: March 25, 2024 Issue Date: March 25, 2024

Subject: Government Agency Inspections: Centralized Examination Station

Full inspection, per container: (Notes 1,2, and 3)			
Container Size	**20 ft**	**40 ft**	**45 ft**
Palletized Cargo	$732	$1,082	$1,182
Non-Palletized Cargo	$1,082	$1,482	$1,682
Partial Inspection, per container: (Notes 1,2 and 3)			
Container Size	**20 ft**	**40 ft**	**45 ft**
Palletized Cargo	$532	$662	$732
Non-Palletized Cargo	$792	$1,107	$1,352

Handling Charge – Seized Cargo: (Notes 1,2,5, and 6) = $290, per labor hour or fraction thereof

Tailgate Inspection, per container: (Notes 1,2, and 3) = $352

Government Agency Facilitation Fee, per container: (Notes 1,2, and 4) = $397

The Government Agency Facilitation Fee includes the following types of CES inspections: Non-Intrusive Examination, Consumer Product Safety Commission, Food and Drug Agency, U.S. Coast Guard, U.S. Customs and Border Protection (Vacis Exams for CET, Outbound Agriculture or Trade), US Fish and Wildlife Service.

Cargo Damage and Variance Impeding Normal Handling: (Notes 1 and 3) = Call For Rate (912)-963-5437

Charges for equipment, labor, and materials to be determined and communicated to the bill-to-party preceding providing CES services.

Hazardous Cargo: (Notes 1 and 3) = Call For Rate (912)-963-5437 Charges for equipment, labor, and materials to be determined and communicated to the bill to the party preceding providing CES services.

Note 1: Charges are assessed to the Ocean Carrier and/or its authorized agent. The Authority will not honor requests to cancel any billing and re-bill another party.

Note 2: The Authority provides the following services included in this charge: Relocation services for Government Agencies to/from Garden City Terminal and Ocean Terminal to the CES for inspection without devanning; Mounting and grounding of a container for one on-terminal Governmental Agency inspection; and Seal changes for Government Agency inspections exclusively.

However, if the Authority is directed to devan any cargo for inspection, the charges applicable for the Partial or Full inspection will apply in addition to the Government Agency Facilitation Fee, and the Tailgate Inspection Fee.

Note 3: When the Authority devans a container at the direction of any of the aforementioned government agencies and all of the devanned cargo will not fit back into the original container, due to the nature or the intricacies of the cargo and/or loading pattern, the Authority will not be responsible for any additional charges.

Note 4: This charge will apply a second time when the Authority is requested to relocate/rehandle a container from the CES to Garden City Terminal's designated wash pad or fumigation area, due to a governmental agency directive.

The washing or fumigation of cargo must be conducted by an Authority-approved Third Party Vendor, which the cargo owner or customs broker will select.

Note 5: Charge is for the re-handling, palletizing, and shrink wrapping of government seized cargo from the warehouse floor to a secured area within the CES. This charge will be added to all preceding CES-provided fees and services.

Note 6: If seized cargo handling time exceeds one hour, the Authority will assess labor charges for each quarter-hour over the first hour.

Rule 34-549

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: EQUIPMENT AND LABOR RULES CATEGORY

EQUIPMENT AND LABOR RULES

Rule 34-550

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Assessment of Crane Lease Rates

All gantry crane (cranes) lease rates are based on per crane per hour, or fraction thereof. When lifts of more than one weight are handled during any given hour, the hourly crane lease rate will be based on the weight of the heaviest lift handled with heavy lift per ton charge, when applicable, assessed on the weight of the individual lifts. The stevedore or lessee utilizing the crane (cranes) shall report the weights per lift, made by the crane (cranes) for billing purposes. Failure to provide that weight within two (2) working days will result in the billing being based upon the crane scale weights, and no adjustments will be made.

On container cranes, billing will be in one-half (1/2) hour increments after the first hour.

Rule 34-552

Effective Date: January 26, 2021 Issue Date: January 26, 2021

Subject: Billing of Stand-By Time on Cranes

The bill-to party for the handling charges will be charged a missed crane appointment fee in an amount that equals one half of the minimum crane fee as specified in Rule 34-180 if the crane is not used at the scheduled crane appointment time. In addition to the missed crane appointment fee, the bill-to party for the handling charges will also be billed for standby time, at the applicable standby rate, if it is requested that the Authority stand-by to perform a crane lift and the crane is not used at the scheduled crane appointment time.

Standby charges will accrue from the scheduled crane appointment time until the crane is used. If a crane is ordered and not used during any eight (8) hour period, and not modified as outlined in Rule 34-560, a minimum of six (6) hours shall be assessed for straight time orders, and a minimum of seven (7) hours or eight (8) hours, as outlined in Rule 34-558, shall be assessed for overtime or legal holiday orders. Standby charges are assessed to each crane ordered and not used at the scheduled/ordered time.

Standby time charges are determined by using the labor rates specified in Rule 34-630 for the crane operator, the crane lead and the crane rigging crew at the applicable straight time, time and one-half, or double time rates on a per hour basis only, with no provisions made for a fractional part of the hour. Should standby time be incurred during the same hour in which the crane is used, the crane time will be billed at the applicable crane lease rates.

Note 1: If a missed appointment fee is incurred, the bill-to party for the handling charges will not be permitted to reschedule the appointment or schedule another crane appointment until the missed appointment fee has been guaranteed or paid.

Rule 34-555

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Crane Allocation

The terminal reserves the right to allocate the crane (cranes) when conflicts arise in crane (cranes) usage.

Rule 34-558

Effective Date: March 24, 2024 Issue Date: March 26, 2024

Subject: Crane Minimums

Minimum lease time for crane(s) will be six (6) hours per crane for a straight time operation and eight (8) hours per crane for overtime or legal holiday operations, except on 2400 hour starts, which will have a seven (7) hour minimum lease time. The lease time is subject to the minimum crane lease charges as provided in rule 34-625. The applicable crane lease charge will be assessed for the hours the crane(s) is (are) utilized, and any remaining hours on either the 6-hour straight time minimum or the 7-hour/8-hour overtime minimum, as the case may be, will be assessed the applicable stand-by labor rate.

Rule 34-560

Effective Date: February 1, 2016 Issue Date: January 1, 2016

Subject: Crane Order Procedure Modification and Cancellation

A. Ordering
Crane(s) must be ordered by 1600 hours of the day preceding the use of the crane(s), Tuesdays through Fridays. Crane(s) for use on Saturdays, Sundays, or Mondays must be ordered by 1600 hours the preceding Friday. Ordering times for Sundays or Mondays can be modified by 1200 hours the preceding Saturday.

(1)All crane orders must be associated with an ILA gang.

(2)Any additional crane ordered, and not associated with an ILA gang, will be subject to a minimum $1,100 charge even if the crane is not used.

B. Modification and Cancellation
Cranes ordered may be canceled or modified by prior notification as outlined:

(1) Crane(s) ordered for work at 0800 hours or 1000 hours of any day, including Saturdays and Sundays, may be canceled or re-ordered for a 1300 hour start by 1600 hours of the previous day. When crane(s) are re-ordered for a 1300 hour start, they may not be canceled.

(2) Crane(s) ordered for work at 1300 hours and 1500 hours of any day, including Saturdays and Sundays, may be canceled or re-ordered for a 1900 hour start the same day or 0700 hours of the day the cranes are to be utilized. When crane(s) are re-ordered for the 1900 hour start, they may not be canceled.

(3) Crane(s) ordered for work at 1900 hours of any day, including Saturdays and Sundays, may be canceled or re-ordered for a 2400 hour start by 1000 hours of the day the crane(s) is (are) ordered. When crane(s) is (are) re-ordered for the 2400 hour start, it (they) may not be canceled.

(4) Crane(s) ordered for work at 2400 hours of any day, including Saturdays and Sundays, may be canceled or re-ordered for a morning start the following day, by 1000 hours of the day the crane(s) is (are) ordered. When crane(s) is (are) re-ordered for the next start, it (they) may not be canceled.

Rule 34-562

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Crane Start Times

Starting time for cranes are 0700, 0800, 1000 (breakbulk only), 1300, 1500 (breakbulk only), 1900, and 2400 hours. Any exception to ordering times as specified herein must be made by prior arrangements with the Operations office of the terminal leasing the cranes.

Rule 34-565

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Down Time

Down time is the time during which the equipment is inoperable due solely to failure of the equipment. When billing, the Authority will not assess for the hours the equipment is inoperable. The Authority, however, will not be responsible for the stand-by or guaranteed time and resulting charges of the labor loading/unloading the vessel.

Rule 34-570

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Leasing of Cranes Container Handling or Cargo Handling Equipment to Stevedores

The Authority will lease to stevedoring firms, having the proper indemnification insurance certificates on file with the Authority, cranes, container handling equipment, such as top lifts and/or rubber-tired gantry cranes, or cargo-handling equipment (as identified in Rule 34-625).

In the case of the cranes, or the container handling equipment, such equipment will be leased only in support of vessel operations, unless the authority makes exception for its own convenience. The lease rates cover the equipment being leased, a qualified operator, and in the case of the cranes, a mechanic, when and as needed.

The operator provided with any leased equipment shall follow the instructions and signals from the lessee. The operator shall provide information to the lessee when requested, but in no way shall such information be considered as instructions or orders.

The lessee agrees to operate the equipment within its rated capacity, which shall be provided by Terminal Management, prior to the use of said equipment. Also, lessee agrees to be bound by the terms and conditions set forth in rule 34-575, entitled “Lessee Responsibility.”

Rule 34-571

Effective Date: November 15, 2008 Issue Date: November 1, 2008

Subject: Leasing of Cranes Container Handling Equipment or Cargo Handling Equipment to Ocean Carriers

The Authority will lease to ocean carriers, having the proper indemnification and insurance certificates on file with the Authority, cranes, container handling equipment, such as top lifts and/or rubber tire gantry cranes, etc. or cargo-handling equipment as identified in Rule 34-625.

In the case of the cranes, or the container handling equipment, such equipment will be leased only in support of vessel operations, unless the Authority makes exception for its own convenience. The lease rates cover the equipment being leased, a qualified operator, and in the case of the cranes, a mechanic, when and as needed.

The operator provided with any leased equipment shall follow the instructions and signals from the lessee. The operator shall provide information to the lessee when requested , but in no way shall such information be considered as instructions or orders.

The lessee agrees to operate the equipment within its rated capacity, which shall be provided by Terminal Management, prior to the use of said equipment. Also, lessee agrees to be bound by the terms and conditions set forth in Rule 34-575, entitled “Lessee Responsibility.”

Rule 34-575

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Lessee Responsibility

When cranes, hoists, conveyors, lift trucks, tractors, and other equipment, including rigging supplied by Lessor, which are used in the moving or lifting of cargoes (hereinafter called "Leased Equipment") are leased to others, it is expressly understood that such Leased Equipment will be operated under the direction and control of the Lessee, and the Lessee shall be responsible for the operation thereof and assume all risks for injuries or damages which may arise from or grow out of the use or operation of said Leased Equipment.

Lessee, by acceptance of such Leased Equipment, agrees to fully protect, indemnify, reimburse, and save harmless the Georgia Ports Authority and its employees against any and all causes of action, suits, claims, damages, and demands, of whatever kind or nature, including claims for consequential property damage, natural resource damage, loss of income and earnings, civil or criminal fines that are incident to or result from the lessee's operations on the property of the Authority and the use of the Authority's facilities (hereinafter "damages") and shall defend the Authority from any legal or equitable action brought against the Authority based on said damages, and pay all expenses and attorneys' fees in connection therewith. Should said Leased Equipment be damaged or destroyed while so leased (except when caused by natural perils such as windstorm, flood, fire, or earthquake, or by structural failure not resulting from operation of said equipment beyond its rated capacity), Lessee shall pay for all necessary repairs to or replacement of said equipment, but shall not be responsible for damages resulting from loss of use.

This rule is not be construed as requiring any Lessee to indemnify or hold harmless the Authority for that portion or percentage of such losses, if any, caused by the negligence of the Georgia Ports Authority.

It is incumbent upon the Lessee to make a thorough inspection and to satisfy himself as to the physical condition and capacity of the Leased Equipment, as well as the competency of operator (including any operator supplied by Lessor with said equipment), there being no representations or warranties with reference to such matter.

Rule 34-580

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Meal Break

A two (2) hour guarantee applies whenever an operator or mechanic is required to return to work during the evening meal break (1800 to 1900 hours) or midnight meal break (2400 to 0100 hours) after having worked a full eight (8) hour shift. If two hours work is not available, each operator or mechanic so affected will be released from work and charged based on the straight time rate for the number of hours necessary to complete the two hour guarantee.

Rule 34-590

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Require Vessels to Work

The Authority reserves the right to require all vessels using the crane (cranes) to work continuously to completion, with overtime for vessel's account in all cases when another vessel, or vessels, is (are) awaiting berth and/or use of the crane (cranes). If a vessel should refuse to work under the above conditions, she will then lose the crane (cranes), and, if necessary, must vacate the berth. She will then take her next turn behind vessel or vessels that may be awaiting the crane (cranes) and berth, and which are willing to work overtime for earliest completion.

Rule 34-595

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Slings Nets Etc.

Slings, nets, buckets and similar gear must be furnished by party leasing the crane (cranes).

Rule 34-600

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Suspension of Operation

When the crane (cranes) is (are) being utilized to load or discharge cargoes, necessitating the establishment of shifts for the operators and mechanics, and the lessee or stevedore finds it necessary to suspend operations during the overtime portion of the shifts, the operations office will be notified not later than 1600 hours (4:00 PM), the preceding date. If this notice is not given, the stevedore or lessee will be billed a minimum of seven (7) or eight (8) hours applicable stand-by time.

Rule 34-605

Effective Date: October 1, 2014 Issue Date: September 1, 2014

Subject: Use of Equipment

All equipment listed in this schedule is for use only at the leasing facility when equipment is available, and may not be removed from said facility. Cargo handling equipment leased will be picked up by the lessee at the Motor Pool of the facility, and will be returned to the same Motor Pool upon completion of work by lessee. Time on equipment will be assessed from the time the equipment leaves the Motor Pool until same is returned and checked in.

Rule 34-624

Effective Date: October 1, 2021 Issue Date: July 30, 2021

Subject: EQUIPMENT AND LABOR CHARGES CATEGORY

EQUIPMENT AND LABOR CHARGES

Rule 34-625

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Equipment Leasing Rates

See notes 1-6

A.	Container Cranes (See Rule 34-570)	
	Straight Time, per hour	$1,490.32
	Overtime – Mon.-Fri. or on Saturdays, per hour	$1,586.00
	Overtime – Sundays/Holidays, per hour	$1,678.56
B.	Gantry and Mobile Cranes (Vessel Operations Only) **(Note 4)**	
	Straight Time, per hour	$711.36
	Overtime – Mon.-Fri. or on Saturdays, per hour	$807.04
	Overtime – Sundays/Holidays, per hour	$898.56
	Minimum Charge, per order see MTOS 5-A, Rule 34-558	
C.	Container-Handlers (RTG / Top-Lifts)	
	Straight Time, per hour	$393.12
	Overtime – Mon.-Fri. or on Saturdays, per hour	$437.84
	Overtime – Sundays/Holidays, per hour	$484.64

D.	Payloader (1 cubic yard) or Tractor	
	Straight Time, per hour	$145.60
	Overtime – Mon.-Fri. or on Saturdays, per hour	$186.16
	Overtime – Sundays/Holidays, per hour	$224.64
E.	Dump Truck or Yard Jockey Truck	
	Straight Time, per hour	$167.44
	Overtime – Mon.-Fri. or on Saturdays, per hour	$205.92
	Overtime – Sundays/Holidays, per hour	$246.48
F.	Tractor with Flatbed, or Sweeper	
	Straight Time, per hour	$178.88
	Overtime – Mon.-Fri. or on Saturdays, per hour	$221.52
	Overtime – Sunday/Holidays, per hour	$262.08
G.	Front-End Loader	
	Straight Time, per hour	$223.60
	Overtime – Mon.-Fri. or on Saturdays, per hour	$267.28
	Overtime – Sundays/Holidays, per hour	$309.92
H.	Forklift, under 30,000 lb. capacity	
	Straight Time, per hour	$139.36

	Overtime – Mon.-Fri. or on Saturdays, per hour	$179.92
	Overtime – Sundays/Holidays, per hour	$222.56
I.	Forklift, 30,000 lb. or greater capacity	
	Straight Time, per hour	$216.32
	Overtime – Mon.-Fri. or on Saturdays, per hour	$257.92
	Overtime – Sundays/Holidays, per hour	$301.60
J.	Forklift with Chassis Flip Attachment	
	Straight-Time, per hour	$172.64
	Overtime- Mon-Fri or on Saturday, per hour	$214.24
	Overtime- Sunday/Holidays, per hour	$254.80

Note 1: The rates in this rule apply, as applicable, at all terminals where either the Authority or Logistec USA is the terminal operator.

Note 2: After the first hour, container cranes are billed in one-half hour increments. Gantry cranes and container-handlers are billed in hourly increments. Cargo-handling equipment is billed in quarter-hour increments.

Note 3: Container crane # 15 located at the Authority's Ocean Terminal may be used on breakbulk cargo at the discretion and convenience of the Authority. When so used, gantry crane lease rates will apply.

Note 4: This rate will not apply to Mobile Harbor Cranes used to lift breakbulk cargo imported or exported via a breakbulk ship. When container cranes at the Authority's Garden City Terminal, or either the container crane or Mobile Harbor Cranes at Ocean Terminal, are used on breakbulk cargo during vessel operations, and the breakbulk cargo is imported or exported via a container ship, the Authority will assess an equipment lease charge of **$644.80**, per six (6) minute increment, per lift, on straight-time or overtime. The lease charge will be assessed to the

ocean carrier in full regardless of any other agreements.

Garden City Terminal Heavy Lift Charge

On lifts exceeding 110,000 lbs., at the Authority's Garden City Terminal, the applicable per six (6) minute increment of **$644.80**, per lift, will be assessed, as well as the applicable heavy lift charge indicated below, which is applied to the total weight of each individual piece.

Over 110,000 Lbs. Per 2,000 Lb.

_____

$30.16

Ocean Terminal Heavy Lift Charge

On lifts exceeding 85,000 lbs., at Ocean Terminal, the applicable per six (6) minute increment (**$644.80**), per lift, will be assessed along with the applicable heavy lift charge indicated below, which will be assessed on the total weight of each individual lift.

Over 85,000 lbs. Per 2,000 lbs.

_____

$30.16

Boat Lift Surcharge for Garden City Terminal and Ocean Terminal

On lifts to or from cellular vessels where the boat exceeds 35 feet in length, the applicable per six (6) minute increment (**$644.80**), per lift,

will be assessed, as well as the below surcharge.

Each foot over 35 feet = **$75.35**, per foot

Note 5: For straight time and overtime hours, see rule 34-155.

Note 6: If a crane is ordered for a particular start time and is used at that time, and is then ordered and used again that same day, the minimum charge will be assessed for each order.

Rule 34-626

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Ship-to-Shore Container Crane and Mobile Handling Surcharge

When steel wires, ropes, slings, etc., are used in conjunction with the ship to shore container crane or mobile harbor crane to safely discharge, or load, out of gauge cargo onto flatracks, open top, loaded or empty containers to or from a vessel, a handling surcharge of **$639.00**, per six (6) minute increment, per flatrack / container, will be assessed to the ocean carrier. This surcharge will be in addition to the contractual or MTOS assessment for the lease of the ship-to-shore crane or mobile harbor crane. The surcharge will be assessed in full regardless of any other agreements. This surcharge *does not* apply when ship to shore cranes or mobile harbor cranes are used to lift breakbulk cargo at Garden City Terminal. Container crane lease fees for the handling of breakbulk cargo, at Garden City Terminal, are listed in Rule 34-625, Note 4 of this Schedule.

Rule 34-630

Effective Date: October 1, 2024 Issue Date: August 1, 2024

Subject: Labor Rates-Bainbridge, Brunswick, Savannah

BAINBRIDGE

Labor Classification	Straight- Time	Time and One Half	Double- Time	Half Time Differential	Double Time Differential
Administrative (Operations Administrative Coordinator)	$54.08	$81.12	$108.16	N/A	N/A
Handling Labor (Truck Driver, Clerk, Crane Operator, Operator)	$61.36	$92.56	$122.72	$31.20	$61.36

SAVANNAH/BRUNSWICK

Labor Classification	***Straight- Time***	***Time and One Half***	***Double- Time***	***Half Time Differential***	***Double Time Differential***
Administrative *(Operations Administrative Coordinator, Planner Supervisor) (Port Police **(See Note)**)*	*$73.84*	*$110.24*	*$146.64*	*N/A*	*N/A*
Handling Labor (Breakbulk	$85.28	$127.92	$170.56	$42.64	$85.28

Operator, Cargo-Handler, Driver Operator, Field Clerk, Forklift Operator, Foreman, General Mechanic)					
Crane Labor Crane Operators and Mechanics	$94.64	$141.44	$188.24	$46.80	$94.64

These rates apply for Authority personnel performing services for which no specific charges apply, or for performing services on overtime.

Overtime rates will be assessed at any time, except for normal working hours as specified in Rule 34-155.

MINIMUM GUARANTEE
A minimum guarantee of six (6) hours on Saturdays and eight (8) hours on Sundays and holidays is required, unless otherwise specified in this MTO Schedule.
(Exception) – Refer to Rules 34-552 and 34-558 for minimum guarantees and standby time applicable to cranes.

TIME AND ONE-HALF
Time and one-half apply Monday through Friday from 12:00 Noon to 1:00 PM and between 5:00 PM to 8:00 AM, and all day on Saturdays.

DOUBLE-TIME
Double-time applies on Sundays and holidays.

DIFFERENTIAL
When handling cargo or containers on overtime, the applicable schedule or contract rate, as the case may be, will be assessed, along with the applicable differential labor rate for the personnel involved in the physical handling subject to the minimum charge in Rule 34-180.

STANDBY
While on stand-by or to complete the minimum time guarantee, the rates for time and one-half or double-time will be assessed. Administrative personnel will be billed at the applicable rate for time and one-half or double-time.

Note: Port Police TWIC Escort Rates are provided in MTO Schedule Rule 34-191. Port Police escort rates for hazardous containers are provided in MTO Schedule Rule 34-521.