
TERMINAL TARIFF NO. 4



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IMPORTANT NOTICE

GULF SEAPORTS MARINE TERMINAL CONFERENCE
FEDERAL MARITIME COMMISSION AGREEMENT NO. 224-200163
APPROVED DECEMBER 2, 1988

PARTICIPATING MEMBERS

1. Board of Commissioners of the Port of New Orleans
2. Board of Commissioners of Lake Charles Harbor and Terminal District
3. Greater Baton Rouge Port Commission
4. Orange County Navigation and Port District, Orange, Texas
5. Mississippi State Port Authority at Gulfport
6. Port of Beaumont Navigation District of Jefferson County, Texas
7. Port of Houston Authority of Harris County, Texas
8. Board of Trustees of the Galveston Wharves
9. Alabama Stat Port Authority, Mobile, Alabama
10. South Louisiana Port Commission, Laplace, Louisiana
11. Brownsville Navigation District of Cameron County, Texas
12. Port of Port Arthur Navigation District of Jefferson County, Texas
13. Tampa Port Authority of Hillsborough County, Florida
14. Port of Corpus Christi Authority
15. Panama City Port Authority
16. Port of Pensacola
17. Brazos River Harbor Navigation District of Brazoria County, Texas
18. Board of Commissioners of the Jackson County Port Authority (Port of Pascagoula)
19. Manatee County Port Authority of Palmetto, Florida
20. St. Bernard Port, Harbor and Terminal District, Chalmette, Louisiana
21. Port of West St. Mary, Franklin, Louisiana

Notice: The Gulf Seaports Marine Terminal Conference Agreement permits the participating members to discuss and agree upon port terminal rates, charges, rules, and regulations. Any such rates, charges, rules, and regulations, adopted pursuant to said agreement, shall be published in the respective tariffs of said members and so identified by proper Symbol (A/GSMTC).

Shippers' Request and Complaints: Shippers, or other users of the facilities and services of the members of said conference, desiring to present requests or complaints with respect to and such rates, charges, rules and regulations, adopted pursuant to said Conference agreement, should submit the same, in writing, to the chairman of the Conference at the address below, giving full particulars, including all relevant facts, conditions and circumstances pertaining to the request or complaint. Should further information be required by the Conference for full consideration of the request or complaint, the Conference Chairman will so advise by mail. The said chairman will notify such shipper or complainant of the docketing of the matter and the date and time of the proposed meeting, and if said shipper or complainant desires to be heard, he shall make request therefore upon the Conference Chairman in advance of the meeting.

Larry Kelley, Conference Chairman
c/o Port of Port Arthur
P.O. Box 1428
Port Arthur, Texas 77640

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This tariff is issued in loose-leaf form and subsequent changes, additions, and corrections will be made by issuance of revised pages. The nature of the change will be indicated by the following symbols:

- (I) NEW ITEM
- (C) CHANGE IN WORDING OR LOCATION ONLY WITH NO EFFECT ON CHARGES
- (D) DELETION OF EXISTING ITEM
- (A) RATE INCREASE
- (R) RATE DEDUCTION

(GSMTC) The rate, rule or regulation is published pursuant to the Gulf Seaport Marine Terminal Conference

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10 DEFINITIONS

Agent or Vessel Agent - the party or entity which submits the application for berth, or otherwise represents a vessel's owner or charterer.

Berth - The section of a wharf including mooring facilities and water used by a vessel while docked at wharf.

CM – Cubic Meter

Checking - The service of counting and checking cargo against appropriate documents for the account of the vessel.

Dockage – The charge assessed against a vessel for berthing at a wharf, pier, or bulkhead structure or for mooring to a vessel so berthed.

Facility Use Charge - The use of terminal facilities by any rail carrier, trucker, shipper or consignee, their agents and/or employees, when they perform their own car or truck loading or unloading or the use of said facilities for any other gainful purpose for which a charge is not otherwise specified.

Free Time - The specified period during which cargo may occupy space assigned to it on terminal property free of terminal storage charges immediately prior to the loading or subsequent to the discharge of such cargo on or off the vessel.

Handling - The service of loading or unloading rail cars and trucks or moving cargo between point of rest and any place on the terminal facility, or otherwise receiving or delivering cargo on or off of the Port Terminal facilities.

Harbor Usage - The charge assessed against each ton of cargo transferred to or from water carriers while anchored in St. Andrews Bay.

Heavy Lift – Any single lift exceeding 75,000 pounds or greater.

MBF – Thousand (1,000) board feet

PCPA – Panama City Port Authority

Point of Rest - The area of the terminal facility which is assigned for the receipt of inbound cargo from the ship and from which inbound cargo may be delivered to the consignee and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading.

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Port Terminal Facilities - One or more structures comprising a terminal unit and including, but not limited to, wharves, warehouse, covered or open storage space, unloading structures and receiving stations used for the transmission, care and conveyance of cargo in the interchange of same between land and water carriers.

Storage - The actual physical keeping of freight or cargo in or upon property operated by the Authority beyond free time. The Authority reserves the right to transfer any freight or cargo not removed by the owner or shipper before the expiration of free time to any commercial warehouse or other place of storage at the expense of the owner or shipper, without prior notice.

Switching - A charge made for the movement of railcars within the switching limits of the Port.

Ton – (Short ton/US ton) 2,000 pounds.

User - a user of the facilities owned, leased, and/or controlled by the Panama City Port Authority shall include any vessel or person using any Port properties, facilities, or equipment, or to who or for whom any service, work, or labor is furnished, performed, done, or made available by the Panama City Port Authority, or any person owning or having custody of cargo moving over such facilities.

Vessel - includes within its meaning every description of watercraft or other artificial contrivance whether self-propelled or non-self-propelled, used, or capable of being used, as a means of transportation on water, and shall include in its meaning the owner thereof.

Wharf - any wharf, pier, quay, landing, or other stationary structure to which a vessel may make fast, or which may be utilized in the transit or handling of cargo or passengers and shall include other port terminal facility areas along side of which vessels may lie or which are suitable for and are used in the loading, unloading, assembling, distribution, or handling of cargo.

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Wharfage - A charge assessed against all cargo passing or conveyed over, onto or under wharves or between vessels (to or from barge or water) when berthed at wharf or when moored in slip adjacent to wharf. Wharfage is solely the charge for use of wharf and does not include charges for any other service.

Container Re-stow – The discharge and reloading of a container on the same ship during a ship call.

Container Transshipment – The discharge of a container during one ship call and reloading of the same container on the ship during another ship call or onto another ship. A container which has moved through the gate and return to the Port or has been stuffed or stripped while on the Port is not a transshipment.

On Port Container Dray – The movement of a container from the stack or a parked position, to the Container Freight Station or Customs Exam Station and back to the stack or parked position.

Container Freight Station – Any on-port warehouse or cross dock facility operated by the Port Authority.

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20 JURISDICTION OF PANAMA CITY PORT AUTHORITY

By a special act of the Florida Legislature, the Panama City Port Authority is an agency of the City of Panama City. The Authority has jurisdiction over and control of, and the power to regulate and fix charges for the port facilities owned by the City of Panama City. The Authority also has jurisdiction over mid-stream transfer of cargo to or from barge or ship.

21 GENERAL APPLICATION

The charges, rules and regulations published in this tariff apply on all cargo moving through the facilities of the Panama City Port Authority hereinafter referred to as "Authority" and shall apply equally to all users of the facilities.

The charges published in this tariff are in addition to those assessed for transportation.

The use of Authority facilities constitutes an acceptance by the user of all charges, rules and regulations published in this tariff and the user agrees to pay all charges and be governed by all rules and regulations published in the tariff.

All services undertaken to be performed by the Authority under this tariff, are further subject to Federal, State and Municipal laws and regulations.

22 APPLICATION AND INTERPRETATION OF TARIFF

Rates, rules and regulations contained in this tariff shall apply equally to all users of the facilities on the effective date shown in this tariff and as amended. Revised pages shall be issued to cover changes; however, all rates and regulations in this tariff are subject to change without notice, except as may be required by law. The Executive Director shall be the sole judge as to the interpretation of this tariff.

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23 CONSENT TO TERMS OF TARIFF

The use of the port facilities under the jurisdiction of the Authority shall constitute a consent to all of the terms and conditions of this tariff and specifically to Chapter 311, Florida Statutes, and evidences an agreement on the part of all common carriers, vessels, their owners or agents, or other users of such terminal facilities to pay all charges specified herein, and be governed by all rules and regulations shown in this tariff and the Florida Statutes.

25 TARIFF RESTRICTIONS

The handling charges published in this tariff will not apply on the following:
Pieces or packages exceeding 75,000 pounds.

Charges published in this tariff will not apply on commodities that are highly flammable, explosive or otherwise dangerous or of uncertain value except under advance arrangements with the Authority.

Commodities of an objectionable nature or commodities which might contaminate other commodities will only be handled directly between cars or trucks and vessel. Such commodities will not be handled through transit sheds or warehouses.

30 PORT SECURITY

The Panama City Port Authority has developed a security plan to meet Federal and State requirements related to Port Security.

The Authority may restrict access to the Port, inspect vehicles entering or exiting the Port, or impose other restrictions on Port users as may be required from time to time in order to enforce its security.

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31 PANAMA CITY PORT AUTHORITY ACCESS POLICY (I)

All persons permanently employed at the port, including PCPA staff, tenants and their employees surveyors, agents, stevedores, longshoreman, chaplains, contract labor and persons requesting temporary access to the port, including delivery persons, vendors, contractors, and temporary workers must display, above the waist and outside of clothing, a PCPA issues photo ID badge or visitor badge at all times when accessing or working on port property, as required by the Maritime Transportation Security Act of 2002 and 22 CFR part 105.

In accordance with U.S. Coast Guard regulation 33 CFR 101.514, as a precondition to receiving PCPA credential, applications must have applied for and received a Transportation Worker Identification Credential (TWIC). A valid TWIC must be presented to PCPA credentials officers to initiate the application process. PCPAV credentials officials will inspect each TWIC to ensure:

- A match of the photo on the TWIC to the individual presenting the TWIC.
- A verification that the TWIC has not expired and not on the cancelled card list; and
- a visual check of the various security features present on the card is preformed to ensure that the TWIC has not been forged or tampered with

The following officials are not required to present a TWIC to gain access to PCPA facilities:

- Federal officials are not required to obtain or possess a TWIC. Except in cases of emergencies or other exigent circumstances, in order to gain unescorted access to PCPA facilities, a federal official must present his/her agency issued official credential.
- Law enforcement officials at the state or local level, in the normal performance of their duties, are not required to obtain or possess a TWIC to gain unescorted access to PCPA facilities, however such officials must present his/her agency issued credential.
- Emergency responders at the state or local level are not required to obtain or possess a TWIC to gain unescorted access to PCPA facilities during an emergency situation, however such officials may be required to present his/her agency issued credential.

Operators of over-the-road cargo vehicles, who present a valid TWIC, valid commercial driver's license with a recognizable photograph, a current PCPA credentials badge and sticker, along with proper cargo documentation, will be granted unescorted access to port facilities, but must remain with their vehicles at all times while on Port property. Security awareness training is required for all persons requesting access to PCPA facilities in accordance with 33 CFR 105.215.

Vehicle decals may be obtained at the PCPA Port security office for those persons with a valid TWIC, and authorization to receive a vehicle sticker. Applicants for vehicle decals must present a current driver's license, current vehicle registration and current proof of insurance (in applicants name). For additional information, please contact Port Security at: (850)-767-3225 or by email: security@portpanamacityusa.com

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Upon presentation of a valid TWIC, written documentation from the company the applicant is representing, and successful completion of security awareness training, appropriate PCPA credentials will be issued to applicants who can demonstrate a need to access secure/restricted areas for authorized operational or commercial purposes; to deliver supplies, bunkers or stores; or to provide necessary maintenance services for authorized cargo handling equipment and vessels at PCPA berths. Panama City Port Authority credentials will not be issued for the sole purpose of soliciting business from PCPA employees, tenants, vessels or members of their crews.

The Authority reserves the right to deny granting a credential, or suspend, revoke or deny renewal of a credential previously granted, as follows:

- Submittal by an applicant of false, or misleading information to the Authority
- Failure to adhere to the policies, rules and regulations of the Authority or other applicable federal, state or local laws and regulations, including:
- Any attempt to gain entrance to the Authority's facilities, or secure / restricted areas within in facilities, through fraud or deception
- Any attempt to bypass established entry points,
- Use or attempted use of a credential issues to anyone other than the person requesting access
- Submittal by a credential holder of false or misleading information or refusing to cooperate in a security – related investigation.
- Conviction of a credential holder of any offence for which he or she would have initially been denied a credential in accordance with the policies of the Authority

Persons who have been issued a PCPA identification badge must receive permission to enter PCPCA terminal facilities at an established access point. Such persons must complete stop at the access point, present their credential to a PCPA security gate guard and receive permission to enter. Each person requesting access to the port is advised that entering the facility is deemed valid consent to screening or search, and that failure to consent to screening or search will result in denial or revocation of authorization to enter the port. Such persons are further advised that the possession of firearms or explosives on their person, or in vehicles, is prohibited.

Permission must be obtained from the Port Authority prior to photographing, including the use of drones for photography, any person facility, activity, or transportation conveyance on port property

TWIC escort requirements do not apply to mariners working immediately adjacent to the vessels they are employed aboard while in the conduct of normal operations in support of the vessel (perform maintenance, read load lines, load stores, etc.) Such mariners will be permitted limited access to the area immediately adjacent to their vessels without escort.

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35 TWIC ESCORTING

In accordance with the U.S. Coast Guard regulation 33 CFR 101.514, all persons requiring unescorted access to secure areas of the Facilities regulated by the USCG must possess a Transportation Worker Identification Credential (TWIC) before such access is granted. Persons requesting access to PCPA facilities who do not have a TWIC must make advance arrangements for escorting by a person holding a valid TWIC who has been approved for access to PCPA facilities and who has been granted escorting privileges. Such escorting must be side-by-side for the duration of the visit. Details of the current PCPA escort policy may be obtained either at the security office or the administrative office of the Authority.

Escort by PCPA personnel may be provided when suitable personnel are available, and at the sole discretion of PCPA with a minimum charge of \$75.00. After the initial two hours a charge of \$25 per hour, or part thereof, will apply. Escorts for seamen on visiting ships shall be \$10.00 each trip, in or out. PCPA makes no representation that escorts will be available to remain with persons requesting the service for the duration of their visit.

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40 CONDITIONS AND REQUIREMENTS FOR STEVEDORING LICENSES

A. Purpose

These rules and regulations are developed to establish a standard licensing procedure by which the Panama City Port Authority (the Authority) can exercise its lawful control of the orderly operations of Port facilities. No person, firm, corporation or other business entity shall operate as or carry on business of a stevedore unless or until there shall have first been obtained from the Authority a license authorizing such activity. As used in this Tariff, stevedore refers to the performance of contract work on behalf of another, including but not limited to, loading and unloading cargo onto and from vessels and moving cargo within the Port facilities.

B. License Procedure

- (1) An application for a license shall be submitted to the Executive Director on a form prepared by the Director and available at the Port office. An application shall be accompanied by the required filing fee and all other documentary evidence requested or required herein.
- (2) The Executive Director shall review the application and may require additional information. The Executive Director shall issue the license if the applicant satisfies the requirements of this tariff.
- (3) A Stevedoring license application will be considered upon, but not limited to, the following criteria:
 - A. New cargo opportunities the stevedore will be handling the Port (not including existing cargo being handled)
 - B. Working with the Port Authority to develop new cargo opportunities.
 - C. Providing the preceding three years of financial statements of the Company making the stevedoring license application for review
 - D. Two letters of recommendation from other shipping companies and/or port authorities that the applicant is currently conducting business with.
 - E. Any additional information the Executive Director may request that supports the application.
- (4) The decision of the Executive Director to deny a license shall be subject to review by the Board of the Panama City Port Authority at their next regularly scheduled meetings, provided such request is made within 10 days of the original denial.
- (5) An applicant shall not be allowed to resubmit an application following Board disapproval for a period of six months.

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C. Terms and Conditions

- (1) The acceptance of a stevedoring license or the use of Port facilities for stevedoring operations by a person or entity shall constitute consent to the terms, conditions, rules, and regulations of the Port Authority.
- (2) An applicant shall provide the names and addresses of the applicant(s), including all officers and directors of a corporation or all limited and general partners of a partnership. When applicable, the applicant shall provide satisfactory evidence of its qualifications to do business in the State of Florida. Additionally, the applicant shall provide the street address for its principal place of business.
- (3) The Licensee shall maintain a staffed, local office within the boundary of the Panama City / Panama City Beach metropolitan area and have a local company operations management representation based full-time out of the office. Failure to maintain a locally staffed office and representation will result in the cancellation of the license. The licensee will provide the Port Authority with a physical address, a mailing address and phone number for the local office and notify the Port Authority immediately of changes to the above requirements.
- (4) An applicant shall obtain and, as a licensee, shall maintain all insurance coverage required by law including USL&H insurance, general liability, and Stevedore's liability insurance, insuring against damage to persons and property in a single limit sum of \$2,000,000 and shall designate the Port Authority as an additional insured under the terms and conditions of the policy of insurance. Compliance with this provision shall be evidenced by a prepaid certificate of insurance reflecting the above coverage and a stipulation which prohibits cancellation of the insurance without ten (10) days' notice to the Port Authority.
- (5) A licensee shall maintain a Drug-free Workplace Program which satisfies the requirements of Section 440.102, Florida Statutes. An applicant for a license shall submit a copy of the written policy to be enforced during its operations on Port premises.
- (6) A license issued by the Authority shall expire the following September 30 unless renewed in accordance with this tariff. To renew a license, an application for renewal and payment of the annual license fee must be submitted on or before August 1 of each year, and the licensee shall continue to meet the requirements of item 40 subpart C (3) of the Tariff
- (7) A licensee shall save, hold harmless and indemnify the Port Authority from loss, claims, demands and suits for damages to persons and property, including court costs and attorney's fees, arising out of and from its operation incident to the use of the Port facilities.
- (8) No license shall be transferred or assigned or otherwise used by any person, firm, corporation, or business entity other than the named licensee.

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- (9) A licensee shall be responsible for damage to the facility and cargo or loss of cargo, occasioned by and through its employees, agents, and designees, including longshore labor employed by it, or other contract labor, whether the work force is deemed an independent contractor or not.
- (10) A Licensee shall assist the Port Authority in resolving any disputes relating to damage to the Port facility or cargo or the loss of cargo, and upon reasonable notice, the licensee shall make arrangements for interviews with its personnel and submit its records and reports relating to the event for inspection as required by the Port Authority.
- (11) Any damage to the Port facilities by a license or its employees, subcontractors, or other agents shall be reported in writing to the Port Authority as promptly as possible and the licensee shall be responsible for repairing the damage. Failure to report facility damage may result in additional charges against the licensee as deemed appropriate by the Port Authority.
- (12) A licensee shall use the Port facilities and conduct all stevedoring operations in accordance with all local, state, and federal laws, and all rules, regulations, and customs relating thereto.
- (13) An applicant shall submit and maintain a current health, Safety and Environmental Plan covering its operations under the license (if awarded), or renewal thereof, at the Panama City Port Authority.
- (14) A licensee will use all reasonable means to control and contain fugitive dust while loading and unloading bulk products.
- (15) A licensee shall issue identification badges to its employees, including longshoremen, in a manner designated by the Port Authority, to insure the admittance of authorized personnel only on Port premises.
- (16) The Port Authority reserves the right to modify, enlarge, amend, or delete any and all of the requirements relating to stevedore operations and licensees.
- (17) Failure to comply with any requirements of this tariff or any rule or regulation of the Port Authority shall be grounds for immediate revocation of a license.
- (18) The provisions of this tariff shall apply to renewal of any license.

(D) License Application and Renewal Fees

The Following fee schedule shall apply:

	Original Application (non- refundable)	Annual Renewal
General Cargo	\$1,300.00 (A)	\$825.00 (A)
Bulk Cargo Only	\$800.00(A)	\$550.00 (A)

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SECTION III	RULES AND REGULATIONS
ITEM	APPLICATION

45 INSURANCE

The insurance requirements for those companies or persons conducting business on Port premise are to insure the Port and customer against the risks for injury to persons, including death, and damage of property of others, that may arise out of the customer's operations on the premise.

All insurance shall be written by the company or companies authorized to do business in the state of Florida and shall have an AM Best rating of at least A-. Companies or persons are required to carry general commercial liability insurance in a single limit sum of Two Million Dollars (\$2,000,000.00) per occurrence with an annual aggregate of \$2,000,000.00 and shall include products and completed operations coverage. The insurance shall be written by a company or companies acceptable to the Port and authorized to do business in Florida. Customer shall deliver to the Port, before commencing operations, a certificate of insurance reflecting the above coverage for not less than an annual period, which, by its terms, shall prohibit any material change in coverage or cancellation of the policy without thirty (30) days' notice to the Port. The Panama City Port Authority shall be designated as an additional insured on the insurance policy. The customer and its subcontractors agree to waive rights of subrogation against the Port.

The customer shall secure and maintain during the secure and maintain during the life of their operations on the Port State Workers Compensation and longshoreman & Harbor Worker's Compensation Insurance (USL&H) on all of its employees on the project and where any work is sublet, and like coverage shall be provided by the subcontractor. No class of employee shall be excluded from the requirement and the customer shall provide a waiver of subrogation in favor of the Port. In ccc coo temporary labor working directly for the Port, the customer agrees to have the Port named as alternate employer by the company and its subcontractors and include a waiver of subrogation in favor of the Port.

The customer shall maintain Automobile Liability with a limit of at least Two Million Dollars (\$2,000,000.00) throughout the life of their operations. The insurance shall include Owned, non – Owned, and Hired motor vehicle coverage. The Port is to be included as an additional insured (except for workers' compensation) as respects operations of the Names insured. Waiver of subrogation is awarded in favor of the certificate holder.

Most auto insurance carriers require the additional insured to be required by written contract.

The insurance requirements set forth herein can be satisfied through a combination of primary and excess policies.

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60 AUTHORITY HELD HARMLESS

All users of Authority facilities agree to indemnify and save harmless the Authority from and against all losses, claims, demands and suits for damages, including death and personal injury, and including court costs and attorney fees, incident to or resulting from their operations on the property of the Authority and use of its facilities.

This item is not to be construed as requiring any user to indemnify the authority for that portion of such losses caused solely by the negligence of the Authority.

65 RESPONSIBILITY FOR DAMAGE TO FACILITIES

All vessels, their owners and agents, and all other users of the Port Terminal Facilities, shall be held responsible for all damage resulting from their use of Authority facilities and the Authority reserves the right to repair or contract for repair such damage. The Authority may detain any vessel or other watercraft Responsible for damage until security has been given to cover the amount of the damage.

This item is not to be construed as requiring any vessel, its owner and agent to indemnify the Authority for that portion of such losses caused solely by the negligence of the Authority.

70 RESPONSIBILITY FOR CLEANING FACILITIES

All users of Authority facilities shall be held responsible for cleaning the facilities after using them, including adjacent aprons and gutters. If the facilities are not properly cleaned, the Authority shall order them cleaned and bill the responsible party at the charges published in this tariff.

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75 AUTHORITY CONTROL OF SERVICES PERFORMED

The Authority reserves the right to control all services performed in connection with cargo moving over or through its facilities. Services normally performed by the Authority will only be performed by Authority personnel unless permission is granted to other personnel to perform such services. If permission is granted, the Authority shall be paid for any labor, materials or utilities it may furnish in connection with such services, including personnel it may furnish to protect its interest. No mechanical equipment may be brought to or used on Port Authority property without prior arrangement with the Executive Director or his designee.

80 DEMURRAGE OR DETENTION

The Authority will not be responsible for any demurrage or detention on rail cars or trucks. In cases where the Panama City Port Authority causes demurrage or detention, responsibility will be assumed.

85 UNCLAIMED OR REFUSED CARGO

The Authority reserves the right to sell for accrued charges any cargo which is unclaimed or refused by shippers, consignees, owners or agents after notice has been delivered or mailed to interested parties.

90 DISCHARGE OF BALLAST RUBBISH OR DUNNAGE

Discharging ballast, rubbish or dunnage in the slips or channels is prohibited. No vessel will be allowed to discharge ballast at the facilities of the Authority without permission nor will any vessel be berthed to discharge ballast when other vessels are awaiting a berth to load or discharge cargo.

91 OILY WASTE / SHIPS WASTE DISPOSAL

According to Annex 1 of the International Convention for the Prevention of Pollution from ships, known as MARPOL 73/78, and the United States Coast Guard implementing regulations, Part 158 of Title 33 of the code Of Federal Regulations (33 CFR 158), the Panama City Port Authority's Public marine terminals receive tankers or other oceangoing vessels Of 400 gross tons or more and by rule have adequate reception facilities For oily waste. Vessels, their owners and/or agents, desiring to discharge oily wastes are responsible for selecting an inspected and approved company that meets the United States Coast Guard requirements for receipt of oily waste are responsible for making the necessary Arrangements for proper discharge and removal from the Port.

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91 (cont.)

The firms listed below have indicated to the Captain of the Port of Mobile that they are interested in contracting their services in this regard. Their listing does not indicate a preferential recommendation by the Panama City Port Authority; however it does reflect the company's desire to function in the above capacity and the Captain of the Port's recognition of the firm with respect to the Panama City Port Authority's application. All inquiries should be directed to the Captain of the Port, United States Coast Guard.

The below third-party contractors have offered these services and Are applicable regulations for the transfer of oil (33CFR 154-156):

- Hull's Environmental

Under the provisions of Annex V of MARPOL 73/78 PORT RECEPTION FACILITIES FOR SHIPS GARBAGE, separation of waste on board vessels is required. Garbage is defined as "All kinds of victual, domestic and operation waste excluding fresh Fish and parts thereof, generated during the normal operation of The ship and liable to be disposed of continuously or periodically." In order to accommodate the needs of shipping and commerce the Panama City Port Authority's public marine terminals, and approved Certificate of adequacy has been issued by the Captain of the Port, United States Coast Guard, for garbage reception facilities.

Regulated food waste must be handled at a facility approved by the Animal and Plant Health Inspection Service (APHIS). The firms listed Below have indicated to the Captain of the Port, United States Coast Guard that they are approved by the Department of Agriculture, Animal And Plant Inspection Service. The listing below does not indicate a Preferential recommendation, however, it reflects the company's desire To function in the above capacity. Qualified contractors are subject To the applicable regulations for the collection and disposal of ships Waste (33 CFE Parts 151,155, and 158; 46 CFR Part 25).

- Hull's Environmental

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92 PROCEDURES FOR WELDING OR HOT WORK (I)

Coast Guard Sector Mobile has published new guidance (MSIB 01-17, May 2018) that details when a facility is required to notify the Coast Guard of hot work operations. It also explains the requirements that must be met for a facility to request and obtain a welding and hot-work permit approved by the Captain of the Port. Hot work includes welding, torch cutting or other flame or spark producing activity that may present a safety hazard, conducted at a waterfront facility or aboard vessel moored thereto. Contact the port Security office (850-767-3225) for a ccc coo that MSIB. In general, the Panama City Port Authority (with exception of the Bulk Terminal) does not require a specific hot work permit issued by the Coast Guard but does require notification to the local sector Mobile's Port safety and security branch (251) 441-5279.

Prohibited Hot Work: Facilities are prohibited from conducting welding or hot work during gas-freeing operations or withing:

1. 30.5 meters (100 feet) of bulk cargo operations involving flammable / combustible material.
2. 30.5 meters (100 feet) of fueling operations.
3. 30.5 meters (100 feet) of explosives
4. 15.25 (50 feet) of other hazardous materials

Oxyacetylene, electric, or any other welding or burning or other "hot work" withing the Panama City Port Authority is subject to the conditions delineated herein and provided that a current permit has been authorized by the Port Security office, which maintains daily logs. Contact the security office to obtain a permit (850-767-3225

When welding, burning or other "hot work" is being done, positive means shall be taken to confine heat, sparks, or slag to protect immovable fire hazards. Suitable operable fire extinguishing equipment shall be in the immediate vicinity and ready for instant use. Please see the guidance in National Fire Protection Association (NFPA) 51B, "Standard for Fire Protection in Use of Cutting and Welding Processes:"

Under no circumstances will permissions be granted to preform "hot work "in dangerous cargo areas. In addition, no cutting or torching of metal will be performed without a solid barrier between the metal being cut, and the concrete cap and aprons of the Panama City Port Authority

95 SMOKING PROHIBITED AND FIRE SIGNAL

Smoking, fires or lighted materials in the transit sheds, warehouses, or other cargo handling structures, on the dock, or on vessels handling flammable cargo is prohibited.

In case of fire on board a vessel in port, except vessels underway, such vessel should sound five (5) prolonged blasts of the whistle or siren, four to six seconds duration, to indicate a fire on board or on the dock at which the vessel is berthed. Such signal should be repeated at intervals to attract attention and may be used as an additional method for reporting a fire.

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100 VEHICLES ON FACILITIES

All employees, dockworkers and visitors at the Port of Panama City are restricted to parking in the designated parking areas. Any party bringing any vehicle or other articles onto the Port Authority properties shall do so at their own risk, and the Port Authority shall have no responsibility for any damage thereto or any liability to the owner.

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105 VESSELS REQUIRED TO WORK OVERTIME

The Authority may require a vessel to work continuously and expeditiously when deemed necessary for the overall Port interest until it completes loading or discharging, and the expenses thereof shall be the vessel's responsibility. In lieu of working overtime, a vessel may vacate the berth and await another berth. Vessels refusing to work overtime or to vacate the berth may be ordered moved by the Authority at the vessel's expense, as defined in Item 310 of this tariff.

110 WATCHMAN REQUIRED

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

115 APPLICATION FOR BERTH

All vessels, barges, their owners or agents, desiring berth at the wharves shall, as far in advance of the date of docking as possible, make application for same, specifying the expected date and time of arrival and departure from berth, and the nature and quantity of cargo to be handled. Application for berth is to be made to the Executive Director. Application for berth will be construed by the Authority to mean that all charges will be promptly paid upon presentation of invoice therefore, and that all rules and regulations will be complied with. All vessels berthing at the port without making a berth application are subject to Dockage charges up to three times the normal Tariff rate.

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120	<p>RESPONSIBILITY FOR CARGO</p> <p>Export Cargo, while on terminal facilities, is in the care, custody and control of its owner, owner's agent, and or shipper.</p> <p>Import cargo, while on terminal facilities, is in the care, custody and control of the vessel, its agent, the consignee, and or the importer.</p>
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125 PROVIDING BILLING INFORMATION

All vessels, their owners and agents, shall permit the Authority access to manifests, loading or discharge lists, rail or motor carrier freight bills or any pertinent documents for the purpose of audits to determine the accuracy of reports filed or for obtaining necessary information for correct billing of charges. The vessel and its owners and agents shall, within three (3) days after vessel sails, furnish to the Authority with information on all cargo loaded or discharged as well as any other information which might be required for the accurate billing of cargo and vessel charges.

130 PAYMENT OF INVOICES

All invoices are rendered in accordance with this tariff and are due on presentation, payable at Panama City, Florida, in U. S. currency. A one-and one-half percent (1.5%) interest rate shall be charged monthly (18% A.P.R.) on all invoices over 60 days old. Failure to pay within 30 days may result in the responsible party being placed on the delinquent list. All parties placed on the delinquent list may be denied further use of the facilities of the Authority until all outstanding charges have been paid. The Authority reserves the right to estimate and collect in advance all charges against cargo or vessels if credit has not been established with the Authority or if parties representing such cargo or vessels have habitually been on the delinquent list. Use of the facilities may be denied until such advance charges have been paid. The Authority reserves the right to apply any payment received against the oldest outstanding invoices.

The Authority does not recognize the numerous shippers or consignees and cannot attempt to collect or assist in collecting charges which may be passed on to shippers or consignees by the vessel, its owners or agents, and such bills are due when presented and must be paid regardless of when the vessel, its owners or agents are reimbursed.

Material errors or discrepancies on an invoice shall be specifically reported in writing to the Executive Director within 15 days after date of invoice. If not received within 15 days, the invoice shall be final and binding upon the parties and immediately payable.

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135 RESPONSIBILITY FOR CHARGES

Except as otherwise provided, all carriers, vessels, their owners, or agents, and all other users of the services or facilities of the Port are responsible for the payment of charges as provided for in this Tariff.

On all vessels utilizing Port facilities, the agent shall be responsible for the payment of all dockage and other terminal charges assessed against the vessel as provided for in this Tariff. The Port of Panama City reserves the right to hold the vessel, its owners, operators, despondent owners, charterers, sub-charterers, and/or agent or sub-agent liable for payment of all terminal charges not otherwise paid.

The arrest or attachment of any vessel by court order will not relieve or diminish the responsibility of the agent for the payment of dockage and related port terminal charges. The arrest or attachment of any cargo by court order will not relieve or diminish the responsibility of the party booking the cargo for the payment of all terminal charges including, but not limited to handling, storage and wharfage, assessed by the Port in accordance with the provisions of this Tariff.

140 REQUIREMENT OF PRIOR INSTRUCTION

It is the responsibility of forwarders or owners of cargo to furnish written specific instructions for the disposition of all cargo to be received or shipped in advance of receipt or shipment of cargo at the Panama City Port Authority. Such instruction shall be furnished no later than forty-eight (48) hours after discharging import cargo and no later than twenty-four (24) hours prior to vessel loading on export cargo.

Any storage charges incurred due to the failure to provide such instructions shall be the responsibility of the owner(s) and/or the forwarder(s).

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145	<p>SHIPSIDE LOADING OR DISCHARGING</p> <p>Advance arrangements must be made with the Executive Director for shipside loading of cargo directly from rail cars or trucks to barges or vessels or shipside discharging of cargo directly from barges or vessels to rail cars or trucks.</p>
150	<p>LOADING OR UNLOADING TRUCKS</p> <p>Port customers are requested to provide notification twenty-four (24) hours in advance of the arrival of the trucks. Trucks arriving without notice will be loaded or unloaded as promptly as possible after those that gave prior notice, subject to availability of labor.</p>
155	<p>CARGO CHECKING</p> <p>Cargo arriving at the Authority, for export, is checked by Authority personnel against shipping documents.</p> <p>Import cargo arriving at the Authority will be checked during the discharge operation. The Authority will not accept or be responsible for loss or shortage to any cargo not properly checked.</p>

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160 CONTROL OF LOADING UNLOADING AND HANDLING OF ALL CARGO

The Authority reserves the right to control the loading, unloading and handling of all freight and cargo to and from inland carriers on premises and facilities under its control. No others will be allowed to perform such handling without special permission from the Authority. When a stevedoring company or other party is permitted to handle cargo to or from inland carriers' facility use charges will be assessed as per item number 380. (Facility Use Charge)

165 WHARFAGE EARNED

Freight or cargo placed on a wharf shall be considered to have earned wharfage when placed upon the wharf and wharfage will be collected on it whether or not it eventually is loaded on a vessel.

170 MAXIMUM LOAD ON FLOORS/APRONS/WHARVES

The Executive Director shall have the right to specify the maximum load that may be placed on the warehouse or transit shed floors, or on the deck slab of the wharves, and the manner in which single heavy pieces shall be moved over said floors or wharves, and the right to specify the maximum height to which any commodity may be stacked or piled.

175 INDEMNIFICATION OF PCPA FOR PRIVATE RAIL CARRIAGE

No party shall be permitted to operate over or make use of Panama City Port Authority's tracks without written permission of the Port. When granted such permission, the private parties using the tracks and facilities agree to indemnify and save the Port harmless from and against all losses, claims, demands, and suits for damages, including death and personal injury, and including court costs and attorney's fees, incident to or resulting from their own operations on track and facilities. Any damage by the permitted party or its employees shall be reported in writing to the Port as promptly as possible and the permitted party will be held responsible for making repairs in a manner approved by the Port Authority.

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180	<p>CARGO LIABLE TO DAMAGE OTHER CARGO</p> <p>If, in the opinion of the Executive Director, any freight or cargo is likely to damage other freight or cargo, it may be moved to another part of the terminal or to private facilities at the risk and expense of the owner, without the necessity of prior notice to the owner.</p>
185	<p>WHARF OBSTRUCTIONS</p> <p>Stevedore's tools, equipment, appliances, vehicles or any other material or object which is not part of the cargo will not be permitted to remain on wharves when not in use. If such obstruction is not moved immediately upon notification from the Authority, it may be removed by the Authority and the owner will be charged with the expense incurred.</p>

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190 **REGULAR WORKING HOURS**

The regular working hours of the Authority are from 7 A.M. until 12 noon and from 1 P.M. until 4 P.M., Monday through Friday central time, holidays excepted. Services performed during these hours will be billed at applicable straight time charges, except as otherwise shown.

195 **CHARGES OTHER THAN REGULAR WORKING HOURS**

When, at the request of Authority facility users, services are performed on Saturday, Sunday, or at any time other than regular straight time working hours which are observed in normal Authority practice, the charges for these services will be as provided in this tariff; plus, the overtime differential paid to the laboring and/or clerical forces performing such services. This differential is one and half times the normal wage.

200 **HOLIDAYS**

The following holidays are observed by the Authority:

- Thanksgiving Day**
- Christmas Eve (Afternoon only)**
- Christmas**
- New Year's Eve (Afternoon Only)**
- New Year's Day**
- Martin Luther King's Birthday**
- Memorial Day**
- Independence Day**
- Labor Day**

When a holiday falls on Saturday, the preceding Friday will be observed.
When a holiday falls on Sunday, the following Monday will be observed.

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205	<p>QUOTATION OF SPECIAL CHARGES RULES OR REGULATIONS</p> <p>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, provided advance arrangements have been made with the Authority.</p>
215	<p>ERECTION OF SIGNS</p> <p>Signs may be erected on Authority structures or property only with the prior written approval of the Port Director who shall approve the copy, design, material and method of construction, erection, and location of the sign.</p>

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220 HAZARDOUS COMMODITIES

Shipments of hazardous materials as defined in 49 CFR 172.101, extremely hazardous substances as defined in 40 CFR 355 Appendix A, and CERCLA hazardous substances as defined in 40 CFR 302 Table 203.4 will be permitted only upon full compliance with applicable regulations by shippers, their agents, and agencies of transportation. Applicable regulations include all federal, state, and local requirements.

Anyone or any concern tendering hazardous commodities for storage and/or movement through the Port shall provide advance notification to the Port in accordance with the standards of reasonable care and prudent conduct, and in accordance with prevailing published hazardous materials rules. Anyone or any concern handling, using, owning, transporting, possessing or disposing of hazardous materials shall also indemnify and hold harmless the Authority from all damages, claims, expenses, including attorney fees resulting from the presence of such commodities at or near the Panama City Port Authority, excepting only that portion caused by the negligence or fault of the Authority, its agents or employees.

225 IDENTIFICATION OF DRUMS AND/OR CONCEALED CARGO

Before any stevedore, vessel agent, contractor, or other user of the Panama City Port Authority may bring any drum or other concealed cargo onto the property of the Panama City Port Authority, the following information must be provided.

1. Name of company possessing drum or concealed cargo on port property.
2. Telephone number of above-named company.
3. Contents of drum or concealed cargo, Material Safety Data Sheet (M. S. D. S.) shall be provided to the Port Authority.
4. Hazard class if any (i.e., flammable, combustible, etc.)
5. Labels or placards must be attached to the drum or container.

226 DELIVERING FUEL TO VESSELS

Any Party delivering fuel to vessel by truck must provide The Port Authority with proof of insurance as described in item 45. In addition, the Port Authority must be provided with a current Hazardous Materials Certificate of Registration with the US Department of Transportation, and a current copy of U.S. Coast Guard approval letter for the party's spill response mitigation plan.

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230 FREE TIME AND STORAGE CHARGES

Inbound Breakbulk Cargo

For cargo arriving by vessel, the free time will be 30 days, after which storage rates will be assessed.

Outbound Breakbulk Cargo

For purpose of assembling cargo for outbound movement, cargo departing by vessel, the free time will be 30 days, after which storage rates will be assessed.

Miscellaneous Cargo

For boats, vehicles, machinery, and other miscellaneous cargo, the free time will be 15 days, after which storage will be assessed.

Containerized Cargo

Inbound and outbound cargo in containers will be allowed 7 days free time, after which storage charges will apply.

Any cargo on hand at the end of any free time period, at the option of the Authority, may be removed to any other place of storage at the expense and risk of the owner or shipper. The Authority may alter the allowable free time on any merchandise if terminal operations or movement of merchandise are interrupted by war, earthquake, flood, fire, riot or any unusual occurrence which in judgment of the Authority warrants alterations of free time.

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SECTION IV ITEM	TERMINAL FEES APPLICATION
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300 DOCKAGE CHARGES

Dockage will be assessed on a twenty-four (24) hour day or fraction thereof for the first day, thereafter dockage will be assessed on a twelve (12) hour period or fraction thereof using one-half (1/2) of the applicable dockage rate. Dockage will be computed on length overall as listed in Lloyd's Register of Shipping or Certificate of Registry.

Advance berthing arrangements must be made with the Authority for all vessels and barges. The Authority may give berthing priority to vessels over barges and barges will be required to vacate a berth for vessels. Agents/vessels must file application with the Authority stating estimated time of arrival for vessels and barges at least 48 hours in advance of their arrival and agent/vessels must notify the Authority 2 hours prior to their sailing. The Port Authority's berth assignments are subject to the ongoing maintenance operations of the Port. In the event of conflict, the Director may assign any alternate berth or require relocation of a vessel.

The barge line operators shall be responsible for any barge shifting expenses deemed necessary by the Port Authority representative to conduct other Port activities, to include maintenance and vacating berths for vessels.

The following dockage charges are assessed against the vessels or barges using Authority facilities:

Ocean Going Vessels/Barges

LENGTH IN FEET	RATE PER FOOT IN DOLLARS	
0 TO 199	\$3.57	(A/GSMTC)
200 TO 399	\$4.71	(A/GSMTC)
400 TO 499	\$6.40	(A/GSMTC)
500 TO 599	\$8.59	(A/GSMTC)
600 TO 699	\$9.97	(A/GSMTC)
700 TO 799	\$12.65	(A/GSMTC)
800 AND OVER	\$15.12	(A/GSMTC)

FREQUENT USERS

Operators of ocean-going vessels consistently calling the Port of Panama City at least two times each month in a regularly scheduled liner service will be assessed dockage at 75% of the rates provided above.

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TERMINAL TARIFF NO. 4

SECTION IV	TERMINAL FEES
ITEM	APPLICATION
300	<p>DOCKAGE CHARGES (continued)</p> <p>Ocean-going Vessels berthed idle while awaiting sailing orders, taking ships stores, dunnage, bunkers, or for repairs shall be entitled to:</p> <p>Tariff regular dockage charge less fifty percent (50%)</p> <p>Advance arrangements will be required in all instances.</p>
0120	<p>INLAND BARGES</p> <p>\$1.24 per linear foot per 24-hour period or fraction thereof (A)</p> <p>BARGE SHIFTING Charge will be established by local tug provider</p> <p>Tugs, not serving the Port, Pleasure Craft, Fishing vessels or other watercraft.</p> <p>\$3.93 per linear foot per 24-hour period or fraction thereof (A)</p>
	<p>SECURITY ASSESSMENT (GSMTc)</p> <p>A security assessment of 8% will be applied to all dockage charges. Revenues derived from this assessment will be used to offset port security costs. (See Item 391)</p>

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TERMINAL TARIFF NO. 4

SECTION IV TERMINAL FEES
ITEM APPLICATION

305 LINE HANDLING CHARGES

Handling of lines will be an exclusive function of the Authority on all vessels except on vessels under 200' when line handling is performed by the vessel's own crew.

For vessels over 200' but less than 350' charges will be as follows:

Between 7:00 AM and 6:00 PM of a regular working day:

On Arrival	\$188.00 (A)
Shifting (per shift).....	\$141.00 (A)
On departure.....	\$141.00 (A)

Before 7:00 AM and after 6:00 PM of a regular working day, or on Saturdays, Sundays, and holidays:

On arrival	\$238.00 (A)
Shifting (per shift).....	\$179.00 (A)
On departure.....	\$179.00 (A)

For vessels of 350' or greater charges will be as follows:

Between 7:00 AM and 6:00 PM of a regular working day:

On Arrival	\$326.00 (A)
Shifting (per shift).....	\$293.00 (A)
On departure.....	\$293.00 (A)

Before 7:00 AM and after 6:00 PM of a regular working day, or on Saturdays, Sundays, and holidays:

On arrival	\$394.00 (A)
Shifting (per shift).....	\$355.00 (R)
On departure.....	\$355.00 (A)

Stand-by pay after expiration of one hour:

Per hour, per man, straight time	\$42.50(A)
Per hour, per man, overtime	\$59.00 (A)

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SECTION IV	TERMINAL FEES
ITEM	APPLICATION

310 VESSELS TO VACATE

The Authority may order any vessel to vacate any berth when the Authority deems that the continued presence of such vessel at such berth would be a potential hazard to the vessel, the berth, the Authority's facilities, or the rights or property or safety of others, or would unreasonably interfere with the use of the Authority's facilities by others. Such situations include, but are not limited to, the following: when a potential natural disaster such as a hurricane, tornado, earthquake, or flooding, makes the continued presence of the vessel a threat to the vessel and/or the Authority's facilities and personnel on or around the vessel; when the berth is committed to others under a preferential berth arrangement or other agreement; when the vessel's cargo or their items represent a hazard to other vessels, cargo or facilities; when the vessel refuses to work continuously to completion of its loading and/or discharge or where urgent situations on the property of the Port create an unreasonable risk to the vessel or its personnel or the property or personnel of the Port, i.e., fire, threat of explosion or the aftermath of either, contamination or other like circumstances, or where the vessel is unseaworthy, suffers from extensive damage that may lead to the possibility of sinking, or is unable to move under its own power or is contaminated or has on board hazardous products and is without authority to dock at the Port facilities, and other similar circumstances. If a vessel fails to proceed to promptly vacate as ordered, without reasonable excuse, it shall be responsible for any damage or expense which results to the Authority and to others caused by such failure to vacate. Also, the Authority shall have the option (but not the duty) to move the vessel to other locations at the risk and expense of the vessel. If such movement occurs, the vessel shall hold harmless the Authority for any liability it may incur as a result of such movement.

If a vessel refuses to vacate a berth, the Authority reserves the right to deny such vessel future berthing privileges.

Vessels refusing to vacate a berth will be charged triple the applicable dockage rate.

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SECTION IV	TERMINAL FEES
ITEM	APPLICATION

315 SEGREGATION OF CARGO
 Unless otherwise agreed, an additional handling charge will be assessed for the segregation of cargo

320 STEVEDORE USAGE CHARGES

The following stevedore usage charges are assessed against all stevedores using Authority facilities.

Breakbulk cargo, per ton	\$.37 (A)
Containerized Cargo, per ton	\$.37 (A)
Dry Bulk, per ton	\$.21 (A)
Liquid Bulk, per ton	\$.21 (I)

A \$26.00 minimum billing charge shall apply. (A)

321 CHARGES FOR SUPPLY OF EQUIPMENT, LABOR, AND MATERIALS

When an application is made for use of the equipment listed below without an operator, it must be accompanied by a signed statement attesting to the proficiency of the operator to be used and showing liability insurance as per Section III. When equipment is rented without an operator, the party renting the equipment must provide insurance coverage for loss due or damages to the equipment while it is rented.

The operator shall be under the sole supervision of the renter of said equipment. The Panama City Port Authority assumes no responsibility for personal injury or property damage which may result from use of Port equipment. This provision does not relieve the Port from liability for its own negligence.

Equipment rates do not include fuel, which must be provided by the user.

The Executive Director reserves the right to terminate use and reassign equipment to other operations when, in the Director's judgment, it becomes necessary to do so for the overall efficiency of the Port.

Charges for supplying miscellaneous equipment, labor and materials will be as follows, per hour:

<u>Straight Time</u>		<u>Overtime</u>
\$80.59 (A)	Forklift Truck & Driver	\$93.45 (A)
\$38.59 (A)	Forklift Truck w/o Driver	
\$85.84(A)	Paper Roll Clamp Lift Truck & Driver	\$103.22 (A)
\$44.57 (A)	Paper Roll Clamp Lift Truck w/o Driver	
\$97.81 (A)	30,000# Forklift & Driver	\$114.14 (A)
\$45.68 (A)	30,000# Forklift w/o Driver	
\$97.81 (A)	36,000# Forklift & Driver	\$114.14 (A)
\$45.68 (A)	36,000# Forklift w/o Driver	
\$132.27 (A)	Container Stacker & Driver	\$147.80 (A)

TERMINAL TARIFF NO. 4

SECTION IV TERMINAL FEES

ITEM	APPLICATION	
321	<u>Straight Time</u>	<u>Overtime</u>
(cont.)	\$77.00 (A)	\$94.00 (A)
	\$35.00 (A)	
	\$19.00 (A)	
	\$19.00 (A)	
	\$40.25 (A)	\$55.65 (A)
	\$40.25(A)	\$55.65 (A)
	\$43.50 (A)	\$60.00 (A)
	\$42.00 (A)	\$59.00 (A)
	\$55.00 (A)	\$77.25 (A)

325 Materials Supplied by Port

Pre-cut 2 x 4 blocking material will be supplied to van drivers to assist with securing loads of copper cathodes for \$26.00 per truck.

Dunnage material will be placed in railcars to reduce shifting for \$68.00 per rail car.

All other material supplied on the Port at Cost (Plus 20%)

CHARGES FOR BULK HANDLING EQUIPMENT

When application is made for use of the equipment listed below without an operator, it must be accompanied by a signed statement attesting to the proficiency of the operator to be used and showing liability insurance as per Section III. When equipment is rented without an operator, the party renting the equipment must provide insurance coverage for loss due or damages to the equipment while it is rented.

Charges for supplying bulk handling equipment will be as follows:

<u>Straight Time</u>		<u>Overtime</u>
\$136.00	Pay loader with Operator (A)	\$155.00(A)
\$94.00	Pay loader without operator (A)	

*** All bulk handling equipment will require a 2-hour minimum**

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SECTION IV TERMINAL FEES
 ITEM APPLICATION

330 PORT AUTHORITY CRANES

Charge fee	Straight Time	Overtime
100 Ton (American) Gantry Crane (with operator)	\$269.00 (A)	\$295.00 (A)
100 Ton Gottwald Mobile Harbor Crane (with Operator)	\$398.50 (A)	\$419.20 (A)
Automatic Control Spreader	\$17.00 (A)	\$17.00 (A)
Manual Control Spreader	\$12.50 (A)	\$12.50 (A)

A two-hour minimum call out shall apply.

Surcharge for heavy lifts (100-ton crane):

For each lift of 75,000# to 100,000#	\$440.00 (A)
For each lift of 100,001# to 125,000#	\$1,100.00 (A)
For each lift exceeding 125,000#	\$2,730.00 (A)

Crane operating hours are as follows:

Straight time – 0700 hours to 2200 hours Monday through Friday (excluding holidays)

Overtime – All hours after 2200 and before 0700 (Monday – Friday) and all-day Saturday and Sundays.

Holiday Charge – Billed at overtime rate for holidays listed in tariff item 200

Use of Private Cranes other than the Ships Gear

The Port Authority reserves the right to restrict the use of private cranes on its facilities when, in its opinion, it is able to provide a crane for the job. Cranes owned by the Port Authority will be granted priority or first call over privately owned cranes.

Responsibility for Crane Operators

Crane with operator shall be under the supervision of the party renting. The Panama City Port Authority assumes no responsibility for personal injury or property damage which may result from use of Port equipment. This provision does not relieve the Port from liability for its own negligence. The Executive Director reserves the right to terminate use and reassign cranes to other operations when, in the Director's judgment, it becomes necessary to do so for the overall efficiency of the Port.

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ITEM APPLICATION

340 THIRD PARTY CRANE USAGE ON PORT AUTHORITY PREMISES

When application is made for the use of a third-party crane, a copy of the certification for crane and operator qualifications under the Provisions of OSHA and 29 CFR Part 1919, shall be provided to the Port Authority. Application shall be approved prior to beginning of operations.

The Port Authority reserves the right to deny use of third-party cranes for any reason.

345 FACILITY USE CHARGE

Direct Transfer of General Cargo

When a port tenant, or stevedore, or other party is granted permission to handle general cargo directly from rail car or truck to a barge or vessel, or directly from a barge or vessel to a truck or rail car the following charge will apply...\$.70 er ton (A)

Third Party Handling of General Cargo

When a port tenant, or stevedore, or other party is granted permission to handle general cargo on port facility, including landing or staging cargo on the apron during loading operations, the following charge will apply: \$1.37 per ton (A)

Direct Transfer of Bulk Cargo

When a port tenant, or stevedore, or other party is granted permission to handle bulk cargo directly from rail car or truck to a barge or vessel, or directly from a barge or vessel to a truck or rail car the following charge will apply:\$.68 per ton (A)

Third Party Use of Loading Docks

When a Port Tenant, or stevedore, or other party is granted permission to utilize the Port Authority Loading Docks for the transfer of cargo between container and van a fee of \$34.00 per container will apply. (A)

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ITEM	APPLICATION

355 CHARGES FOR RAILROAD RELATED SERVICES

Track mobile or switch Engine with Operator and Flagman for positioning cars to be loaded or unloaded with cargo not handled by the Port Authority.

	<u>Straight</u> <u>Time</u>	<u>Overtime</u>
Per Hour	\$330.50 (A)	
Per Hour		\$364.00 (A)

A Two Hour Minimum will apply.

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360	HARBOR USAGE CHARGE A harbor usage charge, as defined in Item 10, will be assessed on each ton of cargo which is transferred to or from one water carrier to another, without utilizing the Port's wharf (midstream water). \$0.30 per ton of cargo transferred (A)

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ITEM	APPLICATION

365 ELECTRICAL CURRENT CHARGES

The Authority will supply electric power for the following rates:

Lights on wharf for nighttime vessel operations. \$109.00 per night (A)

Dockside power (warehouse metered) cost plus 10%

Plug-in for refrigerated containers: \$22.75 per 12 hours or fraction thereof (A)

370 FRESH WATER CHARGES

Rate assessed by the Authority for water supplied to vessels will be \$2.18 per net ton of 240 gallons. (A)

Minimum charge for vessels of 1,000 gross registered tons or less, \$52.00 per vessel.

Minimum charge for vessels over 1,000 gross registered tons, \$80.00 per vessel. (A)

375 TRUCK SCALE WEIGH-INS

The charge for truck scales will be:

Light and Heavy Weight	\$17.25 (For cargo not handled by the Port Authority personnel) (A)
	\$9.75 (For cargo handled by the Port Authority personnel) (A)
Axle Weight	\$12.25 (For cargo not handled by the Port Authority personnel) (A)
	\$8.25 (For cargo handled by the Port Authority personnel) (A)

380 FOREIGN GARBAGE CHARGES

Foreign garbage charges will be billed at cost plus 30% upon receipt of invoice from the disposal provider.

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ITEM	APPLICATION

385 DOCK CLEANING

A dock cleaning charge will apply on all bulk vessels and barges and on general cargo vessels and barges that require cleaning by Port Authority personnel. When the normal cleaning charge does not cover port expense to clean, the Authority reserves the right to recover cost in addition to the charges below.

SHIPS

\$170.00 plus disposal fee for dunnage disposal, etc. to be billed at cost upon receipt of disposal provider's invoice. (A)

BARGES

\$57.00 per Barge (A)

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SECTION IV TERMINAL FEES

ITEM APPLICATION

SECURITY ASSESSMENT

390

All dockage and wharfage charges will be subject to a Security Assessment as follows:

Dockage Charges	8% of total	(GSMTTC)
General Cargo.....	\$.25 per ton	(GSMTTC)
Containerized Cargo	\$5.04 per ton (A)	(GSMTTC)
Dry Bulk Cargo	\$0.056 per ton (A)	(GSMTTC)
Liquid Bulk Cargo.....	\$0.056 per ton (I)	(GSMTTC)

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MINIMUM CHARGES

Minimum charges per shipment for any Article or Item specified by this Tariff shall be \$26.00.

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SECTION VI		WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED		
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
400	Miscellaneous, General	\$2.26* (A)	\$7.15* (A)	\$.12 from 31-60 days* \$.18 61 days and over*
(Articles not otherwise described)				
*Rates apply per 2000# or per 40 cu.ft. (Whichever is greater).				
405	AUTOMOBILES, TRACTORS OR TRUCKS, (Operational Only)			
	Automobiles, Each	\$27.80 (A)	\$31.30 (A)	\$1.50*
	Tractors, Each	\$35.00 (A)	\$48.65 (A)	\$3.00*
	Trucks, Each	\$35.00 (A)	\$48.25 (A)	\$3.00*
*Per day after 15 days free time				
410	BUSES, EMPTY TRAILERS, AND PLATFORMS			
	Up to 39 feet, each	\$37.00 (A)	\$55.35 (A)	\$3.00*
	Over 39 feet, each	\$47.90 (A)	\$66.25 (A)	\$5.00*
*Per day after 15 days free time.				
416	MOBILE HOMES, AND MOTOR HOMES			
	Up to 50 feet, each	\$116.00 (A)	\$120.00 (A)	\$10.00*
	Over 50 feet, each	\$174.00 (A)	\$181.00 (A)	\$15.00*
*Per day with no free time.				

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ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
420	BOATS			
	On trailers up to 30'	\$48.00 (A)	\$50.00 (A)	\$7.50*
	On trailers from 31' -40'	\$80.50 (A)	\$89.00 (A)	\$12.50*
	On trailers from 41' -50'	\$100.00 (I)	\$120.00 (I)	\$18.00 (I)*
	Lifted from trucks			
	Up to 30'	\$92.70 (A)	\$168.70 (A)	\$15.75*
	Lifted from trucks			
	From 31' to 40'	\$126.70 (A)	\$7.75 per ft (A)	\$21.00*
	Lifted from trucks			
	Up to 41' to 50'	\$191.60 (A)	\$15.50 per ft (A)	\$32.00*

*15 days free time allowed for boats.

421 MOBILE EQUIPMENT

Rubber tired, tracked, self-propelled

\$44.30 (A)	\$98.30 (A)	11.00*
(Per unit)	(Per unit)	

*15 days of free time allowed per unit

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SECTION VI		WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED		
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY
425	CONTAINERIZED CARGO			
	Wharfage	per net ton		\$2.26 (A)
	Gate Moves (in or out)	per container		\$57.00 (A)
	On Port Dray	per job		\$115.00 (A)
	Re-stow Charge	per container		\$19.50 (A)
	Transshipment charge	Per loaded container		\$57.00 (A)
	Transshipment charge	Per empty container		\$36.20 (A)
	Reefer Plug-in/disconnect (ST)	Per container		\$12.75 (A)
	Reefer Plug-in/disconnect (OT)	Per container		\$18.30 (A)
	Security use fee	Per ship move		\$5.04 (A)
	Stevedores use fee	Per net ton		\$0.37 (A)
	Storage per day after 7 days free	20' container		\$1.65
		40' container		\$3.38
	Stuffing & Stripping	Rates quoted upon request		
	Customs Exam	Per CES operator agreement		

*Wharfage is applied to **gross** weight of cargo .

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SECTION VI WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED				
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
430	PAPER, NEWSPRINT PAPER, VIA:	\$2.26 (A)	\$6.75 (A)	\$.12 from 31-60 days \$.18 61 days and over
435	RECYCLE PAPER, WASTEPAPER, OCC IN MACHINE PRESSED BALES	\$2.26 (A)	\$16.00(A)	\$.27
	Scrap wood pulp, KLB	\$2.26 (A)	\$6.50 (A)	\$.12 from 31-60 days \$.18 61 days and over
<p>Note: The Authority shall not be responsible for any loss of paper resulting from loose bales. Charges for cleaning up and disposing of loose paper will be in addition.</p>				
445	TIES			
	Ties, cross, railroad, wooden: Pressure treated	\$2.26 (A)	\$6.60(A)	\$.12 from 31-60 days \$.18 61 days and over

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SECTION VI WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED				
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
450	LINERBOARD, PULPBOARD, FIBERBOARD, SACK KRAFT In rolls, weighing 1,000 pounds or more	\$2.26 (A)	\$4.62 (A)	\$.12 from 31-60 days \$.18 61 days and over
455	WOODPULP In rolls greater than 3,000#	\$2.26 (A)	\$4.77 (A)	\$.12 from 31-60 days \$.18 61 days and over
	Less than 3,000#	\$2.26 (A)	\$5.90 (A)	\$.12 from 31-60 days \$.18 61 days and over
	In bales (unitized)	\$2.26 (A)	\$4.46 (A)	\$.12 from 31-60 days \$.18 61 days and over
460	BUNDLED LUMBER, PLYWOOD, PARTICLEBOARD			
		\$2.73 MBF (A)	\$6.65 MBF (A)	\$.12 from 31-60 days \$.18 61 days and over
		1.36CM (A)	\$2.91 CM (A)	\$.05 from 31-60 days \$.08 61 days and over

NOTE 1: Charges for material and labor to secure trucks and rail cars are in addition to handling charges.

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SECTION VI		WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED		
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
470	FERTILIZER AND FERTILIZER MATERIALS (Except as otherwise provided)			
	In bags or sacks	\$2.26 (A)	\$8.00 (A)	\$.12 from 31-60 days \$.18 61 days and over
*Not applicable on Ammonium Nitrate fertilizer with nitrogen content in excess of 26.5%				
475	FERTILIZER, IN BULK	\$1.32 (A)	*Rates Quoted Upon Request	
480	STONE			
	Stone, viz marble, granite, Cornwall or onyx, in blocks, pieces or slabs			
		\$2.26 (A)	\$9.32 (A)	\$.12 from 31-60 days \$.18 61 days and over
485	STONE AND SHELL IN BULK			
	Stone and shell, oyster shell, gravel, limestone, in bulk pumice			
		\$1.32 (A)	*RATES QUOTED UPON REQUEST	
486	CEMENT			
	Cement in super sacks, suitable for forklift machine handling	\$2.26	*RATES QUOTED UPON REQUEST	
	Cement, in bags (Palletized)	\$2.26	*RATES QUOTED UPON REQUEST	
	Cement in bulk	\$1.32	*RATES QUOTED UPON REQUEST	

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SECTION VI WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED

ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
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490	GRAIN Grain and grain products, other than grain flour, not otherwise specified in packages (palletized/super-sacs)	\$2.26 (A)	\$6.55 (A)	\$.12 from 31-60 days \$.18 61 days and over
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495	Grain, in Bulk	\$1.32 (A)	*RATES QUOTED UPON REQUEST	
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500	MOLASSES	\$1.32 (A)	N/A	N/A
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504	PEANUTS, IN BULK Peanuts In sacks	\$2.26 (A)	\$12.75 (A)	\$.22
	Peanuts or Peanut Meal, in bulk	\$1.32 (A)	*Rates Quoted upon Request	

505	WOOD PELLETS AND PEANUT SHELL PELLETS In Bulk	\$1.32 (A)	*RATES QUOTED UPON REQUEST	
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Wharfage volume discount as follows:

Tons shipped over 400,000 tons within one year reduce to \$.99 per ton (A)

Tons shipped over 500,000 tons within one year reduce to \$.74 per ton (A)

ISSUED September 1, 2024	ISSUED BY PANAMA CITY PORT AUTHORITY ONE SEAPORT DRIVE PANAMA CITY, FLORIDA 32401	EFFECTIVE OCTOBER 1, 2024
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TERMINAL TARIFF NO. 4

SECTION VI		WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED		
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
506	IRON Iron or steel articles not otherwise described, billets, blooms, ingots, pig iron, slabs, rails, railway track, iron or steel, including steel plate, steel pipe	\$2.26 (A)	\$5.70 (A)	\$.12 from 31-60 days \$.18 61 days and over
510	IRON OR STEEL SCRAP Iron or steel, scrap not copper clad, having value for re-melting purposes only	\$2.26 (A)	*RATES QUOTED UPON REQUEST	
515	STEEL COILS	\$2.26 (A)	\$4.50 (A)	\$.12 from 31-60 days \$.18 61 days and over

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TERMINAL TARIFF NO. 4

SECTION VI		WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED		
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
520	COPPER WIRE ROD (Palletized)	\$2.26 (A)	\$4.95 (A)	\$.12 from 31-60 days \$.18 61 days and over
521	LEAD, COPPER, ZINC Bar, block, ingot, pig, or slab, Cathode	\$2.26 (A)	\$3.90 (A)	\$.06 from 31-45 days (A) \$.12 from 46-60 days(C) \$.18 61 days and over
525	ALUMINUM Aluminum Ingots	\$2.26 (A)	\$4.80 (A)	\$.12 from 31-60 days \$.18 61 days and over

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TERMINAL TARIFF NO. 4

**SECTION VI WHARFAGE, HANDLING, STORAGE CHARGES
 PER TON (2,000#) UNLESS OTHERWISE NOTED**

ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
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530 PASSENGERS

Passengers, embarking from shore to ship, per person	\$7.20 (GSMTC)	N/A	N/A
Passengers, disembarking from ship to shore, per person	\$7.20 (GSMTC)	N/A	N/A

540 HOUSEHOLD GOODS

Household goods, personal effects, baggage, per ton, or per measurement ton of 100 cubic feet, whichever figures greater

\$2.26 (A)	\$11.90 (A)	\$.12 from 31-60 days \$.18 61 days and over
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545 GLASS PLATE OR WINDOW

Glass, plate or window	\$2.26 (A)	\$14.25 (A)	\$.12 from 31-60 days \$.18 61 days and over
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Note: Additional charges will be assessed for blocking, bracing or otherwise securing plate or window glass in or on cars

550 RICE AND RICE PRODUCTS

Rice and rice products in packages:

Palletized	\$2.26 (A)	\$6.80 (A)	\$.12 from 31-60 days \$.18 61 days and over
Super Sacks	\$2.26 (A)	\$6.80 (A)	\$.12 from 31-60 days \$.18 61 days and over

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TERMINAL TARIFF NO. 4

SECTION VI WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED				
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
560	MAGNESITE Magnesite, calcined in super sacks container (2,000# - 5,000#) suitable for forklift machine handling	\$2.26 (A)	\$7.00 (A)	\$.12 from 31-60 days \$.18 61 days and over
565	MILK Milk, solid, powdered or flaked, in standard packages palletized	\$2.26 (A)	\$6.80 (A)	\$.12 from 31-60 days \$.18 61 days and over

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TERMINAL TARIFF NO. 4

SECTION VI		WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED		
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
570	CLAY, in super sacks	\$2.26(A)	\$6.65 (A)	\$.12 from 31-60 days \$.18 61 days and over
	Clay, in bags (Palletized)	\$2.26(A)	\$7.45 (A)	\$.12 from 31-60 days \$.18 61 days and over
	Clay, in bulk	\$1.32 (A)	*RATES QUOTED UPON REQUEST	
575	COTTON			
	Cotton, in bales	\$2.26 (A)	\$9.30 (A)	\$.22
580	COTTONSEED			
	Cottonseed, in bulk	*RATES QUOTED UPON REQUEST		
585	FULLERS EARTH OR OIL DRY			
	Diatomaceous, industrial, or fullers in standard packages palletized	\$2.26 (A)	\$6.85 (A)	\$.12 from 31-60 days \$.18 61 days and over

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SECTION VI		WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED		
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
586	RUBBER Rubber, natural or synthetic, in bales or standard packages, palletized	\$2.26 (A)	\$8.65 (A)	\$.12 from 31-60 days \$.18 61 days and over
590	RESINS Resins, synthetic, in standard packages, palletized	\$2.26 (A)	\$6.80 (A)	\$.12 from 31-60 days \$.18 61 days and over

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TERMINAL TARIFF NO. 4

SECTION VI		WHARFAGE, HANDLING, STORAGE CHARGES PER TON (2,000#) UNLESS OTHERWISE NOTED		
ITEM	COMMODITY	WHARFAGE	HANDLING	STORAGE PER DAY (UNLESS OTHERWISE NOTED)
595	POLES IN BUNDLES			
	Poles, in bundles			
	Non-creosoted	\$2.26 (A)	\$6.75 (A)	\$.12 from 31-60 days \$.18 61 days and over
	Poles, Loose			
	Non-Creosoted	\$2.26 (A)	\$17.70 (A)	\$.12 from 31-60 days \$.18 61 days and over
600	EXPLOSIVES, HANDLED ONLY BY PRIOR ARRANGMENT WITH PORT DIRECTOR			
	Explosives (handled only by prior arrangement with the Port Director)			
		*Quoted on Case-by-Case Basis		

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