



NOTICE

MTOS revisions



September 9, 2024

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

Effective October 1, 2024, the GPA will implement the following changes to the MTOS:

No 5-A General Rules

Rule 34-020 Application for Berth

- Failure to provide the required information, rate increased from \$700.00, per incident to \$728.00, per incident.

Rule 34-089 Obstructions and Cargo Left on Wharf

- Minimum charge for transferring cargo to a secondary point of rest, rate increased from \$2,800.00, per unit to \$2,912.00, per unit.
- Minimum charge for third-party crane, rate increased from \$1,550.00, per unit to \$1,612.00, per unit.
- Daily rate increased from \$ 2,000.00 to \$2,080.00, per unit.

Rule 34-095 Payment of Charges and Invoices

- Updated Language

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 34-106 Vessel to Vacate Berths

- Rate increased from \$5,250.00 to \$5,460.00, per hour.

Rule 34-110 Responsibility for Cleaning Facilities

- Minimum charge increased from \$1050.00 to \$1,092.00.

Rule 34-136 Use of Automated Systems

- Rate increased from \$320.00 to \$332.80, per container.

No 5-A General Charges

Rule 34-175 Dockage Charges

- Minimum Charge increased from \$998.00 to \$1,037.92, per vessel or barge per day.
- Rates increased 4%.

CONTAINER VESSELS	CURRENT RATES	NEW RATES
0 ft to 650 ft	\$13.00	\$13.52
651 ft and over	\$15.00	\$15.60
RORO and VEHICLE VESSELS		
0 ft to 650 ft	\$13.00	\$13.52
651 ft and over	\$15.00	\$15.60
VESSELS/BARGES not otherwise shown		
0 ft to 525ft	\$13.00	\$13.52
526 ft and over	\$15.00	\$15.60

Rule 34-176 Drone Policy

- Drone Operator Plus Rental, rates increased from \$850.00, per day to \$884.00, per day.

Rule 34-177 Fresh Water

- Rate increased from \$8.00 to \$8.32, per 2,000 pounds.
- Minimum charge increased from \$341.00 to \$354.64.

Rule 34-180 Minimum Charges

- Rates increased 4 %

MINIMUM CHARGES	CURRENT RATES Savannah/Brunswick	NEW RATES Savannah/Brunswick
Crane Lift, per lift	\$683.00	\$710.32
Forklift Handling, per lift	\$75.00	\$78.00
Minimum Storage, per unit	\$75.00	\$78.00
Top Lift, per lift	\$611.00	\$635.44
Water	\$341.00	\$354.64
NOS (Not Otherwise Specified)	\$95.00	\$98.80

Rule 34-185 Passengers Embarking or Debarking

- Rate increased from \$85.00 to \$88.40, per passenger.
- Minimum charge increased from \$10,000.00 to \$10,400.00, per call.

Rule 34-189 Terminal Security Surcharge

- Fully Cellular Container Vessels, rate increased from \$9.50 to \$9.98, per container, laden or empty, to or from the vessel.
- Noncellular and all other vessels including barges rate increased from \$4.85 to \$5.09, per linear foot overall, per call.

Rule 34-190 U.S. Military Deployments or Exercises

- Relocated Rates: The Wharfage rates contained in this rule will be relocated to new Rule 34-195.

Rule 34-191 TWIC Escort Service Charges and Special Port Police Service Charges

- Special Port Police Services
 - TWIC Escort Service rates increased from \$150.00 to \$156.00, per police officer, for the first two (2) hours and from \$135.00 to 140.40, per police officer, for each additional hour.
 - The Site Visit Facilitation rate increased from \$275.00 to \$286.00, per police officer, per hour.

New Rule 34-195 Wharfage Charges

- This new rule consolidated the Wharfage charges listed in MTOS Rules 34-285, 34-470, 34-515, and 34-190 and increased charges 4%.

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)	CURRENT RATES Savannah/Brunswick	NEW RATES Savannah/Brunswick
individual pieces weighing 150,000 lbs. or less, each per short ton	\$5.90	\$6.14
individual pieces weighing over 150,000 lbs. each per short ton	\$8.95	\$9.31
Lumber (Note) per short ton	\$4.95	\$5.15
Automobiles		
new manufacturers' lots, per unit	\$6.85	\$7.12
privately owned (POV's), per unit	\$11.42	\$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.

Bulk Cargo	CURRENT RATE Savannah/ Brunswick	NEW RATE Savannah/ Brunswick
Dry Commodities, NOS	\$2.72	\$2.83

Liquid Commodities, NOS (includes petrochemicals)	\$2.84	\$2.95
Biofuels	\$0.22/BBL	\$0.23/ BBL
Fertilizer, Liquid	\$1.75	\$1.82
Oils (other than petroleum, or pulp mill liquids)	\$1.50	\$1.56
Petroleum and Petroleum Products (Crude or Refined Oil, Fuel, Gas, Additives for lubricating, and Fuel oils)	\$.022 / BBL	\$0.23 / BBL
Stumps	\$3.90	\$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: **(Increased from \$5.95 to \$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.

MILITARY CARGO	CURRENT RATE	NEW RATE
Tracked or wheeled vehicles/equipment, NOS	\$6.00	\$6.24
Helicopters	\$6.00	\$6.24
Containers	\$6.00	\$6.24

No 5-A Breakbulk/RoRo Cargo and General/Miscellaneous Charges

Rule 34-268 Washing of Cargo

- This breakbulk rule will be deleted.

Rule 34-275 Measurement of Cargo

- Minimum Charge increased from \$84.00 to \$87.00

Rule 34-280 Stevedore Use Charge on Breakbulk and RORO Cargo

- Increased from \$0.72 to \$0.75, per 2,000 pounds, unless otherwise indicated regarding locations Brunswick and Savannah.

Rule 34-290 Miscellaneous Services

- Breakbulk fumigation and washing rates will be deleted and the other rates listed in this rule will increase by 4 %.

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

(See Notes 1 and 2)

CATEGORY	SERVICE	CURRENT RATE Savannah/ Brunswick	NEW RATE Savannah/ Brunswick
Containers	Lining floor of containers, per container	\$16.00	\$16.64
	Lining walls of containers, per container	\$26.00	\$27.04
Documents	Preparing of documents (orders/ receipt)		
	To transfer ownership, per transfer	\$50.00	\$52.00

	To create delivery order, per order	\$145.00	\$150.80
Drayage	Drayage of breakbulk cargo on the terminal, per net ton	\$9.00	\$9.36
Fuel	Provide fuel (up to 5 gallons) for equipment or vehicle, per unit	\$79.00	\$82.16
Garbage	Removing rubbish and garbage per load	\$508.00	\$528.32
Jersey Barriers	Jersey Barriers; placing and removing - per hour	\$214.00	\$222.56
Jump Start	Jumpstart equipment or vehicle, per unit	\$104.00	\$108.16
Labels	Attaching labels/tags furnished and prepared by shipper or consignee, per label/tag	\$4.00	\$4.16
CATEGORY	SERVICE	CURRENT RATE Savannah/ Brunswick	NEW RATE Savannah/ Brunswick
	Attaching labels/tags furnished and prepared by the terminal operator, per label/tag	\$5.00	\$5.20
	Removing labels	\$5.00	\$5.20

Marking Cargo	Freehand marking of cargo, per application	\$6.00	\$6.24
	Deleting marks, per mark	\$5.00	\$5.20
Method Statements	Preparing a Method Statement (Note 5) If cargo is lifted with Authority crane	\$310.00	\$322.40
	If cargo is lifted with leased crane (s)	\$1,155.00	\$1,201.20
	If cargo is lifted with leased crane(s) and engineered drawings required	\$2,310.00	\$2,402.40
Palletizing	Palletizing of cargo, per pallet (40"x48") (includes the cost of pallet)	\$27.00	\$28.39
CATEGORY	SERVICE	CURRENT RATE Savannah/ Brunswick	NEW RATE Savannah/ Brunswick
Photos	Cargo Photograph Request Photo Request, per photo (Note 1) Minimum charge	\$11.00 \$105.00	\$11.44 \$109.20

Rail	Removing and replacing covers on covered gondola railcars, per railcar	\$189.00	\$196.56
	Securing Corestock, hardboard, plywood, veneer, or other similar cargo in boxcars, per boxcars	\$227.00	\$236.08
	Securing Lumber on railcars,(Center-Beam Flatcar), per car	\$189.00	\$196.56
	Unsecuring rolling stock cargo, and cleaning railcars, per railcar	\$189.00	\$196.56
Rolled Cargo	Core-plugging or unplugging of rolled cargo, per roll	\$9.00	\$9.36
	Core-slinging of rolled cargo, per sling	\$8.00	\$8.32
	Redressing rolled cargo, per roll	\$51.00	\$53.04
Sampling Cargo	Sampling Cargo	See Rule 34-025	See Rule 34-025
CATEGORY	SERVICE	CURRENT RATE Savannah/ Brunswick	NEW RATE Savannah/ Brunswick
Shipside Cargo	Shipside Cargo Facilitation	\$116.00	\$120.64
Stencils	Furnishing and cutting stencils, per stencil	\$26.00	\$27.04
	Stenciling cargo, per application	\$5.00	\$5.20

Supersacks	Dumping of supersacks of non-hazardous cargo, per sack (includes handling to dump)	\$56.00	\$58.24
	Patching ripped or torn super sacks, per sack	\$16.00	\$16.64
Trailers	Trailer assembly / disassembly facilitation, per trailer, (Note 4)	\$226.00	\$234.78
Weighing	Weighing of trucks, per truck		
	To obtain gross, tare, net, and axle weights	\$29.00	\$30.16
Wires	Cutting wires on unitized baled cargo, per 2,000 pounds	\$5.00	\$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 (**increased from \$336.00 to \$349.44**) per day

Note 4: If the trailer assembly time exceeds one hour, GPA will assess an additional (**increased from \$56.50 to \$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 34-300 Articles, Not Otherwise Specified (NOS) (handling charges)

- Increased 4%

Loose or Not Palletized	Current Rates Per 2,000 Pounds	New Rates 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	\$60.00	\$62.40
Each weighing 55 lbs, but less than 110 lbs.	\$41.00	\$42.64
Each weighing 110 lbs, but less than 200 lbs.	\$27.00	\$28.08
Each weighing 200 lbs. or more	\$23.00	\$23.92
Palletized, In Super Sacks, or Otherwise Unitized / Crated for Forklift Handling	Current Rates Per 2,000 Pounds	New Rates Per 2,000 Pounds
Each weighing less than 1200 lbs.	\$13.00	\$13.52
Each weighing 1200 lbs. or more	\$16.00	\$16.64

Rule 34-305 Boats, yachts and/or hulls (handling charges) see notes

- Increased 4%

Per Unit	Current Rates	New Rates
Not exceeding 40 ft in length	\$86.00	\$ 89.44
Exceeding 40 ft in length	\$171.00	\$ 177.84

- (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.

- (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	Current Rates	New Rates
Not Over 26	\$250.00	\$ 260.00
Over 26 but not over 30	\$372.00	\$ 386.88
Over 30 but not over 35	\$511.00	\$ 531.44
Over 35 but not over 40	\$649.00	\$ 674.96
Over 40 but not over 50	\$903.00	\$ 939.12
Over 50 but not over 60	\$1,306.00	\$ 1,358.24
Over 60 but not over 70	\$3,153.00	\$ 3,279.12
For units over 70	Call for rates	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	Current Rates	New Rates
Not Over 26	\$1,536.00	\$ 1,597.44
Over 26 but not over 30	\$1,680.00	\$ 1,747.20
Over 30 but not over 35	\$1,915.00	\$ 1,991.60
Over 35 but not over 40	\$2,240.00	\$ 2,329.60
Over 40 but not over 50	\$3,508.00	\$ 3,648.32
Over 50 but not over 60	\$5,312.00	\$ 5,524.48
Over 60 but not over 70	\$7,059.00	\$ 7,341.36
For units over 70	Call for rates	Call for rates

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

Per Unit - **(Increased from \$236.00 to \$245.44)**

- (5) Trailers, not lifted with boat/yacht

Per Unit - **(Increased from \$164.00 to \$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 **(increased from \$1,406.00 to \$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 **(increased from \$1,001.00 to \$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.

Rule 34-310 Clay and Sand (Handling Charges)

- Increased 4%

Handling Charges, per 2,000 pounds	Current Rate	New Rate
Super Sacks or Palletized Bags	\$12.00	\$12.48

Rule 34-315 Granite, Marble, and Stone (Handling Charges)

- Increased 4%

Handling Charges, per 2,000 pounds	Current Rate	New Rate
Blocks or Slabs	\$10.00 (Notes 1 thru 3)	\$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 **(increased from \$683.00 to \$710.32, per lift)**, will be assessed.

Note 3: If the lift is made with an Authority toplift, a minimum charge of **(increased from \$611.00 to \$635.44, per lift)**, will be assessed.

Rule 34-320 Household Goods and Personal Effects (handling charge)

- Increased 4%

Handling Charges, per 2,000 pounds	Current Rate	New Rate
In Packages	\$37.00	\$38.48
Note: Please also see the minimum handling charges in Rule 34-180		

Rule 34-325 Lumber and Related Articles (handling charges)

- Increased 4%

Handling Charges, per 2,000 pounds

Category	Description	Current Rate	New Rate
A	Corestock, Dimension Stock, Doorskins, Hardboard, Fiberboard, Oriented-Strand Board, Particleboard, Plywood, Veneer, Wallboard, Wood Molding, and Wooden Billets, Dowels or Staves	\$12.00	\$12.48 (Note 1)
B	Lumber or Timber (Hardwoods or Softwoods) (Note 2)		
	Not otherwise shown	\$15.00	\$15.60
	In strapped bundles	\$11.00	\$11.44
C	Logs, Pilings, or Poles		
	In strapped bundles	\$15.00	\$15.60 (Note 2)
	Loose	\$18.00	\$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 Machinery and Parts (handling charges)

- Increased 4%

Agricultural or Farm Equipment (Balers, Combines, Cotton-Pickers, Harvesters, Threshers, Tractors, Etc.) Construction, Industrial, Mining, Textile, Etc.		
Self-propelled, per unit (Moving Under Own Power / Towable and Not Requiring Terminal Equipment to Lift/Tow) (Note 1)	Current Rate \$186.00	New Rate \$193.44
Not Self-Propelled, per 2,000 Pounds Machinery and/or Machinery Parts and Components (Requiring Terminal Equipment to Lift/Tow) (Notes 2 thru 5)	Current Rate	New Rate
55,000 lbs, or less per lift	\$21.00	\$21.84
55,001 lbs to 75,000 lbs per lift	\$24.00	\$24.96
75,001 lbs to 100,000 lbs per lift	\$27.00	\$28.08
100,001 lbs to 125,000 lbs per lift	\$32.00	\$33.28
125,001 lbs to 150,000 lbs per lift	\$39.00	\$40.56
150,001 lbs to 175,000 lbs per lift	\$44.00	\$45.76
Over 175,000 lbs per lift	Call for rate	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 **(increased from \$186.00 to \$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 **(increased from \$683.00 to \$710.32, per lift)**, will be assessed.

Note 4: If lift is made with an Authority toplift, a minimum charge of **(increased from \$611.00, per lift to \$635.44, per lift)**, will be assessed.

Note 5: If lift is made with an Authority forklift, a minimum charge of **(increased from \$75.00 to \$78.00, per lift)**, will be assessed.

Rule 34-335 Metal Articles (handling charges)

- Increased 4%

Category	Description	Current Rates Per 2,000 Pounds	New Rates 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)	\$12.00	\$12.48
B	Manhole Covers, Grates, Meters, Valve Boxes, Grinding, Balls in drums, Flanges, or Pipe Fittings (Notes 1 thru 5)	\$15.00	\$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)	\$20.00	\$20.80
D	Cylinders, Silos, Tanks (Notes 1,3 , 4 and 5)		
	55,000 lbs or less per lift	\$20.00	\$20.80
	55,001 lbs to 75,000 lbs per lift	\$21.00	\$21.84
	75,001 lbs to 100,000 lbs per lift	\$24.00	\$24.96
	100,001 lbs to 125,000 lbs per lift	\$26.00	\$27.04
	Over 125,000 lbs	Call for Rate	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 1,3,4 and 5)	\$13.00	\$13.52

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 **(increased from \$683.00 to \$710.32)**, per lift, will be assessed.

Note 4: If the lift is made with an Authority toplift, a minimum charge of **(increased from \$611.00 to \$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 Military Ordnance (handling)

- Increased 4%

	Current Rates	New Rates
Vehicles, tracked or wheeled, self-propelled (Moving under own power, and not requiring terminal equipment to lift/tow) Per Unit	\$186.00	\$193.44
Not self-propelled (requiring terminal equipment to lift/tow) (Notes 1 thru 3) Per 2,000 Pounds	\$21.00	\$21.84
Cargo, Not Otherwise Specified (NOS) (Notes 1 thru 3)	\$21.00	\$21.84

Note 1- Subject to the minimum charge of **(increased from \$186.00 to \$193.44)**.

Note 2 - If the lift is made with an Authority crane, a minimum charge of **(increased from \$683.00 to \$710.32)**, per lift, will be assessed.

Note 3 - If the lift is made with an Authority toplift, a minimum charge of **(increased from \$611.00 to \$635.44)**, per lift, will be assessed.

Rule 34-345 Modular Housing and Mobile Homes (handling charges)

- Increased 4%

Handling Charges	Current Rates	New Rates
Set Up and On Wheels (Not Requiring Terminal Equipment to Lift/Tow, per unit)	\$186.00	\$193.44
Handling Charges	Current Rates	New Rates

Set Up and Not On Wheels (Requiring Terminal Equipment to Lift/Tow, per 2,000 pounds (Notes 1 & 2)	\$23.00	\$23.92
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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 **(increased from \$683.00 to \$710.32)**, per lift, will be assessed.

Note 3: If the lift is made with an Authority toplift, a minimum charge of **(increased from \$611.00 to \$635.44)**, per lift, will be assessed.

Rule 34-350 Paper or Paper Articles (handling charges)

- Increased 4%

Category	Handling Charges, per 2,000 pounds	Current Rates	New Rates
A	Linerboard, Paperboard, Pulpboard, or Carton Stock, in rolls or palletized	\$10.00	\$10.40
B	Newsprint, Printing or Wrapping Paper, in rolls or palletized	\$12.00	\$12.48
C	Tissue or Toweling Paper, in rolls or Waste Paper, in machine pressed bales or rolls. (Note)	\$18.00	\$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 Rubber (Natural) (handling charges)

- Increased 4%

Handling Charges, per unit	Current Rates	New Rates
Crated	\$14.00	\$14.56
Loose	\$24.00	\$24.96
Palletized	\$17.00	\$17.68

Rule 34-352 Shipper-Owned Containers (handling charges)

- Increased 4%

Handling Charges, per unit	Current Rates	New Rates
Shipper-Owned Containers	\$368.00	\$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 Vehicles, Aircraft, and Parts (handling charges)

- Increased 4%

Category	Handling, per unit	Current Rates	New Rates
A	Ambulances, Automobiles, Buses, Hearses, Jet Ski/Snow Mobiles, and Privately Owned Vehicles (POV's)		
	Not Exceeding 10,000 lbs, each	\$85.00	\$88.40
	Exceeding 10,000 lbs, each	\$186.00	\$193.44
Category	Handling, per unit	Current Rates	New Rates
B	Trailers (Flatbeds, Dolly, Drop Deck, Step Deck, Tank, etc.), per unit		
	Towable	\$186.00	\$193.44
	Not Towable, per 2,000 pounds (Note 1)	\$21.00	\$21.84
C	Aircraft, per unit (Note 2)	\$1680.00	\$1,747.20
D	Parts: Aircraft and Vehicles, per 2,000 pounds	\$21.00	\$21.84

Note 1: Subject to a minimum charge of **(increased from \$186.00 to \$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 Woodpulp (handling charges)

- Increased 4%

Handling Charges, per 2,000 pounds	Current Rates	New Rates
Loose Bales or Rolls (Note)	\$10.00	\$10.40
Unitized Bales or Rolls	\$ 9.00	\$ 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.

No 5-A Breakbulk/RoRo Cargo Storage Charges

Rules 34-365 through 34-425 (storage charges)

- Increased 4%
- To conserve space, this notice intentionally omits the specific rates.

No 5-A Bulk Cargo Charges

Rule 34-460 Overtime Differential

- Increased 4%
- **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 **(increased from \$260.00 to \$268.00 per hour)** shall be assessed.

Rules 34-465 Stevedore Use Charge on Bulk Cargo

- Increased 4%

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:

Terminal	Current Rates Dry Bulk	Current Rates Liquid Bulk	New Rates Dry Bulk	New Rates Liquid Bulk

Garden City Terminal	N/A	N/A	N/A	N/A
Ocean Terminal	0.38	N/A	0.40	N/A
East River Terminal	0.38	0.44	0.40	0.46
Mayor's Point Terminal	0.38	N/A	0.40	N/A

No 5-A Container Rules and Charges

Rules 34-479 Chassis Pool

- Updated language

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.

Rules 34-509 Rolled Export Containers (loaded units)

- Updated Language

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 Stevedore Use Charge on Containerized Cargo

- Increased 4%

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

Terminal	Current Rates	New Rates
Garden City Terminal	\$0.72	\$0.75
Ocean Terminal	\$0.72	\$0.75
Colonel's Island Terminal	\$0.72	\$0.75
East River Terminal	\$0.72	\$0.75
Mayor's Point Terminal	\$0.72	\$0.75

Rule 34-511 Stevedore Vessel Loading Error

- Increased 4 % from \$250.00 to \$260.00, per container

Rule 34-512 Tank Surcharge and Out of Gauge Surcharge

- On 9/9/2024, after careful consideration, Georgia Ports decided to **cancel** the scheduled rate increase for the Tank Surcharge. Therefore, the Tank Surcharge and the Out of Gauge Surcharge will not change.

Rule 34-520 Container Storage and Container Yard Service Charges

- Increased 4% with the exceptions.
 - The Return to Stack and Segregation charges increased from \$67.00 to \$108.15, per container.
 - There are no changes to the throughput rates.
- The first tier of the empty storage rate will remain the same. However, empty storage tiers 2-4 will be deleted.

- **New Charge:** Non-Contract Consolidated Transshipment Rate for Cellular Vessels \$368.00, per container or chassis
- **New Charge:** Non-Contract Consolidated Transshipment Rate for Non-Cellular Vessels \$552.00, per container or chassis
- The notes related to Rule 34-520 still exist but are intentionally omitted from this notice to conserve space. The 4% increase applies to the rates listed in the notes.

TERMINAL STORAGE (Note-9)	Current Rates	New Rates
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)	\$87.00	\$ 90.48
Non-married tri-axle and/or genset chassis, per chassis, per day	\$87.00	\$ 90.48
Empty Containers, per container	\$10.00	\$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	\$17.00	\$ 17.68
Days 4-6, per TEU, per day	\$30.00	\$ 31.20
Days 7-20, per TEU, per day	\$43.00	\$ 44.72
Each Additional Day, per TEU, per day	\$86.00	\$ 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	\$45.00	\$ 46.80
Each Additional Day, per TEU, per day	\$90.00	\$ 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	\$35.00	\$36.40
Each Additional Day, per TEU, per day	\$90.00	\$93.60

ARRIVAL OR DEPARTURE	Current Rates	New Rates
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.	\$79.00	\$82.16
Early Arrival Facilitation Fee The early arrival of Containers or Chassis at Intermodal Rail Facility before the receiving window opens, per container.	\$86.00	\$89.44
Non-Vessel Terminal Use Fee <i>This rate is applicable to containers without prior or subsequent vessel move via Georgia Ports Authority Terminals.</i> Import Arrivals via Motor or Intermodal (Rail) Carrier Export Departures via Motor or Intermodal (Rail) Carrier	\$263.00	\$273.52

HAZARDOUS CONTAINER	Current Rates	New Rates
(non-government and container yard related only)		

Hazardous Class Terminal Use Fee, per container <i>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).</i>	\$84.00	\$87.36
Hazardous Class Surcharge, per container <i>This rate is applied to Class 1.1-Mass Explosive Hazard, Class 1.2-Projection Hazard, Class 1.4 Explosives, and Class 7 (Radioactive Materials).</i>	\$2,205.00	\$2,293.20

MISCELLANEOUS	Current Rates	New Rates
Chassis Conveyance Fee, per chassis	\$37.00	\$ 38.48
Company/Trucker-Owned Chassis Terminal Use Fee <i>This rate is applicable to company/trucker-owned chassis or flatbed that are left on the Authority's terminals.</i>	\$289.00	\$300.56
Digging, per container moved to access a specific container <i>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.</i>	\$79.00	\$ 82.16
Equipment Bundling/Unbundling (At Request of Ocean Carrier or Chassis Pool) <i>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)</i>	\$79.00	\$ 89.44

Equipment Bundling (For Terminal Operational Efficiency), per bundle (Note 5)	\$86.00	\$ 89.44
Flip, per container	\$131.00	\$ 136.24
Return to Stack	\$67.00	\$69.68
Seal Change or Seal Installation, per container	\$30.00	\$ 31.20
Segregation (Grounding / Mounting) For Inspection and Return to Stack, per container per move	\$65.00	\$ 69.68
Supplemental Intermodal (Rail) Lift, per container	\$86.00	\$ 89.44
Weighing Containers (Gross, tare, net), per container		
After Arrival/Placement in Stack Location Using Truck Scale	\$383.00	\$398.32
After Arrival/Placement in Stack Location Using RTG	\$202.00	\$210.08

	Current Rates	New Rates
REFRIGERATED CONTAINER (Note 16)		
Providing Electrical Power to Pre-Trip Empty Containers, per container	\$56.00	\$ 58.24
Providing Electrical Power for Loaded Containers, per container per 24-hour period or fraction thereof	\$56.00	\$ 58.24
Refrigerated Container Facilitation Fee, per container	\$54.00	\$ 56.16

RELOCATION	Current Rates	New Rates
Intra-Terminal Relocation (within the terminal), per chassis, container, or married unit, per move:		
Stack	\$105.00	\$109.20
Wheeled	\$55.00	\$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)	\$709.00 Truck Relocation \$945.00 Outbound (from GCT) Rail Relocation \$473.00 Inbound (to GCT) Rail Relocation	\$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)	\$709.00 Truck Relocation \$945.00 Outbound (from GCT) Rail Relocation \$473.00 Inbound (to GCT) Rail Relocation	\$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	\$55.00	\$ 57.20
Relocate to Stack, per container	\$193.00	\$200.72
THROUGHPUT	Current Rates	New Rates
(Consolidated Non-Contract)		
Cellular Vessels Non-Contract Consolidated Rate, per Container or Chassis	\$368.00	\$368.00
<i>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.</i>		
Non-Cellular Vessels: Non-Contract Consolidated Rate, per Container or Chassis	\$552.00	\$552.00
<i>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..</i>		
TRANSSHIPMENT	\$ 368.00 (Cellular Vessels)	\$ 368.00 (Cellular Vessels)

	\$552.00 (Non-Cellular Vessels)	\$552.00 (Non-Cellular Vessels)
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Rule 34-521 U.S. Coast Guard Regulated Cargo

- Increased 4%

	Current Rates	New Rates
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	\$557.00	\$578.76

Rule 34-522 U.S. Coast Guard Regulated Container Misplacement

- Increased 4% from \$184.00 to \$190.00, per container

No 5-A Equipment Leasing Charges

Rule 34-625 Equipment Leasing Rates

- Increased 4%

		Current Rates	New Rates
A.	Container Cranes (See Rule 34-570)		
	Straight Time, per hour	\$1,433.00	\$1,490.32
	Overtime – Mon.-Fri. or on Saturdays, per hour	\$1,525.00	\$1,586.00
	Overtime – Sundays/Holidays, per hour	\$1,614.00	\$1,678.56
B.	Gantry and Mobile Cranes (Vessel Operations Only) (Note 4)		
	Straight Time, per hour	\$684.00	\$711.36
	Overtime – Mon.-Fri. or on Saturdays, per hour	\$776.00	\$807.04

	Overtime – Sundays/Holidays, per hour	\$864.00	\$898.56
	Minimum Charge, per order see MTOS 5-A, Rule 34-558		
C.	Container-Handlers (RTG / Top-Lifts)		
	Straight Time, per hour	\$378.00	\$393.12
	Overtime – Mon.-Fri. or on Saturdays, per hour	\$421.00	\$437.84
	Overtime – Sundays/Holidays, per hour	\$466.00	\$484.64
D.	Payloader (1 cubic yard) or Tractor		
	Straight Time, per hour	\$140.00	\$145.60
	Overtime – Mon.-Fri. or on Saturdays, per hour	\$179.00	\$186.16
	Overtime – Sundays/Holidays, per hour	\$216.00	\$224.64
E.	Dump Truck or Yard Jockey Truck		
	Straight Time, per hour	\$161.00	\$167.44
	Overtime – Mon.-Fri. or on Saturdays, per hour	\$198.00	\$205.92
	Overtime – Sundays/Holidays, per hour	\$237.00	\$246.48
F.	Tractor with Flatbed, or Sweeper		
	Straight Time, per hour	\$172.00	\$178.88
	Overtime – Mon.-Fri. or on Saturdays, per hour	\$213.00	\$221.52
	Overtime – Sunday/Holidays, per hour	\$252.00	\$262.08
G.	Front-End Loader		
	Straight Time, per hour	\$215.00	\$223.60
	Overtime – Mon.-Fri. or on Saturdays, per hour	\$257.00	\$267.28
	Overtime – Sundays/Holidays, per hour	\$298.00	\$309.92
H.	Forklift, under 30,000 lb. capacity		
	Straight Time, per hour	\$134.00	\$139.36
	Overtime – Mon.-Fri. or on Saturdays, per hour	\$173.00	\$179.92
	Overtime – Sundays/Holidays, per hour	\$214.00	\$222.56
I.	Forklift, 30,000 lb. or greater capacity		
	Straight Time, per hour	\$208.00	\$216.32
	Overtime – Mon.-Fri. or on Saturdays, per hour	\$248.00	\$257.92
	Overtime – Sundays/Holidays, per hour	\$290.00	\$301.60

J.	Forklift with Chassis Flip Attachment		
	Straight-Time, per hour	\$166.00	\$172.64
	Overtime- Mon-Fri or on Saturday, per hour	\$206.00	\$214.24
	Overtime- Sunday/Holidays, per hour	\$245.00	\$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 **(increased from \$620.00 to \$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 **(increased from \$620.00 to \$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.

(increased rate from \$29.00 to \$30.16)

Ocean Terminal Heavy Lift Charge

On lifts exceeding 85,000 lbs., at Ocean Terminal, the applicable per six (6) minute increment **(increased rate from \$620.00 to \$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 (**increased rate from \$620.00 to \$644.80**), per lift, will be assessed, as well as the below surcharge.

Each foot over 35 feet = (**increased from \$72.00 to \$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 Ship-to-Shore Container Crane and Mobile Handling Surcharge

- Increased 4% from \$620.00 to \$639.00, per six-minute increment, per flatrack/container

No 5-A Labor Charges

- Increased 4%
- To conserve space, this notice intentionally omits the specific rates.

No 10-A Mason Mega Rail Terminal Charges

Rule 34-230 Terminal Storage (Non-Vessel Containers as defined herein)

- This rule will be deleted.

Rule 34-240 Terminal Storage (Chassis or Bundled Chassis at Mason Megarail)

- This rule will be deleted.

No 11 Appalachian Regional Port

Rule 34-030 (ARP)

- Updated language and rate changes

EMPTY CONTAINER STORAGE COMPUTATION

The Authority will assess an Empty Container Terminal Storage charge for each empty container that exceeds the Allowable Empty Container inventory for the monthly reporting

period. The Allowable Empty Container inventory for the monthly reporting period is computed as follows:

Step 1 Calculate the weekly average. The weekly average is calculated using the number of loaded and empty containers that have transferred via railcar from the Appalachian Regional Port (ARP) to Garden City Terminal (GCT) within the last three (3) months prior to the current billing period.

Step 2 Multiply the weekly average, as calculated in Step 1, by the number of days in the current billable month. That number is then multiplied by a factor of **.75** and the total will equal the **Allowable Empty Container Inventory Total**. The Authority will compare the number of empty containers allowed to the actual cumulative empty containers on the 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 MTOS 11 (ARP) Rule 34-210.

Note 1: If an ocean carrier exceeds its Allowable Empty Container total by more than ten (10) percent, the Authority reserves the right, at its sole discretion, to immediately remove empty containers either pursuant to MTOS 11 (ARP) Rule 34-035, or to an off-site location and assess a Terminal Fee of **\$40.00**, per container, a Dray Fee of **\$55.00**, per dray and a Daily Storage rate of **\$6.25**, per container, per day in lieu of the empty container terminal storage charge listed in MTOS 11 (ARP) Rule 34-210. The empty containers will be relocated at the expense and risk of the ocean carrier.

Note 2: The Authority, at its sole discretion, will select the off-terminal storage facility, which shall be less than one (1) mile from the ARP Terminal, or reserve the right to deny the entry of empty containers into its terminal. The Authority shall not be responsible for any charges, fines, citations, or other liabilities as a result of hauling empty containers. 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.

Note 3: The empty container terminal storage charge will be calculated and invoiced monthly to the ocean carrier or its agent. 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.

Questions may be addressed to the undersigned or your GPA account representative.

****For text alerts providing updates for weather, road, port operations etc.: Text GPAUSER to 888-777****

Paul Yarborough
Director of Administration



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