Mississippi State Port Authority
at Gulfport

PART I - TARIFF NO. 6
(Cancels Tariff No. 5)
SCHEDULE OF CHARGES, RULES AND REGULATIONS
FOR PORT TERMINAL SERVICES

Applicable at
The Port at Gulfport, Mississippi

Issued: January 8, 2010 Adopted: November 18, 2009 Effective: March 8, 2010

Issued by

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AMENDMENT CHECK SHEET

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(A) Denotes rate increase
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(D) Denotes deletion
(~) Denotes typographical correction
(0) Denotes adoption pursuant to action taken by Gulf Seaports Marine Terminal Conference

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GULF SEAPORTS MARINE TERMINAL CONFERENCE

Federal Maritime Commission Agent #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 & Terminal District
3. Greater Baton Rouge Port Commission
4. Orange County Navigation & Port District of 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 State Docks – Port of Mobile
10. South Louisiana Port Commission, LaPlace, Louisiana
11. Board of Navigation and Canal Commissioners of the Brownsville Navigation District of Cameron County, Texas
12. Board of Commissioners of the Port of Port Arthur Navigation District of Jefferson County, Texas
13. Board of Commissioners of the Tampa Port Authority of Hillsborough County, Florida
14. Port of Pensacola, Pensacola, Florida
15. Panama City Port Authority
16. Brazos River Harbor Navigation District of Brazoria County, Texas
17. Port of Corpus Christi Authority
18. Board of Commissioners of the Jackson County Port Authority (Port of Pascagoula)
19. Manatee County Port Authority, 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 and explanation.

Federal Maritime Commission Agreement #224-200163
Approved December 2, 1998

Shipper Requests 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 any 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 of the date and time of the proposed meeting, and, if said shipper and complainant desires to be heard, he shall make request upon the Chairman in advance of the meeting.

Mr. Greg Lovelace
Conference Chairman
c/o Tampa Port Authority
Post Office Box 2192
Tampa, FL 33601

Denotes change in wording; results in neither increase or decrease

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CHAPTER 01

DEFINITIONS

Chapter 01: Definitions

Subject	Section
APRON, WHARF That part of the wharf structure lying between the outer edge of the guard rail and the shipside shed; or, as to open wharves, that part of the wharf structure carried on piles adjacent to guard rail.	2
BERTH The water area at the edge of a wharf, including mooring facilities, used by a vessel while docked.	4
BERTH, ARRIVAL The time at which an incoming vessel's first line is placed on the dock or any mooring facility, or when a vessel anchors within the Port limits.	6
BERTH, DEPARTURE The time at which an outgoing vessel's last line is removed from the dock or any mooring facility, or when a vessel weighs anchor.	8
COFC Container on flat car.	10

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Chapter 01: Definitions

Subject	Section
CONTAINER	12
The term "container", as used in this Tariff, means a reusable shipping conveyance not less than ten (10) feet in length nor more than forty-five (45) feet in length, outside measurement, without chassis, especially designed to facilitate the carriage of goods by one or more modes of transport, and fitted with devices permitting its transfer from one mode of transport to another and constructed so as to enable the attachment of removable chassis for further transportation.	
DAY	14
A day shall be considered as a 24-hour period and, unless otherwise specified, shall include any fraction thereof; i.e., 00:00 to 24:00 hours.	
DEMURRAGE	16
The term "demurrage", as used in this Tariff, applies to a charge assessed against cargo which exceeds the free time allowance for space assignment. (See General Rules and Regulations and Cargo Section of this Tariff.)	
DOCKAGE	18
Dockage is a charge assessed against a vessel for berthing at a wharf, pier, bulkhead, structure, cluster pile, anchorage or bark, or for mooring to a vessel so berthed. Sheddage is included in the dockage charge.	

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Chapter 01: Definitions

Subject	Section
FACILITIES	20
Includes all docks, wharves, piers, bulkheads, channels, waterways, harbors, mooring places, anchorages, services and equipment of all types, all land, buildings, railroad trackage, roadways and all water areas under the jurisdiction and control of the Port Authority.	
FREE TIME	22
Free time is the specified period during which cargo may occupy assigned space on Port Authority property free of demurrage immediately prior to the loading of subsequent to the discharge of such cargo on or off a vessel. Except as otherwise provided in individual rules, free time commences on outbound cargo at 00:00 hours on the date after cargo is received, by any means, and on inbound cargo at 00:00 hours on the date after a vessel has completed discharge and/or leaves the berth. (See Cargo Section of this Tariff.)	
HANDLING	24
The term "handling", as used in this Tariff, means the physical handling or movement of cargo between railcars, trucks, or any other means of land conveyance, to or from a point of rest at any place on property of the Port Authority other than the end of ship's tackle. Handling is performed and related charges assessed and collected by licensed stevedores/agents.	

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Chapter 01: Definitions

Subject	Section
HARBOR FEE	26

A charge assessed against vessels to assist in defraying the expense of essential port services related to maintenance, security, safety and communications.

HOLIDAYS, LEGAL	28

The following days are observed as holidays by the Port Authority:

New Year's Day (First day of January)
Robert E. Lee/Martin Luther King's Birthday (Third Monday of January)
Washington's Birthday (Third Monday of February)* or Mardi Gras (Tuesday before Ash Wednesday)*
Good Friday (Friday before Easter)
Memorial Day (Last Monday of May)
Independence Day (Fourth day of July)
Labor Day (First Monday of September)
Veteran's Day (Eleventh day of November)
Thanksgiving (Fourth Thursday of November)
Christmas Day (Twenty-Fifth Day of December)

*Office to remain open with adequate staffing. If any legal holiday falls on Saturday or Sunday, then the following Monday may be observed as a legal holiday.

NOTE: Contact Gulfport Stevedores Association for information related to longshoremen's holidays.

LENGTH, VESSEL	30

Length over all, (L.O.A.), as appears in current Register of the American Bureau of Shipping, or Lloyds Register of Ships.

LINER SERVICE	32

A common carrier offering regularly scheduled international transportation by water of at least one vessel call per month to the general shipping public and subject to the Shipping Act of 1984.

Chapter 01: Definitions

Subject	Section
MARGINAL TRACKS	34
Railroad tracks on wharf aprons.	
OPEN STORAGE	36
Open, uncovered areas of the Port suitable for the storage of commodities not requiring covered sheds.	
POINT OF REST	38
For export cargo, the space which is assigned for the receipt of cargo, by any means, for vessel loading. For import cargo, the space assigned for receipt of cargo from a ship.	
PORT AUTHORITY	40
Where used in this Tariff, "Port Authority" means the Mississippi State Port Authority at Gulfport.	
PROJECT CARGO	42
Large consignments of cargoes requiring special consideration on space allocation and forward planning. Charges for such shipments are negotiable, subject to Federal Maritime Commission filing, when applicable.	

Chapter 01: Definitions

Subject	Section
SERVICE CHARGES	44
Whenever the rules and regulations of this Tariff refer to services performed by Port Authority personnel at cost, including fringe benefits, plus 20%.	
SHEDDAGE	46
Sheddage, open dock, and/or marginal track use is a charge assessed against a specific vessel, barge, or substitute, for providing warehouse, open area and/or marginal track space for the handling of inbound and/or outbound cargo. Contrary to practice at competing ports, no specific charge is assessed for sheddage. Rather, sheddage is included in the charge for dockage.	

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Chapter 01: Definitions

Subject	Section
SHEDS, SHIPSIDE	48
Covered cargo sheds immediately adjacent to wharves and aprons, intended to directly serve vessels.	
SHEDS, TRANSIT	50
Covered sheds located a short distance away from wharves and aprons, primarily used for cargo assembly, processing and distribution.	
TOFC	52
Trailer on flat car.	
TON	54
The term "ton" as used in this tariff, means a short ton of 2,000 pounds.	
TONNAGE, VESSEL	56
Gross Registered Tonnage is the G.R.T. appearing in the current Register of the American Bureau of Shipping.	
Other tonnage, as appears in the current Register of the American Bureau of Shipping, or Lloyds Register of Ships.	
TRAILER	58
The term "trailer", as used in this Tariff, means a reusable shipping conveyance mounted on a permanent chassis specifically designed as a highway vehicle to be hauled by a detachable tractor, suitable for the transportation of cargoes on domestic and foreign commerce, ashore or aboard vessels.	

Section I: Definitions

Subject	Section
USAGE CHARGE	60
The term "usage charge" herein means the charge assessed by the Port Authority for facilities used by any carrier, shipper or consignee, stevedore, contractors, their agents or servants, and/or any other person when they perform car, barge or truck loading or unloading, or the use of said facilities for any other gainful purpose for which use a charge is not otherwise specified.	
VESSEL	62
A ship, tug, towboat, packet, lighter, raft or any water craft, self propelled or non self propelled, used or capable of being used as a means of transportation on water.	
WHARFAGE	64
The term "wharfage" means the charge assessed against cargo for the use of any Port Authority facilities, including cargo received or delivered by any means, including other water craft lying alongside vessels, or taken from or delivered to the water.	
WORKING HOURS	66
The recognized working hours of Port Authority personnel are from 0800 to 1700 hours, Monday through Friday, holidays excluded. NOTE: Contact Gulfport Stevedores Association for hours, holidays, etc. of longshoremen.	

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CHAPTER 02

GENERAL RULES AND REGULATIONS

Chapter 02: General Rules and Regulations

Subject	Section
ADMINISTRATION	100
The administration of the Port Authority is under the direction of an Executive Director, who is appointed by the Mississippi State Port Authority at Gulfport and the Mississippi Development Authority.	
ALCOHOLIC BEVERAGES	102
The possession and/or consumption of alcoholic beverages on Port property and facilities is prohibited without the proper licenses and the approval of the Board of Commissioners of the Port Authority.	
ANCHORAGE, HARBOR AND CHANNEL	104
It is prohibited to anchor any vessel in the channel or harbor except in cases of actual emergency, or unless specifically authorized and/or directed by the Port Authority.	
AUTHORIZED PERSONNEL	106
Only authorized personnel possessing a Transportation Worker Identification Credential (TWIC) card engage in Port and vessel related activities are permitted within fenced areas of the Port, and loitering, fishing, etc., is strictly prohibited. Trespassers are subject to civil penalties as provided in 46 U.S.C. 70117. Any person who does not comply with the Maritime Security Directive shall be liable for a civil penalty of not more than $25,000 for each violation.	
Any persons using or visiting any Port facilities do so at their own risk, and the Port Authority will assume no responsibility for injuries, claims or damages sustained.	

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Chapter 02: General Rules and Regulations

Subject	Section
BAGGING	108

On application, and subject to availability of and prior arrangements made for space, and subject to all provisions of this Tariff, the Port Authority at its option and convenience may grant to individuals, firms, or others, hereinafter referred to individually and collectively as "grantee", the use of such of its sheds as the Port Authority may designate, for the receipt and unloading of bulk commodities, and for the bagging of the same commodities. The regular tariff rules for free time and usage charges shall apply.

Under grant authorized in this rule, the Port Authority assumes no responsibility or liability whatever, directly or indirectly, for the operation or for the default or failure of the Grantee, or for loss or damage to the cargo, notwithstanding cause or occasion.

In consideration of and upon acceptance by the Grantee of the grant authorized in this Section, Grantee agrees to indemnify and save harmless the Port Authority, its successors and assigns, from all claims for any loss, damage or injury sustained by the Port Authority, or by any agent or employee of the Port Authority, or by any person whomsoever, whether the same be caused by the negligence of the Grantee, or its officers, agents, employee or otherwise.
Ref.: See Section 148

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Chapter 02: General Rules and Regulations

Subject	Section
BERTH APPLICATION	110

No vessel shall enter or depart the Port of Gulfport until such time as the vessel has received authorization from the Port Authority. Vessels and/or their owners or agents shall be held liable for the payment of all charges incurred by the vessel and its agent, including liability for the payment of all charges incurred by the vessel's cargo, disclosure of principals to the contrary notwithstanding. Applications for berth made by agents of the vessel and request made by agents acting for the owners, shippers or receivers of the cargo for performance of any service under this Tariff shall constitute an agreement by said agents, as the case may be, to be held separately bound and ultimately liable for the payment of all or any part of the charges incurred by the vessel and/or its owners or by the cargo and/or its owners, shippers or receivers, as their respective interests may appear.

Any vessel desiring a berth at the Port of Gulfport shall, not less than 48 hours prior to the time of docking, make application in writing on the prescribed form through a licensed agent to the Port Authority for a berth assignment specifying the dates and estimated hours of arrival and sailing, and the nature and quantity of cargo, if any, to be handled.

Application for berth or other facility will constitute and agreement between the applicant and the Port Authority that all charges will be promptly paid upon presentation of invoice therefore, and that applicant will comply with all rules and regulations of the Port Authority.

As part of its applications for berth, the vessel, its owners or agents, shall advise the Port Authority of the protection and indemnity association (P & I Club) which affords the vessel indemnity coverage as well as the name and telephone number of the nearest local, legal representative thereof knowledgeable with regard to such coverage.

NOTE: A penalty charge equal to the first day's dockage may be assessed against the agent, master and/or owner for any vessel, barge or other water craft that occupies a berth, and/or marginal track or sheddage dock space, anchorage, open dock, mooring place, or any other facility in the port for which a berth application in writing has not been received by the Port Authority in advance of the vessel's arrival in port.

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Chapter 02: General Rules and Regulations

Subject	Section
BERTH ASSIGNMENT	112

The Port Authority will assign berths, sheds and open storage areas on a fair and equitable basis, with due consideration for preferential assignment, lease and other existing agreements.

Failure to arrive as scheduled may result in vessel's loss of berth assignment.

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Chapter 02: General Rules and Regulations

Subject	Section
TEMPORARY BERTH	114

Temporary berth may be assigned tugs, barges, crew boats, research vessels or any other vessel during any emergency, inclement weather, or any other condition requiring such assignment. Immediately upon arrival the master, owner, or agent must file a formal application for berth assignment, and all such vessels are subject to all applicable port rules, regulations and charges. Tugs, barges, crew boats, research vessels or any other vessel during any emergency, inclement weather or any other condition requiring dockage for a period of 2 hours or more will be subject to ½ day dockage fees. Should such vessels not have a licensed agent, the Port Authority may at its discretion act as the vessel's temporary agent and assign an agent's fee in the amount of $50 for each 30-day period of continued service for each unit (tow) and all applicable charges shall be paid in full prior to departure unless acceptable credit or bond is provided to the satisfaction of the Port Authority.

BERTH CONGESTION	116

Berthing facilities of the Mississippi State Port Authority are assigned as applications are accepted from agents, masters and/or owners of vessels. When assigned berth is declared by the Port Authority to be congested, or threatened with congestion, agents, masters and/or owners may be required to work the vessel continuously to completion with overtime for vessel's account.

Any vessel in berth which refuses to work continuously to completion shall vacate the berth immediately (within three hours) upon receiving instructions from the Port Authority.

Should a vessel lose its berth assignment by refusing to work continuously to completion, such a vessel will forfeit its turn at the berth assigned and go to the bottom of the list of vessels awaiting berth assignment.

Should any vessel fail to vacate the berth facility as provided herein, the Port Authority shall have the right, authority and privilege to move or cause such vessel to be moved from its berth at the vessel's sole risk and expense.

CARE, CUSTODY AND CONTROL CARGO	118

The rates published in this tariff do not provide for, and the Port Authority does not accept care, custody and control of any cargo or other property while on or in the wharfs, docks, transit sheds, warehouse or any other facilities managed or controlled by the Port Authority.

Chapter 02: General Rules and Regulations

Subject	Section
CARGO NETS	120

All stevedores or other parties performing the loading or unloading of vessels at Port Authority terminals shall, when performing such services, provide and install at each hatch being worked a "save-all" net or similar device to prevent loss of or damage to cargo, except that for good cause the Port Authority may waive such requirement.

CLEANLINESS & MAINTENANCE FACILITY	122

It shall be the responsibility of assignees to maintain assigned facilities in clean and sanitary condition, free of any infestation, and maintain the assigned facilities in good repair, normal wear and tear excepted.

If such users do not maintain assigned facilities in a satisfactory condition, the Port Authority shall have the facilities repaired, cleaned and/or treated for insect infestation at the expense of the user, at cost plus 20%.

Trash or rubbish left on Port facilities will be hauled away by the Port Authority and the user billed at actual cost plus 20%.

Following each use, the Port Authority will cause the areas used to be inspected and, if there is any evidence of insect infestation, shall contract for required infestation treatment, and the cost for such services and inspection fees shall be billed to the user.

COLLISION	124

In the event of collision involving contact between two or more vessels or between a vessel and any wharf, dock, pier, mooring cluster, pile or any other Port facility, written reports providing all pertinent details of such collision shall, within twenty-four hours, be furnished the Port Authority by the pilots and by the masters, owners or agents of such vessels.

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Chapter 02: General Rules and Regulations

Subject	Section
CREDIT, EXTENSION OF	126
Users desiring to establish credit should make written applications to the Port Authority at least 30 days prior to the use or Port facilities. Also see Section 130 "Credit Policy" and Section 176 "Payment of charges".	
CHARGES FOR SERVICES PERFORMED	128
All charges are due upon presentation of invoices. Failure to pay invoices when presented shall cause vessel Owners and/or Agents or other users of the facilities to be subject to the credit policy of the Port Authority. (Section 130)	

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Chapter 02: General Rules and Regulations

Subject	Section
CREDIT POLICY	130

I. Upon application, the MISSISSIPPI STATE PORT AUTHORITY AT GULFPORT at its discretion may extend credit privileges to any user of Port facilities. Users desiring to establish credit should make written application to the Port Authority at least thirty (30) days prior to the use of Port facilities.

A. Steamship Agents, and Stevedores are required to have approved credit to comply with license requirements.

B. Direct bill customers may be extended credit upon approval of credit application.

II. Responsibility for payment of charges is as follows:

A. Upon execution of a "berth application," steamship agents will be responsible for all vessel charges incurred by the agents' client and for all wharfage charges accrued against cargo booked aboard agents' client vessel. Demurrage charges accrued against cargo in storage at the Port will be billed to the U.S. cargo interest (i.e., receivers of import cargo; shipper of export cargo) as listed on the ship's manifest and/or bills of lading, unless otherwise stipulated in writing prior to the arrival of the cargo at the Port.

B. Execution of an "application for cargo space" will evidence applicants responsibility for payments of all cargo related charges incurred.

C. Certain port users, with prior approved credit, may be billed direct with the Port Authority acting as temporary agent.

D. Port users with contractual commitments are responsible as specified in the terms of the contract.

E. Invoices are due upon receipt.

F. All invoices will be billed a minimum of $25.00.

III. Invoices are considered "Past Due" if not paid by the end of the month following the month the invoice is dated. Failure to pay invoices when presented shall cause vessel Owners and/or Agents or other users of the facilities to be subject to the Credit Policy of the Port Authority.

Chapter 02: General Rules and Regulations

Subject	Section
	130

The Port Authority does not recognize all shippers, receivers or consignees and cannot attempt or assist in collecting any Port invoices or bills which may be passed on to shippers and consignees by the vessel, its Owners and/or Agents. Such bills are due when presented to the vessel and must be paid regardless of when the vessel, its Owners and/or Agents are reimbursed.

The Port Authority reserves the right to estimate and collect in advance all charges which may accrue against vessels, their Owners and/or Agents, or against cargo loaded or discharged by such vessels, or from other users of the facilities of the Port Authority, whose credit has not been properly established with the Port Authority or who are habitually on the Delinquent List. Use of such facilities may be denied until such advance payments or deposits are made.

In addition to prescribed statutory penalties, the Port Authority may, at its sole discretion, levy fines for non-compliance with Port Authority regulations, suspend licenses for cause, assess reasonable interest charges and collect reimbursement of attorney's fees and other related costs.

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Chapter 02: General Rules and Regulations

Subject	Section
DAMAGE OF PORT FACILITY	132

User of the facilities of the Port Authority shall be held responsible for all damages to the property of the Port Authority caused by them and any damages shall be repaired and billed against the user responsible for such damage at cost plus 20%.
The twenty percent (20%) charge may be waived at the discretion of the Executive Director. Any damages caused by users must be promptly reported by the users to the Port Authority. Failure of the end of the next working day will result in a 50% penalty charge in addition to the foregoing charges.

Every Licensee and/or any other person, vessel, (including masters, owners, agents or other representatives thereof) shall be responsible for the payment of all charges and costs resulting from damage caused directly or indirectly by them to any Port Authority facility or waterway, and for the payment of any penalty imposed for the infraction of any of the rules and regulations of this tariff.

The Port Authority shall promptly be furnished the name and address of the owner of any such vessel, firm of person(s) causing damage, together with such additional information as may be necessary for the Port Authority to make collection of charges, costs or penalties due. In furnishing such information, masters, owners, agents or other representatives shall not be relieved of their obligations as set forth herein.

The Port Authority shall have authority to require bond from any vessel which shall be involved in any act causing damage to property or violation of any provision of this tariff or applicable law, before such vessel or other craft shall be allowed to clear the harbor.

DEMURRAGE	134

The basic purpose of Port facilities is to accommodate requirements for cargoes moving through the Port in domestic and foreign waterborne commerce, and charges for demurrage are intended to encourage and expedite cargo flow through Port facilities.

Chapter 02: General Rules and Regulations

Subject	Section
DEMURRAGE	134

Demurrage rates named in this tariff will apply on shipments which the Port Authority allows to remain on or in its facilities beyond the expiration of free time, but the Port Authority does not guarantee to allow any shipment to remain on or in its facilities beyond free time provided in this Tariff.

After expiration of free time as provided in this Tariff, cargo shall become subject to the provisions of this Tariff applicable to demurrage, and all related charges: including handling, transfer, or other expenses shall be solely for account of the cargo and/or its owner or agents, and no responsibility is assumed therefore by the Port Authority.

After expiration of free time as provided in this Tariff, on cargo subject to demurrage charges, the Port Authority, at its own option and convenience, may place such cargo in a Public storage warehouse, or on a public storage open area at the risk and expense of the cargo. All unpaid port charges which may have accrued against the cargo at that time shall constitute a lien against said cargo. (See Cargo Section)

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DOCUMENTS, ACCESS TO RECORDS	136

All steamship lines or barge lines, importers, exporters shippers, and/or their agents, including custom house brokers and freight forwarders, and any other users of Port facilities shall furnish the Port Authority, within five working days of delivery, loading or discharge, copies of vessel manifests, dock receipts, and such other data as the Port Authority deems necessary to develop and assure correct assessment of tariff charges, and for the compilation of commercial statistics. All users of the Port Authority facilities are required to permit access to their files and transportation documents necessary for the purpose of audit for ascertaining correctness of reports filed and documents furnished. Failure to provide access to such statements, documents or other information within the time limit specified may result in those responsible for non-compliance being placed on the delinquent list and/or subject to other penalties at the discretion of the Port Authority.

ELECTRIC POWER	138

Before any electrical equipment, including lights, (either privately owned or rented from the Port Authority) may be connected or activated at any Port Authority facility, application must be made to the Port Authority for metering such service, and the cost of such service shall be for the account of the user.

EMERGENCY SIGNAL	140

In the event of fire, explosion, or other emergency occurring on board, or on the adjacent dock area, of any vessel in the Port of Gulfport, except vessels underway, such vessels must promptly sound FIVE PROLONGED BLASTS of the whistle or siren as an alarm indicating an emergency on board or at the dock to which vessel is moored. Such signal shall be repeated at intervals to attract attention, and is not a substitute for but may be used in addition to other means of reporting an emergency. The words "prolonged blast" used in this rule shall mean a blast of from FOUR to SIX seconds duration.

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Subject	Section
EQUIPMENT, CARGO HANDLING	142

Stevedores shall be responsible for the removal, storing and stacking of all cargo handling equipment, or other materials left on piers, wharves, docks, apron, warehouse, open areas or other space by vessels to spaces designated by the Port Authority or space leased or rented by the stevedore. Such removals, stacking and/or storing shall be done to the satisfaction of the Port Authority promptly upon the completion of each loading or unloading of vessels. All expenses in connection with such cargo handling equipment shall be for account of the stevedore working such vessels.

The storage, keeping or use of gasoline, distillate, liquid petroleum gas or other petroleum products, storage batteries, or other dangerous, hazardous or explosive articles on Port Authority property is strictly prohibited except at such localities as may be specifically designated by the Port Authority.

The above restriction also applies to gasoline, distillates, liquefied petroleum gas or other petroleum products, storage batteries or other propellants used in automotive equipment of all kinds, including the machines, tractor, trucks or vehicles in which such articles are kept, used or stored.

No licensee or other party may bring onto Port Authority property any machinery, vehicle, tractor equipment, supplies, material or any other article, unless and until authorized to do so by the Port Authority. Any authorized party bringing any such equipment or material onto Port Authority property shall do so at its own risk, and the Port Authority assumes no responsibility therefor nor for any liability the owner or other party may become subject to as a result thereof.

It shall be the duty of stevedores and all other persons performing loading, unloading, transfer, handling, storage or other services on Port Authority facilities for cargoes to or from rail cars, trucks, vessels, barges or other conveyances to keep clean and maintain in good repair all of their cargo handling equipment and machinery so as to prevent damages to or contamination of cargo, port terminal facilities or transportation equipment.

Stevedore's tools, appliances, equipment, vehicles or any other material or object for the handling of cargoes should not remain overnight on aprons, in sheds, or on any roadway. If such obstruction is not moved immediately upon notification by the Port Authority, it

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may be removed, stored, or sold by the Port Authority, and the owner will be charged with the expense incurred. The Port Authority, at its discretion, may allow storage of such equipment and appliances in specified places or wharves or in sheds or warehouses or space may be rented or leased for such purposes from the Port Authority.	

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Subject	Section
FIRES	144

No fires are permitted on Port facilities and the use of any welding equipment and/or other hazardous material and equipment is prohibited except by specific written approval of the Port Authority for restrictive use under appropriate supervision. A Hot Work Permit form shall be issued and completed prior to beginning any permitted use of hot work equipment.

No person shall obstruct or interfere with the free and easy access to, or remove, or in any manner disturb any fire extinguisher, fire hose, fire hydrant or any other fire fighting apparatus or watchman's key station installed in or upon any property of the Port Authority.

GARBAGE DISPOSAL	146

In accordance with the International Convention for the Prevention of Pollution from ships, MARPOL 73/78 Annex V effective December 31, 1988, the Port of Gulfport has approved the following companies for collection and disposal of domestic and foreign garbage generated by vessels:

Waste Management of Mississippi, Inc.
P. O. Box 3869
Gulfport, MS 39505
Phone (601) 832-3144

Browning-Ferris Industries
P. O. Box 550
Ocean Springs, MS 39564
Phone (800) 443-6562 or (601) 392-5108

GOVERNMENT VESSELS	148

At the discretion of the Port Authority, rules regulations and port charges may be waived or temporarily modified for any good cause and special circumstances affecting the operations of any non-commercial vessels of the United States, the State of Mississippi or other States, and visiting foreign naval vessels.

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HANDLING CHARGES	150

The Port Authority may at its discretion license stevedores, contractors and others to perform loading, unloading, handling, transfer and other services provided for herein, and such parties shall, unless otherwise provided, be responsible for any damage or delay to cargo, delays to transportation equipment and any demurrage, rental or other charges accruing on such transportation equipment.

The Port Authority will not assume any responsibility for damage or delay to cargo, nor for delay to rail cars, trailers, trucks, containers, barges or other transportation equipment, or any demurrage, rental or other charges accruing thereon.

Charges for "handling" shall be billed by stevedores directly to the Party for whom these services are performed. The Port Authority does not participate in negotiations related to handling charges and inquiries concerning same should be directed to licensed stevedores.

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HAZARDOUS CARGOES	152

Hazardous: The handling, storing, loading, discharging, or transporting of Hazardous Cargoes within or contiguous to the waterfront facilities of the Port Authority is subject to the applicable regulations of the United States Coast Guard (USCG), with specific reference to:

CFR 33--SUBCHAPTER L - WATERFRONT FACILITIES

Part 126 - Handling of Explosives or Other Dangerous Cargoes Within or Contiguous to Waterfront Facilities.

CFR 46--SUBCHAPTER N - DANGEROUS CARGOES

Part 148 - Carriage of Solid Hazardous Materials in Bulk by Vessel

CFR 49--SUBCHAPTER C - HAZARDOUS MATERIALS REGULATIONS

Part 171 - General Information, Regulations, and Definitions.

Part 172 - Hazardous Materials Tables and Hazardous Materials Communications Regulations.

Part 173 - Shippers – General Requirements for Shipments & Packaging.

Part 176 - Carriage by Vessel.

Also, there must be effective compliance with any other applicable Federal, State, County or Municipal laws and regulations. In addition to the foregoing, any applicants for the use of the

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Port facilities for the handling or storage of hazardous cargoes as a condition to such use must agree to and comply with the following:

1. Submit to the Executive Director or his authorized representative evidence of any required permits of any agency of the Federal Government including the Department of Transportation, State of Mississippi, County of Harrison and the City of Gulfport.

2. In consideration for the granting of such an application, applicants must agree to indemnify and hold harmless the Port, its agents, servants and employees from and against any and all liability or costs, unloading but not limited to attorneys' fees and other costs associated with any claims or defense which the Port may incur, may be obligated to incur, or may be subjected to with respect to destruction of or damage to property of any kind or with respect to, injury to or death of any and all persons (whether such claims of property damage, property destruction, bodily injury or death has arisen or occurred on or off property owned or controlled by the Port), arising out of, related to, or in any way associated with the handling or storage of the hazardous cargo; it being the obligation of applicant to indemnify and hold harmless the Port, its agents, servants and employees without regard to who or what may have caused or contributed to such injury or damage.

   Applicants further agree to provide the Port with Certificates of Insurance in form acceptable to the Port evidencing policies of insurance or undertakings by companies or persons acceptable to the Port, in such amounts as the Executive Director from time to time shall determine to be essential to safeguard the interests of the Port, providing the following coverages:

   a. Operations Liability

      (1) General liability coverage shall be provided naming the Mississippi State Port Authority at Gulfport as an additional named insured.

      (2) The coverage shall provide for general liability hazards including premises and operations, and independent

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b. Stevedore's Legal Liability

(1) A stevedore's legal liability coverage shall be provided naming the Mississippi State Port Authority at Gulfport as an additional named insured.

(2) The coverage will provide for the legal and/or contractual liability of the insured as stevedores; whether arising from negligence or otherwise, in respect of loss or damage which may occur to: vessels, freight, cargoes, wharfs, piers, docks, lighters, elevators, cars, and any other thing not owned by the insured, resulting from or growing out of loading and/or discharging of various commodities.

c. Warehousemen's Legal Liability

(1) A warehousemen's legal liability coverage shall be provided naming the Mississippi State Port Authority at Gulfport as an additional named insured.

(2) The coverage shall be restricted to the legal liability of the insured arising from claims directly or indirectly related to goods of hazardous nature, stored, and in the insured's care, custody or control. Coverage shall provide for payment of all claims the insured is legally obligated to pay for loss of or destruction of personal property of others contained in the premises and to extend to physical damage to structures in the care, custody or control of the insured. Each policy or undertaking shall be endorsed to require the insurance company or underwriter to give the Port at least ten (10) days' written notice of cancellation, non-renewal or material change.

(3) In order to assure effective compliance with all applicable regulations, applicants must agree go:

(a) The retention of a competent and experienced cargo

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	surveyor the Port Authority, at the discretion of the Executive Director or his authorized representative, to monitor all cargo handling operations of hazardous cargoes within or contiguous to the Port facilities, and aboard vessels loading/discharging at the Port of Gulfport. The cost of such surveyor shall be borne by the applicant. (b) The employment of guards by the Port, to assure compliance with CFR 33, Parts 126.15 and 126.16, and the cost incurred for such guards, and any other expenses incidental thereto, plus 20%, shall be borne by the applicant. (c) Timely prior notification in writing to the Gulfport Fire Department. (d) Timely prior notification in writing to the Director of Civil Defense, Harrison County.	
HOLD HARMLESS		154

Except as may be caused by the Port Authority's negligence, vessels, their owners or agents, licensees, invitees, lessees, assignees, contractors or any other user of the facilities of the Port Authority agree to indemnify and save harmless the Port Authority from and against all losses, claims, demands and suits for damages, court costs, attorneys' fees or expense caused by or resulting from situations which may include, but are not limited to, injury or death to persons or damage to property, incident to or resulting from their operations or activities on the property of the Port Authority or while using the facilities of the Port Authority.

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INSURANCE	156

The charges provided in this Tariff do not include any expenses of fire, windstorm, water damage or other insurance coverage. All insurance coverage shall be for account of the cargo and vessels, their respective owners and/or agents, contractors and other users of Port facilities, and such interests will obtain any insurance required, and the Port Authority will not provide any such coverage under its policies or assume any obligation whatsoever with respect thereto.

All persons or firms licensed to conduct business operations on Port Authority facilities will be required to carry minimum bodily injury liability insurance and property damage insurance in the amounts listed below, unless otherwise provided for elsewhere in this Tariff, by action of the Board of Commissioners, or in a contract with the Port Authority. Such insurance must name the Port Authority and the State of Mississippi as additional insureds (at no expense to either) and a certificate of such insurance must be provided to the Port Authority.

Bodily Injury ..... $1 million per occurrence
Property Damage .....$500,000 per occurrence

NOTE: Insurance requirements contained in existing lease/agreements may continue in effect under the terms of that agreement unless otherwise provided.

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JURISDICTION OF PORT AUTHORITY	158

The jurisdiction of the Port Authority is over the Port and terminals, and harbor and passes leading thereto and all vessels, boats, wharves, common carriers and public utilities therein (Sections 59-1-1 and 59-5-21 and 59-5-5, Mississippi Code of 1972). The powers of the Port Authority as set forth in Section 59-l-9 and Section 59-5-21, Mississippi Code of 1972, include the power to make and publish all needful rules and regulations to govern the harbor, docks and passes within its jurisdiction. In addition, the Port Authority is empowered to act as port wardens and pilot commissioners, and to perform any and all duties pertaining to such within its jurisdiction, and to fix and prescribe tariffs, fees, fines, penalties and forfeitures for the violations of the rules and regulations of said Port Authority. It is the duty of the Port Authority within its jurisdiction to see that all Port employees, such as harbor masters, pilots, boatmen, stevedores, surveyors, watchmen, police, ship chandlers, ship agents and such other classes of employees and contractors performing services for the public shipping, carry out their duties in a manner that is not detrimental to the Port and shall not be unduly burdensome to the public shipping. (Sections 59-1-9 and 59-5-21, Mississippi Code of 1972).

LEASE/AGREEMENTS	160

Steamship lines, cargo interests, agents, stevedores and others desiring space for the storage of cargo handling equipment, cargoes, gear, dunnage, pallets or other materials at any Port facilities shall make application to the Port Authority and, if such application is approved, appropriate rental or lease agreements for space, may be negotiated and executed (at Port Authority option), subject to Federal Maritime Commission jurisdiction when applicable.

Any firms or persons using any Port Authority property without authorization shall be billed for the space so occupied at the rate of ten cents per square foot per calendar day (or fraction thereof) for such unauthorized use, and upon instructions from the Port Authority shall be required to vacate such unauthorized space or, at the option of the Port Authority, any equipment or materials remaining in unauthorized space may be removed by the Port Authority to another location (on Port Authority property or outside thereof) at the expense and for account of the owner of such equipment or materials.

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LICENSES	162

The Constitution of the State of Mississippi, Section 268, Sections 51-1-9 and 59-5-21, Mississippi Code of 1972) regulates licenses issued to qualified companies doing business at the Port Authority. Each company providing services and desiring to do business on or in connection with the facilities of the Port Authority shall file a completed application accompanied by the necessary supporting information called for therein together with payment of appropriate licensing fee.

The Port Authority shall have the right to revoke any license for neglect of duty, incompetency, inefficiency, or any act or acts detrimental to the interest of the Port Authority.

Any person or persons, vessel, firm or corporation or such other classes of employees and contractors performing services on Port property without first being duly licensed by the Port Authority shall be guilty of a misdemeanor (Section 59-1-43, Mississippi Code of 1972). Reference Section 152.

STEVEDORES

All stevedoring licenses issued, new and/or renewals are subject to the following conditions.

1. The stevedoring company agrees to maintain a permanent office either within the Port's jurisdiction or in the immediate Gulfport area. The Port Authority shall be advised in writing as to the party in charge of operations, the telephone number and the address of the office.

2. The stevedoring company agrees to maintain the necessary gear required for performance of basic stevedoring services at the Port of Gulfport office locations.

3. The stevedoring company must notify the Port Authority in writing of any material change in the above within ten working days.

Requirements:		
	Application Fee:	$1000.00
	Annual Fee:	$600.00
	Certificate of Insurance	

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Subject	Section

PILOTS

Pilots may be examined and licensed when in the opinion of the Port Authority; the services are required for the advancement and safety of the water ways.

Requirements: Annual Fee: $50.00
Certificate of Insurance

TUGS, LINE HANDLING

Requirements: Annual Fee: $50.00
Certificate of Insurance

AGENTS

All vessels, their owners and agents, and all stevedores and operators of warehouses shall permit the Port Authority access to manifests, loading or discharge lists, rail or motor carrier freight bills, warehouse inventory lists or any pertinent documents for the purpose of correct billing of charges and determining the accuracy of reports filed with the Port Authority. The Port Authority will supply the date interface or software means for this information to be transmitted electronically to the Port Authority.

On inbound vessels, cargo volume information shall be furnished to the Port Authority in electronic or data image format within three (3) days after the vessel completes discharge. On outbound vessels, cargo volume information shall be furnished to the Port authority in electronic or date image format within three (3) days after the vessel completes loading. Reports on cargo remaining in Port facilities past free time shall be furnished to the Port Authority in electronic or data image format monthly, and within eight (8) days of the last day of each month.

Requirements: Application Fee: $75.00
Annual Fee: $75.00
Certificates of Insurance

VENDORS

Vendors doing business on a regular basis with Port tenants on Port property must apply for a license and be approved to operate on Port property.

Requirements: Application Fee: $75.00
Annual Fee: $75.00
Certificate of Insurance

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Subject	Section
LIGHTS TO BE DISPLAYED	164

All vessels shall display deck lights from sunset to sunrise while moored to any wharf, pier, pile clusters or other installations owned and/or operated by the Port Authority. Vessels underway or when anchored shall display the lights prescribed by applicable navigation rules.

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Subject	Section
MAXIMUM LOADING	166

No cargo or equipment shall be placed in the assigned area which exceeds posted load limitations or such limitations as may be designated by the Port Authority.

MOORING	168

The act of mooring to or occupying any berth, anchorage or other facility by a vessel, its master, owners or agents for any purpose whatsoever shall constitute and be evidence of acceptance and agreement by such vessel and its master, owners and agents, disclosure of principals to the contrary notwithstanding, to be held jointly and severally bound by extraordinary diligence in the use, care and occupancy of such berth, anchorage or other facility of the Port Authority, and to be held liable jointly, severally, and in solido for all costs incurred by the Port Authority prior to or following departure of the vessel for repairs to or replacement or cleanup of such or other facilities, incident to, arising out of or connected in any way whatsoever with such mooring or occupancy.

Unless otherwise directed by the Port Authority, all seagoing vessels shall moor parallel to berths and employ a minimum of two (2) bow lines, two (2) stern lines, and two (2) spring lines (one leading forward and one leading aft) of sufficient strength and length to assure that vessels are properly secured and to minimize longitudinal movement. Tugs, barges, and other smaller craft shall be moored in similar manner except that only one (1) bow and one (1) stern line (and the spring lines) shall be required. No vessel shall moor second off except with the express permission of the Port Authority, and if such permission be granted then the foregoing described mooring lines shall be required.

In the event that any vessel does not possess adequate mooring lines to fulfill these requirements, agents shall promptly furnish such lines and may charge a reasonable fee for same.

All vessels are required to utilize effective fendering devices to avoid damages to dock facilities, and such fenders shall be properly positioned on the sides of vessels prior to berthing. Should any vessel not possess adequate fenders, agents or the Port Authority shall furnish same and may charge a reasonable fee for same.

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Subject	Section
NUISANCE CREATED BY VESSEL	170

No vessel shall permit excessive smoke, clean boilers, blow tubes, or create similar conditions while the vessel is in the Gulfport Ship Channel and/or the Port of Gulfport.

Unauthorized blowing of whistles, horns or other noise nuisance is prohibited.

It is prohibited for any vessel equipped with 'outriggers' or like devices extending over the sides of the vessel, including, but not limited to shrimp trawlers, to maintain same in any position other than fully in the upright or "up" position while said vessel is approaching, entering, transiting, traversing and/or exiting the Gulfport ship channel.

OFFICES 172

Postal Address:	Post Office Box 40 Gulfport, MS 39502	
Telephone:	Administration	228/865-4300
	Operations	228/865-4315
	Security	
	West Pier Gate	228/865-4323
	East Pier Gate	228/865-4329
Radio:	Call sign – KJC 768 Marine VHF, Channels 7,10,16,22 (USCG) and 68 (pleasure craft) (Working Channels 7 and 10)	
FAX:	Administration	228/865-4307
	Operations	228/865-4320

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Subject	Section
OILY WASTE DISPOSAL	174

Under the provision of 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), all terminals and ports which receive tankers or other oceangoing vessels of 400 gross tons or more must make provisions for adequate oily waste reception facilities. The application of the Mississippi State Port Authority at Gulfport for its public wharves and facilities for a Certificate of Adequacy (COA) for reception facilities for receipt of oily waste was approved and the COA was issued February 16, 1986.

Each steamship agent licensed at the Port of Gulfport has been furnished a personal copy of the COA which is available for inspection by the United States Coast Guard and other interested persons.

If desiring to discharge oily waste, the vessel, her owners and agents are responsible for selecting an inspected and approved company that meets United States Coast Guard requirements for necessary arrangements for discharge of the oily waste. Such discharge operations are to be reported to the Mississippi State Port Authority prior to the actual discharge.

The firms listed below have indicated to the Captain of the Port of Mobile that they are interested in contracting their services in receipt of the oily waste. Listing herein does not indicate a preferential recommendation on the part of the Mississippi State Port Authority at Gulfport but merely reflects the firms' desire to function in the above capacity and the Captain of the Port's recognition of the firms with respect to the application of the Mississippi State Port Authority at Gulfport. All inquiries should be directed to the Captain of the Port, United States Coast Guard. Any contractor is subject to the applicable regulations for the transfer of oil (33 CFR 154-156).

Vacuum Services, Inc.
15201 South Swan Road
Gulfport, MS 39502
(228) 832-8060
Contact: James Stewart

Waste Oil Co.
P.O. Box 330
Gautier, MS 39553
(228) 497-4585
Contact: Shelton Cambre

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Subject	Section
PAYMENT OF CHARGES	176

All charges are due upon presentation and failure to pay when presented shall cause vessel owners and/or agents or other users of the facilities to be subject to the action(s) set forth under Section 130 "Credit Policy."

The Port Authority reserves the right to estimate and collect in advance all charges which may accrue against owners and/or agents of cargo loaded or discharged by such vessels, or other users of the facilities of the Port Authority, whose credit has not been properly established with the Port Authority, or who have been placed on the delinquent list. Use of the facilities may be denied until such advance payment or deposits are made.

The Port Authority reserves the right to accept or reject a request for change of title or ownership (for the purpose of invoicing a new owner) of cargo stored, loaded or discharged at the Port of Gulfport. All such requests must be in writing. If the Port Authority accepts the request, it is with the full understanding that the previous owner or agent is to be held responsible for the payment of the charges should they not be paid by the new owner.

Agents shall be responsible for payment of and will be billed for all charges incurred by vessels or for which vessels ultimately become liable, as well as for all charges for services of any nature to cargo which may be performed at the specific request of such agents or vessels. Agents acting for the owners, shippers, or consignees of the cargo shall be responsible for the payment of and will be billed for all charges for services to the cargo, performed at the request of said agents, including charges for transfer and storage resulting from failure to remove of forward the cargo within the free time period allowed under this tariff. (Reference: See Section 130).

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Subject	Section
PILOT LIABILITY	178

The Port Authority exercises its best discretion in licensing pilots, but provides no warranty as to pilot's individual or collective competence. The Mississippi State Pilots of Gulfport is not an agency or division of the Port Authority, and the Mississippi State Pilots of Gulfport is responsible for the assignment of pilots to vessels.

The services of a pilot are accepted by masters and owners and/or operators with the express understanding that when any pilot boards a vessel he becomes the servant of the master, owners and operators, and the master, owners and/or operators of the vessel expressly covenant and agree not to assert any liability against the Port Authority (ex-pilots) to respond in damages arising from or connected with, directly or indirectly, any damage, loss or expense sustained by the vessel, its master, owners, operators and crew, and any third parties, even though resulting from acts or omissions of any pilot in respect to the handling of the vessel; and provided, further, that to the extent only to which liability is legally imposed against the vessel, taking into consideration any limitation thereof to which the vessel or its owners is entitled by reason of contract, bills of lading or any statement or rule of law in force, the said master, owners and operators further covenant and agree to indemnify and hold harmless the Port Authority in respect to any liability arising out of suits or actions directly against any pilot by third parties by reason of errors or omissions of any pilot in the performance of pilotage services.

The fees charged for the services rendered by Mississippi State Pilots of Gulfport, and included in this Tariff, have been computed and are assessed in accordance with and based upon the above stipulations.

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PILOTAGE: COMPULSORY	180

It shall be unlawful for any vessel of over 250 tons net registered tonnage to enter the harbors or passes leading thereto without being piloted and under the direction of a licensed pilot, and all such vessels shall be subject to compulsory pilotage except American vessels laden with coastwise cargo not destined for foreign ports. (Section 59-1-41, Mississippi Code of 1972).

Any vessel which by reason of its size or draft would be unable to leave the deep water channel to avoid collision with an outbound or inbound ocean going vessel shall be subject to compulsory pilotage.

All vessels transporting class A, B, or C explosives or other dangerous cargoes shall be navigated under the direction of a licensed pilot.

Shifting between immediately adjacent berths where the lines of the vessel may be employed for such shifting may be performed without the services of a pilot, provided prior approval is obtained from the Port Authority.

All vessels navigating the Gulfport Harbor and Ship Channel shall contact the Port Authority on VHF Channel 16 to obtain permission. The Port Authority may at its discretion impose additional requirements in the event of severe weather or other extraordinary circumstances.

FOR FURTHER INFORMATION ON GULFPORT PILOTAGE OR FOR SCHEDULING A PILOT CALL:

MISSISSIPPI STATE PILOTS OF GULFPORT, INC. AT (228) 868-6720.

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Subject	Section
POLLUTION CONTROL	182

No vessel, person, firm or corporation shall deposit, place or discharge into the waters of the Port of Gulfport, either directly or through private or public sewers, any sanitary sewage, offal, garbage, dead animals, gaseous liquid or solid matter, oil, gasoline, chemicals, wastes, tar or refuse, or residuum thereof, or any other substance which is capable of producing floating matter or scum on the surface of the water, bottom sediment, hazards or obstructions to navigation or putrefaction.

Should any vessel cause pollution of any kind or character within the Port, the vessel's owner, master and/or agent shall have the responsibility for taking effective corrective action. Any penalties imposed by the United States of America or the State of Mississippi upon the vessel shall be in addition to charges, fines and/or other penalties imposed/levied by the Port Authority.

All vessels, firms, and persons using the terminal facilities shall take every precaution to prevent pollution of the Port facilities, water and air.

PORT, LOCATION AND DESCRIPTION	184

The Port of Gulfport, Mississippi's only State owned deepwater seaport, is one of the most easily accessible ports on the U.S. Gulf of Mexico. Its location is at latitude 30 degrees 21' 45" North and longitude 89 degrees 05' 24" West, on the north shore of the Mississippi Sound. The distance from the sea buoy to the Port is 16 nautical miles.

The ship channel and harbor basin are maintained by the U.S. Army Corps of Engineers, in cooperation with the Port Authority, with an authorized minimum project depth of 36 feet, and it is customary for the Corps to over dredge (advance dredging) an additional 4 feet. Tidal ranged averages 1.9 feet, with actual depth influenced by wind direction and force. Masters and owners of deep laden vessels should consult with the Port Authority and Gulfport Pilots Association.

The Port facilities include two piers, East and West, mooring pile clusters and extensive open storage areas, with modern concrete and steel shipside and transit shade, container and trailer marshaling areas, and ample shipside refrigeration space. On both piers shipside double marginal tracks are available, with multiple rail trackage serving transit sheds.

U.S. Department of Agriculture (USDA) inspection and certification services are available for refrigerated products. Gulfport is under the jurisdiction of the USDA's regional headquarters in Atlanta, Georgia.

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PRIMARY USE	186
The Primary Use of Port facilities will be for the accumulation, loading, unloading and/or handling of domestic and foreign commerce.	
SANITARY FACILITIES	188
Permanent and portable sanitary facilities are provided by the Port Authority at designated locations for the use of authorized personnel. Any additional (portable) sanitary facilities required must be provided and serviced by the employers requiring such facilities.	
SECURITY	190
Security functions are maintained on Port Authority premises through contract with an independent security guard protection service. The service provides continuous surveillance of all Port facilities, protects against unlawful entry and pilferage, enforces fire detection control regulations and performs other assigned security duties. The security functions of the service are coordinated with municipal, county, state and federal law enforcement authorities.	
SHIFTING CARGO	192
When circumstances require the movement of cargo from one location to another, when deemed necessary by the Port Authority, such movement shall be made at the sole risk and expense of the cargo, vessel, owners and/or agents.	
SMOKING	194
No person shall smoke or have in their possession any fire or lighted material on or upon the wharves or in the sheds or other structures or areas set apart for the loading or unloading of vessels, or for the storage of cargoes, or other merchandise, nor smoke or use matches, cigar or other cigarette lighters in the hold of any vessel or upon the decks thereof, while loading or unloading cargo. Offenders will be subject to a fine of $25.00 for each offense. Smoking is permissible only in designated areas.	

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Subject	Section
SPACE APPLICATION AND ASSIGNS	196

Space in sheds and/or open storage will be assigned on receipt of written application, on prescribed Port Authority form, subject always to available space. Application for space should specify commodity, origin and/or destination, tonnage, date of cargo delivery, date of discharge and/or shipment, name of shipper or consignee, vessel, owner and agent. Space assigned will be clean, free of any infestation and suitable in all respects to receive cargo, and acceptance of such space assignment without exception shall be considered an acknowledgment of such good condition and preclude any subsequent claim for damages. Following use, assigned space must be returned in like condition.

The facilities of the Port Authority are for the storage, loading, unloading and/or handling of import, export, coastwise, intercoastal and local cargoes, and the Port Authority reserves the right to control and assign space in the Port terminals for the storage, loading, unloading and/or handling of all freight on and/or in these facilities.

A penalty assessment equal to the doubling of all applicable tariff charges shall be made against any agency, stevedore firm or other user utilizing any port facilities for the loading, unloading, handling, and/or storage of cargo without prior assignment by the Port Authority of the space being used.

Owners and/or agents, by submitting a signed "Application for cargo space assignment" acknowledge and agree to comply with any and all policy rules, regulations, and terminal tariff provisions regarding Cargo Space application, assignment, and congestion; credit and payment of charges; and liability for damage to port facilities.

SPEED LIMIT	198

All ocean going vessels shall be operated in the Gulfport Ship Channel at safe and prudent speed, not to exceed 10 knots. Within the Gulfport Harbor limits, all vessels shall be operated at reduced speed, sufficient only to maintain steerage way in maneuvering.

At all times Masters and Pilots shall operate vessels with due consideration for weather conditions, the safety of other vessels and property and other prevailing circumstances.

Chapter 02: General Rules and Regulations

Subject	Section
STORM PROTECTION	200

A. CARGO

When advance warnings indicate inclement weather conditions are expected to affect the Port, the owners and/or agents of all cargoes stored in open areas are required to take protective measures, both for the cargo and for the protection of other property. Should the owner fail to provide such storm protection, the Port Authority is authorized to protect such cargo against storm damage, at the sole risk and expense of the cargo owners and/or agents.

B. VESSELS

Vessel owners, operators, masters and agents must assure the safety of vessels and Port facilities by the use of adequate mooring lines, anchors and fenders. Should conditions warrant, vessels must be prepared to proceed to sea when so instructed by the Port Authority.

(See Hurricane Plan, distributed to all agents)

TARIFF APPLICATION	202

The rates, charges, rules and regulations contained in this Tariff, or as amended, shall apply to all waterways and facilities under the jurisdiction of the Port Authority.

Rates and charges applicable shall be those in effect at time service is performed. Revisions shall be issued to cover changes in this Tariff, and all rates, charges, rules and regulations are subject to change without notice, except as may be required by law.

Except as otherwise provided, rates and charges in this Tariff are stated in dollars and cents per net ton of 2,000 pounds.

Chapter 02: General Rules and Regulations

Subject	Section
TARIFF, CONSENT	204

The use of the waterways, facilities and/or services under the jurisdiction of the Port Authority shall constitute a consent of the terms and conditions of this Tariff and evidences an agreement on the part of all owners of cargo, carriers, vessels, barges, and their respective owners, masters and/or agents, and all other users of such waterways, facilities and/or services to pay all charges specified herein and be governed by all rules and regulations shown in this Tariff. Such use shall constitute a lien by the Port Authority on cargo(es) and/or vessel(s) when payment of charges is not made in accordance with Tariff provisions. (Also see Section 130 "Credit Policy")

TUG SERVICE	206

The Port Authority does not provide tug services. Such services are provided by private tug companies licensed by the Port Authority, and users of such tug services expressly agree by the act of engagement of tug services that the Port Authority shall not be responsible for any negligence and/or damages experienced through the use of such tug services.

Tug assistance is not compulsory, but Masters, owners and/or agents are urged to heed the advice of pilots as to the need for tug services with due consideration for weather conditions and other circumstances affecting the safe navigation, maneuvering, docking and undocking of vessels, with due consideration for the safety of other vessels, Port facilities and personnel.

TWIC ESCORTING	207

In accordance with the U.S. Coast Guard 33 Code of Federal Regulations 101.514, all persons requesting unescorted access to secure areas of facilities regulated by the USCG must possess a Transportation Worker Identification Credential (TWIC) or request must be denied. Persons requesting access to the Mississippi State Port Authority at Gulfport facilities and who has been approved for access but does not possess a TWIC card must have an approved TWIC Escort. Such escorting must be side-by-side for the duration of the visit.

Although the Mississippi State Port Authority encourages each person requesting access into the Port to possess a TWIC we realize that access may be required while the TWIC application is being processed so the Mississippi State Port Authority at Gulfport has licensed two (2) TWIC Escort companies to conduct the side-by-side escort service. You may contact Americas Security Escort Service at 985-385-2737 or Gartman Security Escort Service at 228-234-2043 for your Port access requirements.

Chapter 02: General Rules and Regulations

Subject	Section
UNCLAIMED CARGO OR MERCHANDISE	208

The Port Authority reserves the right to sell for accrued charges any cargo or merchandise which is unclaimed or refused by consignees, shippers, owners or agents, after due notice has been mailed or delivered to such known parties. Any excess funds received as a result of such sale will be remitted to the last owner or record upon submission of appropriate proof of ownership and release.

Chapter 02: General Rules and Regulations

Subject	Section
USAGE CHARGES	210

A usage charge will be assessed by the Port Authority to the licensed stevedore for the use of Port facilities.

Usage charges provided herein shall be assessed against the licensed stevedore performing such services, which charges shall be in addition to all other fees, licenses or charges provided in this Tariff (Section 318 of this Tariff).

Only one usage charge shall be assessed for each of such services. When two stevedoring services are performed, only the outbound loading service shall be subject to a usage charge.

VEHICLES ON FACILITIES	212

No automobile, truck, trailer or other vehicle shall be parked in areas reserved and/or designated by signs or markers to indicate the parking spaces are reserved or is a no parking zone, nor shall any automobile, truck, trailer or other vehicle remain parked on any wharf, apron or dock, or on any approach to same, for a period longer than reasonably necessary to load or unload cargo or passengers with the exception of vehicles specifically approved by the Port Authority.

No vehicles shall be driven closer than 100 feet to any vessel handling designated dangerous cargoes without specific permission from the Port Authority.

PENALTIES FOR ILLEGAL PARKING	214

Any person who shall knowingly allow his automobile or vehicle to remain parked in an area designated as reserved or a no parking zone shall be subject to fines, penalties, forfeiture, and/or impoundment for violation of the rules and regulations of said Port Authority. Any person found in violation of this tariff shall be punishable by a fine of $25.00 for each violation. The Port Authority may enforce the collection of these fines, penalties, etc. through any court of competent jurisdiction of the State.

Chapter 02: General Rules and Regulations

Subject	Section
WATCHMEN, VESSELS	216

Every vessel must at all times have available at least one person in charge with authority to take such action in any emergency as may be required, and\or in the event it becomes necessary in order to facilitate navigation or commerce, or for the protection of other vessels or property, that any vessel be moved, or the position thereof changed.

The Executive Director of the Port Authority is authorized to order and enforce the removal of such vessel at its sole risk and expense to such place as he may direct; and it shall be unlawful for the master, owner or agent of such vessel to fail, neglect or refuse to obey any such order. Should any person in charge of such vessel fail, neglect, or refuse to follow the orders of the Executive Director, then it shall be his duty and he is hereby authorized, to board such vessel with such assistance as may be necessary and to move such vessel at the sole risk and expense of such vessel, its master, owners and or agent.

In the case of unmanned vessels such as barges the agent of record will be considered the person in authority to take such action as may be directed by the Port Authority. It shall be the responsibility of each vessel's master, owners and/or agents to assure that vessels are always safely and adequately moored, and equipped with sufficient fenders properly placed to prevent damages to Port facilities and/or other vessels.

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Chapter 02: General Rules and Regulations

Subject	Section
WHARFAGE	218

Wharfage shall be assessed against cargo in accordance with terms, conditions and rates negotiated between and committed to written agreement by the Port Authority and the user(s). In the absence of such an agreement, wharfage will be assessed against cargo in accordance with the applicable tariff charge contained in Section V.

EXCEPTIONS: (1) Wharfage will not be assessed on ship's stores or bunkers.

(2) Wharfage will be collected whether or not cargo is loaded on a vessel.

WORKING HOURS, OVERTIME 220

Except as otherwise specifically provided, rates and charges provided in this Tariff apply only for services performed during straight time hours.

When requested by vessels, masters, shippers, consignees or owners of the cargo and/or their respective agents and stevedores, vessels or cargoes are loaded, unloaded or handled, and provided any service of any description whatsoever by Port Authority on Saturdays, Sundays or on any day of observance of Holidays, or at times other than within those hours recognized as constituting straight time, or when crews are called out at any time for a requested service but are held on standby through no fault of the Port Authority, overtime and\or standby wages and cost of supervision, at the rate of time and one half, plus 20 percent, will be assessed against the party requesting the service, in addition to charges otherwise provided in this Tariff for the service performed. A minimum of two hours overtime charges will apply to such services.

Straight Time - Shall be 08:00 to 12:00 hours, and from 13:00 to 17:00 hours, Mondays through Fridays, except Holidays.

Overtime - Shall be any day or hour that is not included as "Straight Time".

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CHAPTER 03

CHARGES GENERALLY APPLICABLE TO VESSELS, AGENTS AND/OR OWNERS

(Including Dockage, Mooring/Unmooring, Pilotage, Tug Services and Miscellaneous Services and charges)

Chapter 03: Charges Generally Applicable to Vessels, Agents and/or Owners including Dockage, Mooring, Unmooring, Pilotage, Tug Service and Charges

Subject	Section
BAGGING	300

Rates upon request.

CRANE RENTAL	302

The Container Crane Rental rate is $450.00 per hour. This crane rate includes the cost of fuel.

A. The rate quoted in this Tariff does not include the costs of hiring a crane operator. The crane operator shall be furnished, supervised and employed by the licensed stevedore renting the crane(s).

B. Crane rental includes crane mechanics.

C. Crane time shall be computed from the time the crane(s) is/are ordered to be available (desired start-up time), until the crane(s) is/are dismissed and secured. Stand-by time, calculated from desired start-up time until the crane(s) is/are actually put into use, shall be charged at the rate of $150.00 per hour per crane and the final shut down rate shall be a flat rate of $150.00 per crane.

D. No charge shall be made for time a crane is inoperable because of any mechanical malfunction, inclement weather, or non-working meal hours.

E. A crane rental application shall be made no later than 12 hours prior to the desired start-up time. An application shall be made to the Deputy Director of Operations. The application submitted by the applicant shall include date, time, type and quantity of cargo to be handled, and an estimated length the crane(s) will be rented.

F. There shall be a two hour minimum charge for each crane rental. Crane rental shall be billed in 15 minute increments.

G. Stevedores shall hire only qualified crane operators to operate the cranes. The stevedore shall ensure that the crane user will conform to all applicable laws, ordinances, rules and regulations of O.S.H.A., all regulations of the United States Coast Guard and all other federal and state authorities having jurisdiction over the user while operating the crane(s). The Stevedore renting the crane(s), being the responsible party, shall have the authority to order the removal from a crane any operator that he deems not qualified or who is otherwise operating the crane in an unsafe manner.

H. The crane(s) is/are furnished with a Bromma Container Spreader; all gear/rigging which is required to perform a lifting operation other than containers shall be furnished by the user. The rate quoted for start up in subpart C of this section will apply during any time necessary to complete a rigging operation before and after any lifting operations.

I. Vessels, their owners, agents, stevedores and all users of the crane(s) shall indemnify, hold harmless and defend the Mississippi State Port Authority, its Board and employees from and against any claim, demand, cause of action or proceeding of any kind or nature arising out of, incident to, or resulting from the use of the cranes by the vessels, its owners, agents, stevedores and other users of the crane(s), together with all costs, expenses, and liabilities incurred as a result of any such claim, demand, cause of action or proceeding, including, but not limited to, all reasonable attorneys' fees to and through appellate, supplemental and bankruptcy proceedings.

J. The stevedore renting the crane(s) agrees to operate the crane(s) within its/their rated capacity.

K. The Mississippi State Port Authority, or its designee, will: (i) perform a pre-operation inspection; (ii) start and position the crane(s) prior to vessel operations; and (iii) once the vessel has completed operations, reposition the crane(s), shut down the crane(s) and perform a post-operation inspection.

L. The Mississippi State Port Authority reserves the absolute and exclusive right to the assignment and scheduling of use of the crane(s).

M. Should any damage occur while the crane(s) is/are rented, the damage must be reported immediately by the stevedore to the Mississippi State Port Authority Operations Department. An incident report detailing the pertinent facts (who, what, where and when) concerning the incident shall be prepared by the stevedore. The signed incident report shall be delivered to the Mississippi State Port Authority at the time of the completion of the crane operation.

N. The stevedore or customer renting the crane(s) is responsible for the operation thereof and assumes all risk of injuries or damages which may arise, except that which results directly from the negligence of the Port Authority. It is incumbent upon the user to make a thorough inspection of the cranes prior to taking possession. All damages revealed upon the post inspection of the cranes will be the responsibility of the immediate prior user. The user shall be responsible for loss or damage and cost of repairs, except that which results from the negligence of the Port Authority.

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Chapter 03: Charges Generally Applicable to Vessels, Agents and/or Owners including Dockage, Mooring, Unmooring, Pilotage, Tug Service and Charges

Subject	Section
DOCKAGE	304

Method of assessing dockage on basis of length overall has been adopted pursuant to action by Gulf Seaports Marine Terminal Conference FMC Agreement #224-200165-001.

A. Ocean Going Vessels:

Dockage will be charged on the length overall (L.O.A.) in feet shown in Lloyd's Register of Shipping, and will be on the following basis for a 24-hour period, calculated from actual time docking, minimum of $250.00 per diem.

LENGTH OVERALL OF VESSEL	RATE PER FOOT PER 24-HOUR DAY
0-199	$2.25
200-399	$2.93
400-499	$3.99
500-599	$5.35
600-699	$6.25
700-799	$7.91
800-899	$9.87
900-over	$11.67

After the first period of twenty-four hours, any period of berth occupancy of twelve hours or less will be billed at one-half of the first day's dockage.

Dockage will be charged at a rate of 75% of the first 24-hour period for each succeeding 24-hour. Minimum of $250.00 per diem.

1. DISCOUNT applies to vessels discharging and/or loading general cargo and/or containerized cargo only.

EXCEPTIONS:

In the case of ocean going vessels service the commerce of the Port and which are placed in idle status of reason of casualties, essential major repairs, etc., the applicable dockage rate may be temporarily reduced 40% at the discretion of the Port Authority, but such reduced dockage shall never be less than $250.00 per diem. All other vessels requesting a lay berth status if approved by the Port Authority shall be granted a reduction of dockage by 40% of the normal rate but never less than $250.00 per 24 hour period.

Chapter 03: Charges Generally Applicable to Vessels, Agents and/or Owners Including Dockage, Mooring, Unmooring, Pilotage, Tug Service and Charges

Subject **Section**

EXCEPTIONS:

Offshore exploration vessels, offshore supply vessels, offshore support vessels, crewboats and other vessels not normally engaged in the movement of cargo in the national or international trade will be assessed dockage at the rate of 80% of the normal rate for Ocean Going Vessels, said dockage shall never be less than $ 250.00 per diem.

When container vessels are required to turn in order to discharge or load containers by reason of vessels' beam and/or outreach limitations of the Port Authority's container crane, dockage charges which may accrue beyond 48 hours after berthing will be reduced to 60% of the first 24 hour period rate, provided the vessel works cargo continuously unless interrupted for good and justifiable cause acceptable to the Port Authority.

B. Dockage for tugs and/or barges at general cargo berths will be charged on the basis of length of each unit for each 24- hour period, calculated from actual time of docking:

100 feet or less	$ 121.00
101 feet to 200	$ 181.50
201 feet or more	$ 272.25

EXCEPTIONS:

Dockage for tows up to 200 feet marshaled to vessel for vessel cargo operation:
$100.00 per 24-hour period.

Dockage for barges handling ore materials:
$750.00 per barge per 24-hour period.

Barge Marshaling Area - $75.00 per barge per 24-hour period. (1/2 day rate for 2 hour or more dockage does not apply to the Barge Mooring Area; Section 114 this Tariff)

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Chapter 03: Charges Generally Applicable to Vessels, Agents and/or Owners including Dockage, Mooring, Unmooring, Pilotage, Tug Service and Charges

Subject	Section
ELECTRICAL POWER	306
Electrical Power is available at cost plus 20%. Electrical Service for refrigerated containers, per 24 hour period of fraction thereof – Per container, $21.50 The Port Authority shall not be responsible for loss or damage or any loss or interruption in power supply or any malfunction of electrical or mechanical equipment of the refrigerated units.	
GUARD SERVICES	308
Special guard service is available at cost plus 20%.	
HARBOR FEES	310
(1) Ocean going vessels shall be assessed a Harbor Fee of $325.00 for each call while docked at Port facilities. (2) Non cargo vessels and barges shall be assessed a Harbor Fee of $40.00 per port call.	
MISCELLANEOUS SERVICES	312
Port Authority labor is available at cost plus 20%. Materials for maintenance performed by Port Authority labor for Port tenants or requested by Port users will be at cost plus 20%.	
DUMPSTER SERVICES	314
Vessel agents and Tenants may order dumpster service from Port Operations Dumpster fee is $335.00 per pull for dry disposal and $600.00 per pull for wet disposal.	

Chapter 03: Charges Generally Applicable to Vessels, Agents and/or Owners including Dockage, Mooring, Unmooring, Pilotage, Tug Service and Charges

Subject	Section
MISCELLANEOUS EQUIPMENT CHARGES	316

The following charges are for equipment used for cargo clean up, property damage, leased property, grounds keeping, etc.

Street Sweeper (Tenant)	$110.00 per hour (2 hour minimum)
Railcar Mover	$275.00 per day (8 hours)

CLEANLINESS OF PORT DOCKS 318

A. Steamship agents and operators and other users of the wharves, sheds and other property of the Port Authority shall be held responsible for cleaning of the property which they have been allowed to use or assigned or leased to them, including adjacent aprons and gutter, as directed by the Operations Manager.

B. If such user does not properly clean the wharf or property he has been using, the Operations Manager shall order the property cleaned and bill the user responsible.

1. An assessment of $75.00 per each 1,000 cargo tons with a $100.00 minimum or
2. Cleanup cost plus twenty percent (20%) whichever is greater.
3. Full container vessels will be assessed a charge of $100.00 per call.

C. Trash or rubbish which has been swept up by user will be hauled away and user billed at actual labor cost plus twenty percent (20%).

Chapter 03: Charges Generally Applicable to Vessels, Agents and/or Owners including Dockage, Mooring, Unmooring, Pilotage, Tug Service and Charges

Subject	Section
MOORING AND UNMOORING	320

Mooring and unmooring of vessels shall be mandatory and shall be assessed the following charges:

		Straight Time	Overtime
Vessels	0 – 225'	$250.00	$250.00
	Vessels 226' and over	$400.00	$400.00

The above rates include two hour standby time. Any shifting of a vessel will also be at the above rates. Additional standby time, if required by Agents and/or Principals, shall be charged at the rates shown above for each additional standby hour. Vessels berthed at the Main Container Terminals and required to turn as a result of limited outreach of the container crane shall not be assessed unmooring and mooring charges associated with the turn.

CHARGES SEAMEN & TRUCKERS CENTER 322

Voluntary dues and assessments, a schedule of which is on file with the Port Authority, are accepted by the Port of Gulfport International Seamen's and Trucker's Center and represent the charges of that non-profit organization for recreational and cultural services and facilities available without discrimination to seamen of vessels of all countries and truckers visiting the Port of Gulfport.

PASSENGER PORT CHARGES 324

Cruise Ship Passenger	
Embarking	$ 5.00/each
Debarking	$ 5.00/each
In Transit	$ 2.00/each
Automobile Parking	$ 5.00/day

PILOTAGE AND RELATED REGULATIONS 326

References: See Section No. 174 and No. 176

Chapter 03: Charges Generally Applicable to Vessels, Agents and/or Owners including Dockage, Mooring, Unmooring, Pilotage, Tug Service and Charges

Subject	Section
PREFERENTIAL BERTH ASSIGNMENTS	328

Subject to prior contractual agreement with the Mississippi State Port Authority.

RAILCAR PLACEMENT	330

Repositioning of railcars from one point to another on the same pier is available at cost plus 20%

TRUCK SCALES	332

Weighing of truck/trailers, empty or loaded, is available upon request at a charge of $6.00 per weighing during straight time. Volume and overtime use is negotiable.

TUG SERVICES	334

Tug service within the harbor limits of the Port of Gulfport are provided by Gulfport Towing, Inc. and Matthews Brothers, Inc. A complete schedule of rates and charges is available from Gulfport Towing Company, P.O. Box 1088, Gulfport, MS 39501, (228) 864-0171 or Matthews Brothers Inc., P.O. Box 178, Pass Christian, Ms. 39571, (228) 452-0804.

WATER	336

Water shall be assessed in accordance with the following rates and conditions:

1. Any person requiring potable water shall make application with the Operations Division of the Mississippi State Port Authority. It shall be unlawful for any person to use any water hose or meter or take any water or attempt to take any water from any vessel service water outlet or hydrant without first obtaining permission from the Port Authority and paying for or agreeing to pay for the desired service. Nothing herein contained shall prevent any person from attaching a hose or otherwise using the water from any outlet for the prevention of fire only.
2. Potable water will be supplied to vessels at a fee of $5.15 per 1000 gallons plus Sales Tax.
3. Vessels will furnish water hoses.
4. The Port Authority shall assess a hookup fee for Port personnel to connect and disconnect water lines at the following rate plus Sales Tax. The hookup fee shall be assessed whether Port Personnel assist or ships crew performs hookups.

Regular Time (Monday through Friday 8:00 A.M. to 5:00 P.M.)	$ 50.00
Overtime and Holiday	$125.00

Chapter 03: Charges Generally Applicable to Vessels, Agents and/or Owners including Dockage, Mooring, Unmooring, Pilotage, Tug Service and Charges

Subject		Section
5.	The Port Authority reserves the right to refuse or limit the supply of water to vessels.	
6.	The minimum charges for water service, including hookup. $ 50.00	

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CHAPTER 04

CHARGES GENERALLY APPLICABLE TO CARGO

Including Free Time, Demurrage, Handling, and Wharfage per 2000 lbs. except where noted

Chapter 04: Charges Generally Applicable to Cargo Including Free Time, Demurrage, Handling, and Wharfage per ton 2000 lbs. except where noted

Subject		Section
FREE TIME		338
Free Time, as defined in Section 22 is:		
IN SHIPSIDE OR TRANSIT SHEDS		
Outbound Cargo	30 days	
Inbound Cargo	30 days	
Outbound Cargo of 5,000 tons or greater	45 days	
Inbound Cargo of 5,000 tons or greater when received within a 15 day period and upon prior written notification to the Port Authority	45 days	
IN OPEN AREAS		
Outbound Cargo	30 days	
Inbound Cargo	30 days	
Outbound or Inbound cargo of 5,000 tons or greater	45 days	

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Chapter 04: Charges Generally Applicable to Cargo Including Free Time, Demurrage, Handling, and Wharfage per ton 2000 lbs. except where noted

Subject	Section
DEMURRAGE	340

Following expiration of free time, assessment of Demurrage Charges shall be made on the basis of a 24-hour day or any fraction thereof commencing at 00:00 hours following receipt of cargo on or in Port facilities, at the following rates:

WAREHOUSES

A.	First 15 days or fraction thereof	$4.64 per ton
B.	Second 15 days period or fraction thereof	$5.04 per ton
C.	Third 15 days period or fraction thereof	$5.76 per ton
D.	Fourth 15 days period or fraction thereof	$6.72 per ton
E.	Each 15 day period thereafter or fraction thereof as long as cargo remains on or in Port facilities	$9.00 per ton

TRANSIT SHED (No. 16 CFS)

A.	First 15 days or fraction thereof	$0.80 per ton
B.	Second 15 days period or fraction thereof	$0.90 per ton
C.	Third 15 days period or fraction thereof	$1.70 per ton
D.	Each 15 day period thereafter or fraction thereof as long as cargo remains on or in Port facilities	$2.20 per ton

OPEN AREAS

A.	First 15 days or fraction thereof	$0.80 per ton
B.	Second 15 days period or fraction thereof	$1.20 per ton
C.	Next 30 days	$3.00 per ton
D.	Second 30 days and thereafter	$3.50 per ton
E.	Vehicles, each 15 days	$7.50
F.	Single shipments of $10,000 tons Aluminum Ingots T-Bars, etc.	60 days free time
G.	61-90 days, open storage	$1.25 per ton, per month
H.	91 days and thereafter	$1.75 per ton, per month

NOTE: All invoices will be billed a minimum of $25.00.

Chapter 04: Charges Generally Applicable to Cargo Including Free Time, Demurrage, Handling, and Wharfage per ton 2000 lbs. except where noted

Subject	Section
TRANSFER FEES	342
Any person, firm or corporation providing transfer services in accordance with Section 158 of this Tariff shall be assessed a Transfer Fee of $500.00 per month. Transfer fees shall be assessed to and paid by the licensed transfer company and shall be in addition to any and all fees, licenses or charges provided for in this Tariff.	

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Chapter 04: Charges Generally Applicable to Cargo Including Free Time, Demurrage, Handling, and Wharfage per ton 2000 lbs. except where noted

Subject	Section
RATES ON REQUEST	344

All handling services at the port of Gulfport are provided by stevedoring firms licensed by the Port Authority and services performed under this Tariff must be at published rates contained herein. It is the sole responsibility of the stevedoring firm performing handling services under "rates upon request" to file these rates with this Port Authority and the Federal Maritime Commission as required by the Shipping Act of 1984 prior to any service being rendered under such rates. Stevedoring firms licensed by this Port Authority agree to and shall defend, indemnify and hold harmless the Port Authority from and against any and all claims, fees, fines, assessments, penalties, actions, proceedings, and damages, including attorneys' fees and litigation expenses related thereto in connection with or resulting from the failure to handling rates with the Federal Maritime Commission for handling services or commodities under "rates upon request," or generally, from their providing such services.

USAGE CHARGES	346

All cargo handled in accordance with Section 206 of this Tariff shall be assessed a usage charge of $0.15 per 2,000 lbs. of cargo for the use of Port facilities by stevedores licensed by the Mississippi State Port Authority.

PORT SECURITY FEE	348

All vessels berthing at Port Authority docks and all cargo crossing Port Authority property will be assessed a Port Security Fee. The Security Fee is in addition to all other Port Tariff charges.

Dockage	6.5% on total dockage assessed
Breakbulk Cargo	$0.14 per short ton
Dry Bulk Cargo	$0.3 per short ton
Liquid Bulk Cargo	$0.3 per short ton
Container (Loaded)	$2.85 per unit
Vehicles (All types)	$1.00 per unit
Passengers	$1.00 per person

Chapter 04: Charges Generally Applicable to Cargo Including Free Time, Demurrage, Handling, and Wharfage per ton 2000 lbs. except where noted

Subject	Section
CHILLER USER FEE	350

Use of the Gulfport Chiller (Building #15) is available on a non-exclusive space available basis upon request. Rates do not include labor for handling of cargo assigned to the Chiller. Handling Fees and Charges are available upon request.

Palletized Fresh Fruit (including, but not limited to, melons, pineapples, bananas, mango, apples, etc.)	$50.00 per day
Long Term Rental of Chiller Space	$4.13 per sq. ft.

Chapter 04: Charges Generally Applicable to Cargo Including Free Time, Demurrage, Handling, and Wharfage per ton 2000 lbs. except where noted

Subject	Section
WHARFAGE CHARGES ASSESSED AGAINST CARGO	352

Wharfage: In addition to other charges as described in this tariff, fees are assessed against all breakbulk, bulk, containerized, freezer and chiller cargo for the utilization of Port Authority wharfs, warehouses, sheds, open storage areas, etc.

Wharfage will be charged against cargo as follows: (all rates are per short ton of 2000 pounds unless otherwise specified)

Breakbulk Cargo:

Agricultural Implements	$9.55 each
Fruit	$0.71
Chicken, Refrigerated	$1.38
Cotton	$0.37 per bale
Hazardous Cargo	$5.31
Metals	$2.12
Vehicles, pleasure or passenger	$5.31each
Vehicles, commercial	$3.18 each
General Cargo, N.O.S. Break-bulk/Containerized Banana Companies	$1.60
General Break-bulk Cargo, N.O.S.	$2.02

Bulk Cargo:

Dry Bulk Materials discharged to wharf	$1.34
Dry Bulk Materials discharged vessel-to-barge	$1.03
Bulk Cargo, N.O.S.	$1.44

Containerized Cargo:

Empty Containers when shipped as cargo	$7.73 each
Fruit (25 ton minimum per container)	$0.69
Containerized Cargo, N.O.S.	$1.85

HANDLING: Cargo handling at the Port of Gulfport is provided by the Port's licensed stevedores as outlined in this Tariff. Rates for cargo handling operations are set by the individual stevedore(s).

Chapter 04: Charges Generally Applicable to Cargo Including Free Time, Demurrage, Handling, and Wharfage per ton 2000 lbs. except where noted

Subject	Section

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