
(Effective October 1, 2016)

FFMC - T No 010



TERMINAL TARIFF NO. 010
RATES RULES AND REGULATIONS
FOR THE
SEAPORT FACILITIES
OF
MIAMI-DADE COUNTY
FLORIDA

EFFECTIVE: October 1, 2016

**THIS TARIFF IS ISSUED BY THE MIAMI-DADE COUNTY
MAYOR UNDER AUTHORITY OF ADMINISTRATIVE
ORDER NO. 4-4 PURSUANT TO SECTION 4.02 OF THE
HOME RULE CHARTER; MIAMI-DADE COUNTY
HAVING JURISDICTION OVER AND CONTROL OF THE
OPERATION OF THE DANTE B. FASCELL PORT OF
MIAMI-DADE.**

FOR FURTHER INFORMATION ADDRESS

**PORT DIRECTOR
DANTE B. FASCELL PORT OF MIAMI-DADE
1015 NORTH AMERICA WAY
MIAMI, FLORIDA 33132
(305) 371-7678**

TARIFF NO. 010

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1ST REVISED

PAGE 00-A

CORRECTION SHEET

EFFECTIVE OCTOBER 1, 2015

Reference marks and symbols used to indicate the effect of corrections to this Tariff are in compliance with FMC General Order 13, as amended as follows:

- (R) To denote a reduction
- (A) To denote an increase
- (C) To denote changes in wording or item number which result in neither an increase nor decrease in charges
- (D) To denote a deletion
- (E) To denote an exception to a general change
- (N) To denote reissued matter
- (I) To denote new or initial matter

UNITS OF WEIGHT & MEASURE

EFFECTIVE FEBRUARY 5, 2000

Customary international (metric) and U.S. units of weight and measure governing the determination of rates and charges assessed under this Tariff are as follows:

1 Acre	43,560	Square Feet
1 Kilogram	2.2046	Pounds
1,000 Kilograms	2,204.62	Pounds (1 Metric Ton)
1 Pound	0.4536	Kilograms
2,000 Pounds	907.1847	Kilograms (1 Short Ton)
1 Metric ton (1 Kilo ton)	1.1023	Short Tons
1 Short Ton	2,000	Pounds
1 Short Ton	0.9072	Metric Ton
1 Long Ton	2,240	Pounds
1 Foot	0.3048	Meter
1 Meter	3.2808	Feet
1 Cubic Foot	0.0283	Cubic Meters
1 Cubic Meter	35.315	Cubic Feet
1 Bushel Grain (US) 60 Pounds	27.216	Kilograms
1 Barrel (US) 42 Gallons	158.9873	Liters
1 Cubic Meter	423.792	Ft. Board Measure
1,000 Ft. Board Measure	83.33	Cubic Feet
1,000 Ft. Board Measure	2.36	Cubic Meters
6.4 Barrels (US, Bunker Fuel Only)	1,000	Kilograms
1 Liter	0.2642	Gallons
1 Gallon	3.7854	Liters
1 Gallon (Fresh Water)	8.34	Pounds

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2nd REVISED

PAGE 00-C

METRIC CONVERSION GUIDE

EFFECTIVE OCTOBER 1, 2016

<u>TO CHANGE</u>	<u>TO</u>	<u>MULTIPLY BY</u>
Cubic Feet	Cubic Meters	0.0283
Cubic Meters	Cubic Feet	35.3145
Cubic Meters	Cubic Yards	1.3079
Cubic Yards	Cubic Meters	0.7646
Feet	Meters	0.3048
Gallons (US)	Liters	3.7854
Inches	Millimeters	25.4000
Inches	Centimeters	2.5400
Kilograms	Pounds	2.2046
Liters	Gallons (US)	0.2642
Liters	Pints (Dry)	1.8162
Liters	Pints (Liquid)	2.1134
Liters	Quarts (Dry)	0.9081
Liters	Quarts (Liquid)	1.0567
Meters	Feet	3.2808
Meters	Yards	1.0936
Metric Tons	Tons (Long)	0.8942
Metric Tons	Tons (Short)	1.1023
Millimeters	Inches	0.0394
Miles	Kilometers	1.6093
Pints (Dry)	Liters	0.5506
Pints (Liquid)	Liters	0.4732
Pounds	Kilometers	0.4536
Quarts (Dry)	Liters	1.1012
Quarts (Liquid)	Liters	0.9463
Square Feet	Square Meters	0.0929
Square Meters	Square Feet	10.7639
Square Yards	Square Meters	0.8361
Tons (Long)	Metric Tons	1.0160
Tons (Short)	Metric Tons	0.9072
Yards	Meters	0.9144

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7th REVISED

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**SECTION ONE
DEFINITIONS**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

The granting of permission to use a specified berth.	BERTH ASSIGNMENT	101
Each 24-hour period or fraction thereof during which a vessel occupies an assigned berth.	BERTH DAY	102
A unit of quantity for lumber equal to the volume of a board that is 12x12x1 inches - abbr. BF. If the number of BF is not listed on the manifest, then all charges will be assessed by manifested weight.	BOARD FOOT	103
The service of counting and checking cargo against appropriate documents for the account of the cargo or the vessel, or other person requesting same.	CHECKING	104
Miami-Dade County, organized and existing under and by the virtue of the laws of the State of Florida, and situated in the County of Miami-Dade in Florida.	COUNTY	105
The legislative governing body of Miami-Dade County as provided for in the charter of Miami-Dade County.	COUNTY COMMISSION	106
The administrative head of Miami-Dade County who is responsible for the efficient operation of all County Departments.	COUNTY MAYOR	107
Dangerous cargo (includes hazardous materials, explosives, radioactive materials, etc.) Items included in Title 33 of the Code of Federal Regulations Section 160.204 and further defined in sections referenced therein.	DANGEROUS CARGO (C)	108
The charges assessed against a vessel for berthing at a wharf, pier, bulkhead structure, or bank, or for mooring to a vessel so berthed.	DOCKAGE	109
A plan developed to ensure the application of security measures designed to protect the facility and its servicing vessels or those vessels interfacing with the facility, their cargoes, and persons on board at the respective MARSEC Levels pursuant to all applicable laws including but not limited to 33 Code of Federal Regulation 101.105, et seq.	FACILITY SECURITY PLAN (FSP)	110
Any twelve (12) months period from October 1 st to September 30 th of the following year.	FISCAL YEAR	111
The specified period during which cargo may occupy space assigned to it on terminal property free of wharf demurrage or terminal storage charges immediately prior to the loading or subsequent to the discharge of such cargo on or off the vessel.	FREE TIME	112

**SECTION ONE
DEFINITIONS**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

The service of physically moving cargo between point of rest and any place on the terminal facility, other than the end of ship's tackle.	HANDLING	113
The service of providing heavy lift cranes and equipment for lifting cargo.	HEAVY LIFT	114
<p>New Year's Day.....January 1 Martin Luther King's Birthday.....3rd Monday in January Presidents' Day.....3rd Monday in February Memorial Day.....Last Monday in May Independence Day.....July 4 Labor Day.....1st Monday in September Columbus Day.....2nd Monday in October Veterans' Day.....November 11 Thanksgiving Day.....4th Thursday in November Christmas Day.....December 25</p>	<p>PORT LEGAL HOLIDAYS (For billing purposes only)</p>	115
<p>In the event a legal holiday falls on a Saturday, it is celebrated on the preceding Friday, and in the event a legal holiday falls on a Sunday, it is celebrated on the succeeding Monday.</p>		
The service of loading or unloading cargo between any place on the terminal or water and railroad cars, trucks, vessels, ferries, lighters or barges or any other means of conveyance to or from the terminal facility or water.	LOADING AND UNLOADING (C)	116
Any Person carrying on the business of furnishing wharfage, dock, warehouse, or other marine terminal services or facilities in connection with a common carrier by water in the United States or its possessions.	OPERATOR	117
Port of Miami-Dade does not provide longshoremen, checkers or handlers for cargo or baggage; nor does it handle, count, or provide guards or security for cargo and ships. These services are provided by franchised stevedoring, cargo handling, and steamship agency firms. A list of firms authorized to perform these services is available upon request from the Seaport Permit Section.	NON-OPERATING PORT (D)	118
A notice issued by the United States Coast Guard or other federal, state or local agency for an alleged violation. The notice contains the applicable law or regulation violated and the corresponding proposed penalty and conditions to resolve the case.	NOTICE OF VIOLATION	119
A passenger traveling in an American-flag vessel.	PASSENGER DOMESTIC	120
A passenger traveling in a foreign-flag vessel.	PASSENGER FOREIGN	121

**SECTION ONE
DEFINITIONS**

EFFECTIVE OCTOBER 1, 2015

FMC SUBRULE: 34-A01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>"Person" shall be defined in Florida Statutes Section 1.01 (3), and shall include without limitations municipal, governmental and public bodies and their agents, when such bodies or agents are using the Port terminal facility.</p>	<p>PERSON</p>	<p>122</p>
<p>That area on the terminal facility which is assigned for the receipt of inbound cargo from the ship and from which area inbound cargo may be delivered to the consignee, and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading.</p>	<p>POINT OF REST</p>	<p>123</p>
<p>This term is synonymous with the term "Seaport Director."</p>	<p>PORT DIRECTOR</p>	<p>124</p>
<p>This term is synonymous with the term "Seaport Department," "Port," "Port of Miami," "Port of Miami-Dade, or" "PortMiami".</p>	<p>DANTE B. FASCELL PORT OF MIAMI-DADE</p>	<p>125</p>
<p>For purposes of multi-day cruise lines that have contractual multi-day cruise parking revenue sharing incentive rights, for clarification purposes, such multi-day cruise parking revenue sharing shall not include any parking revenue derived from or associated with daily cruises, non-revenue cruises, ferry services, cruises less than 24 hours in duration, cruises to nowhere, or any other category of service excluded from multi-day cruise parking revenue by or under any terms of this Tariff.</p>	<p>MULTI-DAY CRUISE PARKING REVENUE</p>	<p>126</p>
<p>A pronoun in one gender includes and applies to other genders as well.</p>	<p>PRONOUNS</p>	<p>127</p>
<p>One or more structures comprising a terminal unit, and including, but not limited to wharves, warehouses, covered and/or open storage space, cold storage plants, grain elevators and/or bulk cargo loading and/or unloading structures, landings and receiving stations, used for the transmission, care and convenience of cargo and/or passengers in the interchange of same between land and water carriers or between two water carriers.</p>	<p>PORT TERMINAL</p>	<p>128</p>
<p>Any container, laden or empty, loaded onto or discharged from a vessel or barge in the Port of Miami, excluding transshipments.</p>	<p>QUALIFYING CONTAINER</p>	<p>129</p>
<p>The department of Miami-Dade County created to operate, manage and develop the Seaport and terminal facilities of Miami-Dade County.</p>	<p>SEAPORT DEPARTMENT</p>	<p>130</p>
<p>The vessel representative responsible for the collection and payment of all charges assessed on a vessel for which they file a Request for Ship's Berth Assignment and provide accurate manifest documentation. All Ship Agents must be bonded and permitted by the Seaport Department to transact business at the Port of Miami.</p>	<p>SHIP AGENT</p>	<p>131</p>

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**SECTION ONE
DEFINITIONS**

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FMC SUBRULE: 34-A01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

A vessel having a container/trailer capacity of 750 TEUs or less.	SMALL BOAT	132
A multi-day passenger vessel with an overall length of less than 800 feet (excluding ferries and ferry services) shall be deemed a " <i>Small Passenger Vessel</i> ."	SMALL PASSENGER VESSEL	133
A publication containing the rates, charges, rules regulations and practices of any Person carrying on the business of furnishing wharfage, dock, warehouse, or other marine terminal services or facilities in connection with a common carrier by water in the United States or its possessions.	TARIFF	134
A schedule, tariff, supplement to, or revised or amended page of a schedule or tariff.	TARIFF PUBLICATION	135
The service of providing warehouse or other terminal facilities for the storing of inbound or outbound cargo, including wharf storage, shipside storage, closed or covered storage, open or ground storage, bonded storage and refrigerated storage, after storage arrangements have been made.	TERMINAL STORAGE	136
The use of the terminal facility by any rail carrier, lighter operator, trucker, shipper or consignees, their agents, servants, and/or employees, when they perform their own car, lighter or truck loading or unloading, or the use of said facilities for any other gainful purpose for which a charge is not otherwise specified.	USAGE	ITEM 137
Except as otherwise provided in individual items, the term "vessel" means floating craft of every description, and shall include in its meanings the term "owners and agents" thereof.	VESSEL	138
A charge assessed against cargo remaining in or on terminal facilities after the expiration of free time unless arrangements have been made for storage. Wharf demurrage is also applicable to cargo remaining in or on terminal facilities after expiration of an authorized storage period.	WHARF DEMURRAGE	139
A charge, assessed against the cargo or vessel on all cargo passing or conveyed over, onto, or under wharves or between vessels (to or from barge, lighter, or water), when berthed at a wharf or when moored in slip adjacent to wharf. Wharfage is solely the charge for use of wharf and does not include charges for any other service.	WHARFAGE, CARGO	140
A charge assessed against a passenger on a vessel, other than a crew member, when embarking from or debarking to port property. Passenger wharfage is solely the charge for use of wharf and other passenger facilities and does not include charges for any other service.	WHARFAGE, PASSENGER	141

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**SECTION TWO
GENERAL RULES & REGULATIONS**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A02

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

APPLICABILITY OF TARIFF

The charges, rates, rules and regulations published in this tariff shall apply equally to all users of, and all traffic on the waterways and/or facilities owned and/or operated by Miami-Dade County, Florida under the jurisdiction of the Seaport Department, on and after the effective date of this tariff or any supplements thereto provided, however, that to the extent a separate and effective written contract approved by the Miami-Dade Board of County Commissioners expressly or specifically supersedes one or more items, rates, or provisions of this Tariff, the expressly or specifically superseding contract term(s) or rate(s) shall exclusively control, but only to the limited extent particular items, rates and/or provisions of this Tariff are expressly or specifically superseded thereby, with all non-superseded items, rates, and provisions of the Tariff (as may be amended by County from time to time) remaining applicable notwithstanding the existence of a Board-approved and Port related written contract.

**APPLICATION
OF TARIFF AND
SUPPLEMENTS
(C)**

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Should there be any matter requiring clarification or interpretation of any tariff item, the Seaport Director, by delegation from the County, shall be the sole judge as to the application and interpretation of this tariff.

The Seaport Director shall have the authority to deny, cancel, refuse, suspend or revoke a company's permit when that company has violated tariff rules and regulations or has violated established Port procedures, or has withheld or falsified information, or has been involved in any type of unlawful activity.

The use of the waterways and piers, wharves, bulkhead, docks and other facilities under the jurisdiction of the Seaport Department shall constitute a consent to the terms and conditions of this tariff, and evidence an agreement on the parts of the vessels, their owners and agents, and other users of such waterways and facilities to pay all charges specified in this tariff and be governed by all rules and regulations published herein provided, however, that to the extent a separate and effective written contract approved by the Miami-Dade Board of County Commissioners expressly or specifically supersedes one or more items, rates, or provisions of this Tariff, the expressly or specifically superseding contract term(s) or rate(s) shall exclusively control, but only to the limited extent particular items, rates and/or provisions of this Tariff are expressly or specifically superseded thereby, with all non-superseded items, rates, and provisions of the Tariff (as may be amended by County from time to time) remaining applicable notwithstanding the existence of a Board-approved and Port related written contract.

**CONSENT TO
TERMS OF
TARIFF
(C)**

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A right of administrative review exists for actions or inactions of the Port Director and/or the Department pursuant to Section 28A-7, Code of Miami-Dade County.

APPEALS

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**SECTION TWO
GENERAL RULES & REGULATIONS**

EFFECTIVE FEBRUARY 5, 2000

FMC SUBRULE: 34-A03

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Administrative Restrictions, Limitations And Requirements

The Seaport Department is not obligated to provide storage or accommodation for property which has not been transported, nor is intended to be transported by water to or from the Port; nor is it obligated to provide extended storage or other services beyond reasonable capacity of the facilities; nor is it obligated to provide extended storage for any property in the course of normal operations, beyond a period of time determined by the Director.

The Seaport Department is not obligated to accept any cargo, either inbound or outbound, which is not compatible with the accepted objectives of the Port and the established assurances to the community. The refusal of any such cargo is discretionary with the Director.

The Seaport Department is not obligated to issue any permit, including stevedore permit or renewal. The Seaport shall consider other factors such as the granting or renewal of a permit does not lead to duplication of services that could lead to destructive competition or a reduction of the quality of services to our customers and persons using the Port of Miami-Dade and its facilities, and does not lead the Port of Miami-Dade to uncertainty, disruption and/or unstable environment in the rendering of such services.

The Seaport Department shall not be responsible for any damages to freight being loaded, unloaded, handled, stored, or otherwise present on its facilities, or for loss of any freight or for any delay to same.

The Seaport Department shall not be responsible for any loss or damage to freight on or in its facilities by reason of fire, leakage, evaporation, natural shrinkage, wastage, decay, animals, rats, mice, other rodents, moisture, the elements, discharge of water from sprinkler fire protection systems, or by or from any other cause.

The Seaport Department shall not be responsible for delay, loss or damage arising from riots, strikes, or labor disturbances of any persons, or for any loss due to pilferage or thievery, or to any other cause.

The Seaport Department shall not be responsible for any personal injuries or death resulting from any cause whatsoever on its properties or facilities.

The Seaport Department shall not be relieved from liability for occurrences which are caused solely by its own negligence.

**GENERAL
RESTRICTIONS
AND
LIMITATIONS**

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**DISCLAIMER
FOR LOSS OR
DAMAGE**

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3rd REVISED

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**SECTION TWO
GENERAL RULES & REGULATIONS**

EFFECTIVE OCTOBER 1, 2003

FMC SUBRULE: 34-A03

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>The placing of property of any nature, including cargo on Seaport property pursuant to this tariff shall not be construed under any circumstances as a bailment of that property, and Miami-Dade County, its officers, employees, and agents, shall not be considered as bailee of any property whatsoever.</p>	<p>PLACEMENT GOODS NOT TO BE BAILMENT</p>	<p>213</p>
<p>Any cargo on which charges have not been collected within 90 days shall be considered abandoned cargo. The Seaport Department reserves the right to remove any or all such property to another part of the premises, or remove it and place in storage off the Port at the risk and expense of the owner. The Seaport Department may retain possession of the property until all charges have been paid. When the Director determines final abandonment of cargo in any instance, he shall dispose of same under established County procedures.</p>	<p>ABANDONED CARGO</p>	<p>214</p>
<p>All vessels, their owners and agents, and all other users of the waterways and facilities, shall furnish the Director copies of inbound or outbound manifest or other documents in a form satisfactory to the Director, or a full and correct statement, signed and certified to, on blanks furnished by the Seaport Department, showing weights or measurements of the various items discharged or loaded and the basis on which freight charges are assessed, within ten days after the arrival and/or departure of vessels, excepting Saturdays, Sundays and holidays.</p> <p>It is the stevedores' responsibility to provide the Port of Miami-Dade with complete loading and discharge guides to verify the vessel manifest(s).</p>	<p>FURNISHING CARGO STATEMENTS AND VESSEL REPORTS</p>	<p>216</p>
<p>A service fee of one-half of one percent (1/2 of 1%) of total charges resulting from the calculation of charges reflected on such documents, for each 24-hour period or fractional part thereof, including Saturdays, Sundays and holidays, will be assessed for incomplete, incorrect, non-certified or late submission of documentation required for entry to the Port or for the calculation or verification of Port charges. This service fee shall be assessed in addition to all other penalties imposed by this tariff. The minimum service fee is ten dollars (\$10.00).</p>	<p>LATE DOCUMENTATION ON SERVICE FEE</p>	<p>217</p>

**SECTION TWO
GENERAL RULES & REGULATIONS**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A03

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

All charges assessed under this tariff are due as they accrue, and invoices issued by the Port are due and payable upon presentation.

All invoices being disputed by or on behalf of port users, customers, or either's respective agents or employees must be disputed within 30 days of the invoice date.

Any invoice remaining unpaid the last day of the month following the month billed is delinquent, and the Port users billed will be placed on a delinquent list.

A delinquent invoice is subject to a late fee of one and one half percent (1-1/2%) simple interest for each month that said invoice remains delinquent at end of the month.

If collection procedures are pursued, an additional collection fee of up to 30% of the amount of the delinquent invoice will be added to the invoice amount. This collection fee will reimburse the Port for any amount due or paid to the Miami-Dade Finance Department for their collection effort. Payment of an invoice at PortMiami after the invoice has been sent to the Miami-Dade Finance Department for collection does not waive the collection fee.

Collection procedures include, but are not limited to, sending the delinquent invoice to the Collection Division of the Miami-Dade Finance Department at 111 NW 1st Street, 26th Floor, Miami, Florida 33128.

Payment for returned checks dishonored by the bank (NSF) shall be made pursuant to Florida Statute (F.S. 832.07). In the event where a Port user has presented more than one (1) NSF check to the Port for payment, the Director, at his discretion, may require the Port User to pay the Port via a cashier's check, payable from a local bank, or an alternative method of payment approved by the Director or his designee.

The Port assigns the responsibility for the collection and payment of all charges assessed on a vessel to the Ship's Agent company authorized by the Seaport Director to file the Request for Ship's Berth Assignment for the vessel. The Port must be paid according to the terms stipulated in this tariff item regardless of when the Ship's Agent, vessel, its owners or agents are reimbursed.

The Port reserves the right to refuse the use of Port facilities and services to any Port user on the delinquent list and to demand payment of charges in advance before further services will be performed or facilities used.

PAYMENT OF
BILLS
(C)
(I)

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**SECTION TWO
GENERAL RULES & REGULATIONS**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A03

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Sales Tax

Rates and charges contained in this tariff are exclusive of any sales tax. Applicable sales taxes shall be paid to the Port at the time and by the entity responsible for payment of the tariff charges for which the tax is imposed.

Cruise and cargo shipping lines may elect to pay all invoices directly to the Port. Shipping lines choosing direct billing may contact the Port's permit section to set up the account, which still requires a permit, insurance coverage and payment guarantee, as per Items 714 and 222 of the Tariff.

On-Line Payments

Invoices can be paid on-line using the Port's *SeaPal* online service via e-checks. The Port also offers online payments for account replenishment for ground transportation using e-checks. There are no processing charges for any e-check transactions.

Parking and Ground Transportation invoices can also be paid online using a credit card subject to a 2.5% fee payable at the time of payment. This applies only to Parking and Ground Transportation invoices, all other invoices and fees can only be paid online using *SeaPal* via e-checks. As mentioned above, there are no processing charges for any honored and successful e-check transactions.

All ground transportation companies are required to pay for trip fees using the online services, using either the account replenishment method or making a payment on a one time basis. For companies that infrequently visit the Port, less than 5 times per year, prior arrangement for a trip and payment must be made and communicated through the permit section at the Port before the company's vehicle(s) visit the Port.

Shipping companies, cruise and/or cargo, or their agents, are required to pay all invoices via wire transfer or using the Port's *SeaPal* online payment service.

All e-check transactions which are dishonored by the servicing bank due to nonsufficient funds (NFS), will also be treated pursuant to Florida Statute (F.S. 832.07) and as previously noted in this section.

The Seaport Director shall have the authority to implement emergency temporary changes to this Tariff to remain competitive with other ports. These temporary changes will be consistent with the provisions of Item 200. Such changes will be documented and submitted to the Office of the Miami-Dade County Mayor.

If such temporary changes remain in place for a period of twelve months and are subsequently expected to remain permanent, they shall be submitted to the Board of County Commissioners for approval.

PAYMENT
OF BILLS
(C)
(D)
(I)

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TEMPORARY
EMERGENCY
CHANGES
TO TARIFF

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**SECTION TWO
GENERAL RULES & REGULATIONS**

EFFECTIVE OCTOBER 1, 2013

FMC SUBRULE: 34-A03

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>All vessels, their owners and agents, and all other users of the waterways and facilities, shall be required to permit access to manifests of cargo, passengers, railroad documents, and all other documents for the purpose of audit for ascertaining the correctness of reports filed, or for securing the necessary data to permit correct estimate of charges.</p>	<p>ACCESS TO RECORDS</p>	<p>220</p>
<p>All users of Port facilities shall indemnify and hold harmless the County and its officers, employees, agents and instrumentalities from any and all liability, fines, losses or damages, including attorneys' fees and costs of defense, which the County or its officers, employees, agents or instrumentalities may incur as a result of claims, demands, suits, notices of violation, causes of actions or proceedings of any kind or nature arising out of, relating to or resulting from the users' use of Port facilities. All users of Port facilities shall pay all claims, fines and losses in connection therewith and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the County, where applicable, including appellate proceedings, and shall pay costs, fines, judgments and attorneys' fees which may issue thereon, provided the County shall have given reasonable written notice of such matter with full right to defend and shall cooperate in such defense.</p>	<p>INDEMNIFICATION</p>	<p>221</p>
<p>Users of the Port facilities are required to furnish the County with a Payment Guarantee, insuring the County against loss of any funds and indemnifying the County in full for the payment of bills that accrue as a result of dockage, notices of violation, cargo and passenger wharfage, water sales, storage, rentals, leases, warehousing, wharf demurrage, track rentals, electric current and any other charges that may accrue for services rendered by the County. The Director is authorized to determine and fix the amount of the required Payment Guarantee. The Director is also authorized to designate the persons who shall be required to post the bond required by this section.</p> <p>Standard Lease (boilerplate) Agreement Lessees shall furnish to the Port a <i>payment guarantee</i> prior to occupancy of the leased space equivalent to the duration of the cancellation notification: thirty (30) days for a month to month lease term and ninety (90) days for 1 to 5 year lease terms. Lessee may elect to post said guarantee as an Indemnity Bond (Bond), an Irrevocable Letter of Credit (ILC) or via company check, provided the Bond or ILC (as applicable) is in a form acceptable to the County.</p>	<p>PAYMENT GUARANTEE</p>	<p>222</p>

**SECTION TWO
GENERAL RULES & REGULATIONS**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A03

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

The rates and charges published in this tariff do not include any insurance of any nature. All permitted users of the Port facilities are required to carry both Comprehensive General Liability Insurance and Auto Liability Insurance. Certificates of Insurance must be provided to PortMiami, 1015 North America Way, Miami, Florida 33132, indicating that insurance coverage has been obtained which meets the requirements as follows: (1) Commercial General Liability Insurance on a comprehensive basis in an amount not less than \$300,000 combined single limit per occurrence for bodily injury and property damage. Miami-Dade County must be shown as an additional insured with respect to this coverage; and (2) Automobile Liability Insurance in an amount not less than \$300,000 combined single limit per occurrence for bodily injury and property damage. Additional coverage may be required pursuant to other sections of this Tariff. Cartage companies are required to carry a minimum of \$1,000,000 liability insurance.

INSURANCE

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Incentive Program

The Port Incentive Program is based on the volume of a shipping line's qualifying containers in a given calendar year for which the Port receives both full and timely payment of TEU wharfage and dockage charges as listed on Exhibit A attached to the Port's three terminal operating contracts and payment of all due Port gantry crane rental and other fees set forth in Tariff Item 560 or per the terms of the applicable terminal operating contract, as use of the Port's gantry cranes and prior payment of all Port fees and charges are express requirements and eligibility conditions of this incentive program. For qualifying containers that meet all listed incentive program eligibility conditions and criteria, there are five (5) incentive categories which are subject to an overall \$35.00 per container incentive cap, excluding the super-container category*:

**CARGO
INCENTIVE
PROGRAM
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(D)**

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Volume in eligible containers, per shipping line, per fiscal year	Line	Vessel Sharing Agreement (VSA)	Volume Commitment	Latin America	Super Container
0 – 20,000	\$2.50	\$2.50	\$5.00	\$10.00	\$0.00
20,001 – 40,000	\$5.00	\$5.00	\$5.00	\$10.00	\$0.00
40,001 – 60,000	\$7.50	\$7.50	\$5.00	\$10.00	\$0.00
60,001 – 80,000	\$10.00	\$10.00	\$5.00	\$10.00	\$0.00
80,001 – 100,000	\$12.50	\$12.50	\$5.00	\$10.00	\$0.00
100,001 - above	\$15.00	\$15.00	\$5.00	\$10.00	\$0.00
*Valid per box over 100,000 moves					\$7.50

SECTION TWO
GENERAL RULES & REGULATIONS

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A03

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Volume in Containers – For qualifying and eligible containers meeting all incentive program conditions and criteria in a calendar year, this column sets forth the tiers that define thresholds for incentives to be paid to the shipping line. The volume is calculated on a per eligible container basis, full or empty, regardless of size, provided each eligible container uses the Port’s gantry cranes, and provided all wharfage, dockage and gantry crane fees arising from or relating to such containers are timely paid to the Port. As the tiers escalate, the rebates within that tier are paid back to the first container of eligible volume within that tier. The volume in containers excludes all transshipments.

Line Incentive – This incentive is paid directly to the shipping line based on the performance met by that stand alone carrier’s own eligible container throughput, but excluding third party cargo, unless otherwise specified during the open enrollment process and agreed upon by the Port Director. Subsidiary companies using a different shipping line’s name from the parent company will be reflected as an individual line and not to be combined with the parent company’s throughput, unless there is continued combined throughput growth from the preceding year.

VSA Incentive – This incentive is paid directly to the shipping line carrying eligible containers loaded to or from PortMiami based on the performance of the applicable FMC registered VSA service or alliance. This incentive is intended to reward the performance of the FMC registered VSA alliance. By example, if a line brings 15,000 containers to PortMiami and its VSA partners bring in a total of another 15,000 containers in the same year, then for purposes of calculating the VSA rebate tier level, these throughputs would be aggregated (15,000 + 15,000 = 30,000) and the VSA partners would be eligible to seek the second tier VSA rebate level (20,001 – 40,000) at \$5.00 per eligible container loaded to or discharged from a particular VSA partner line’s vessel calling PortMiami in a fiscal year. For avoidance of doubt, no more than one VSA rebate per eligible container.

Volume Commitment Incentive – This incentive is paid directly to the shipping line in exchange for an annual written volume commitment. In order to receive this incentive, the shipping line must be within 10 percent to the negative or 5 percent to the positive of the stated container goal. There will be an allowable one-time downward change (request needs to be in writing) to this commitment and one upward change per year to accommodate additional growth guarantees.

CARGO
INCENTIVE
PROGRAM
(C)
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**SECTION TWO
GENERAL RULES & REGULATIONS**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A03

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Latin America/Caribbean Incentive – If an eligible container comes from or is destined to Latin America/Caribbean, there will be a \$10 per container incentive paid directly to the shipping line. Latin America is defined as Mexico, Central, and South America.

Overall Incentive Cap – Notwithstanding the above, under no circumstances may any qualifying and eligible container be entitled to any incentive or incentives that exceed (in aggregate) \$35 per container, excluding only the number of a shipping line’s qualifying and eligible container moves above 100,000 in a fiscal year.

Super container – The super container incentive is paid on each container beginning on container 100,001 from the same shipping line and is excluded from the \$35.00 cap that is imposed on all other incentives.

Eligibility

There will be an ‘Open Enrollment’ period of two months beginning October 1st, to November 30th, where the shipping line is required to submit a written opt-in notice to the Port, signed by a representative authorized to bind the Shipping Line, signifying that the Line elects to opt-in to this incentive program. Past the Open Enrollment period, it will be up to the Port Director to grant enrollment to a shipping line that still wishes to opt-in the incentive program. In addition to the shipping line’s opt-in letter, the Line is required to submit a container goal for the year in order to qualify for the volume incentive commitment portion of the rebates. The Miami-Dade Board of County Commissioners has authority to approve, extend, rescind, cancel, and/or otherwise modify this cargo incentive program or any portion thereof in the exercise of its sole discretion. In the event that this program is not renewed beyond September 30, 2017, or becomes otherwise ineffective on or prior to October 1, 2017, qualifying container volumes in a given calendar year will be counted on a monthly pro-rata basis for purposes of calculating tiering levels and eligible incentive payments due; it being understood that no incentives will be available under this program for any cargo throughput occurring after the expiration, rescission, or cancellation of this incentive program.

CARGO
INCENTIVE
PROGRAM
(C)
(D)

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A service fee will be assessed for the collection of a dishonored check, draft, or other order for the payment of money to the Port of Miami-Dade, including for collection of unsuccessful or dishonored e-checks transactions, in accordance with the rate structure established by Miami-Dade County, in Administrative Order 4-86. This service fee shall be in addition to all other penalties imposed by this tariff.

RETURNED
CHECK
SERVICE
FEE

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**SECTION THREE
RULES & REGULATIONS FOR VESSELS**

EFFECTIVE OCTOBER 1, 2015

FMC SUBRULE: 34-A04

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>Navigation</p> <p>It shall be unlawful for any person, firm or corporation whether as principal, servant, agent, employee, or otherwise, to anchor any vessel, boat, barge or other watercraft of any kind in any of the turning basins or channels in the Port of Miami-Dade, or to otherwise obstruct navigation, except in cases of actual emergency.</p>	<p>ANCHORAGE OR OBSTRUCTION IN TURNING BASINS AND CHANNELS</p>	<p>230</p>
<p>All vessels, barges or other watercraft, while anchored, moored, or maneuvering in the waterways of the Port of Miami-Dade, must at all times of the night show proper lights.</p>	<p>LIGHTS AT NIGHT</p>	<p>232</p>
<p>It shall be unlawful for any person, firm or corporation to deposit, place or discharge into the waterways of the Port of Miami-Dade, any ballast, dunnage, sanitary sewage, butcher's offal, garbage, dead animals, gaseous liquid or solid matter, oil, gasoline, residuum of gas, calcium, carbide, trade waste, tar or refuse, or any other matter which is capable of producing floating matter or scum on the surface of the water, sediment or obstruction on the bottom of the waterways, or odors or gases of putrefaction.</p> <p>All vessels and all persons using Port facilities shall take every precaution to avoid pollution of the air. County air pollution control procedures will be strictly enforced.</p> <p>In addition to these regulations, all appropriate federal, state and local laws, rules or regulations pertaining to air and water pollution shall be rigidly observed.</p> <p>In the event of a pollutant spill onto the property or into the waterways at the Port of Miami, the party(s) responsible for the spill shall take immediate actions to clean up the spill, regardless of where the spill occurs and regardless of whether the spill occurs on land leased or otherwise controlled by such party(ies). Cleanup is to be accomplished in the shortest time possible, using industry approved methods, so as to limit in every way possible, damage to the environment.</p>	<p>POLLUTION OF AIR AND WATER</p>	<p>234</p>

**SECTION THREE
RULES & REGULATIONS FOR VESSELS**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A04

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>In any instance where it is determined by the Port of Miami that cleanup efforts are not being undertaken in a timely and/or adequate manner by the responsible party(s), the Port of Miami may order resources, as necessary, to commence and complete the pollutant spill cleanup. In such cases, the full cost of the cleanup plus an administrative fee of 15% will be charged to the responsible party(s). In instances where a vessel is a responsible party, full payment of the cleanup costs, including administrative fee, must be paid by the franchised agent or vessel representative before the vessel will be permitted to sail from the Port of Miami. In instances where a vessel is prohibited from sailing due to failure to pay cleanup costs as prescribed by this Item, dockage charges will continue to be applied until such time as vessel sails from the Port of Miami. In the event any oil or hazardous substance is discharged or released into or upon any navigable waterway in a harmful or reportable quantity, the responsible party shall immediately notify the National Response Notification Center (1-800-424-8802) per USCG Requirements.</p>	<p>POLLUTION OF AIR AND WATER</p>	<p>234</p>
<p>It shall be unlawful for vessels or other water craft to proceed at a speed which will endanger other vessels or structures or to cause wake damage. All applicable federal, and local rules and regulations apply.</p>	<p>SPEED</p>	<p>236</p>
<p>Berthing The agent for a vessel desiring a berth at the Port of Miami-Dade shall, as far in advance of the date of docking as possible, make application to the Port of Miami-Dade berthing office in writing or electronically in the manner prescribed for a berth specifying the name of vessel, size, the date and estimated time of arrival, date and time of sailing, and the nature and quantity of cargo, if any, to be loaded or unloaded.</p>	<p>APPLICATION FOR BERTH (C)</p>	<p>240</p>
<p>All berthing assignments shall be made by the Seaport Department and must be rigidly observed.</p> <p>Any vessel which does not adhere to an established arrival schedule and conflicts with berth assignments previously made may be assigned an alternate berth or await the vacancy of a preferred berth.</p> <p>Port of Miami-Dade reserves the right to assign berths for the optimal utilization of the Seaport's facilities.</p>	<p>ASSIGNMENT OF BERTH</p>	<p>242</p>

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1st REVISED

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**SECTION THREE
RULES & REGULATIONS FOR VESSELS**

EFFECTIVE FEBRUARY 5, 2000

FMC SUBRULE: 34-A05

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>Every vessel, boat, barge or other craft must, at all times, have on board a person in charge with authority to take such action in any actual emergency as may be necessary to facilitate common navigation or commerce, or for the protection of other vessels or property. The Director has discretionary authority to order and enforce the removal or change the berth or location of any vessel, boat, barge, or other water craft at its own expense, to such place as he may direct, for the purpose of facilitating navigation or commerce, or for the protection of other vessels or property, and it shall be unlawful for the master, owner or agent of such vessel to fail, neglect, or refuse to obey any such order. If there is no responsible person available, or if the person in charge refuses to shift the vessel as directed, the Seaport Department shall have the vessel shifted at the risk and expense of the vessel.</p>	<p>CHANGE OF BERTH</p>	<p>244</p>
<p>Any vessel berthed in an unauthorized manner or shifted without approval of the Seaport Department shall be subject to an assessment in the amount equal to twice the published dockage fee. Such vessel may be moved to a properly designated berth without notice by the Seaport Department at the owner's risk and expense.</p>	<p>UNAUTHORIZED BERTHING</p>	<p>246</p>
<p>Any vessel accepted for berthing at the Port of Miami-Dade may be required to be worked continuously to completion, even with overtime, if necessary, when the assigned berth or the Port of Miami-Dade is declared congested by the Port Director.</p> <p>Any vessel refusing to honor this requirement shall be considered as unauthorized berthing and the provisions of Item 246 shall apply.</p>	<p>VESSEL TO BE CONTINUOUSLY WORKED</p>	<p>248</p>
<p>In case of fire on board a vessel docked in Port, such vessels should sound a continuous ringing of ship's electrical bell or continuous sounding of ship's horn, to indicate a fire on board, or on the wharf at which the vessel is berthed. Such signal should be repeated at intervals to attract attention and be used as an additional method for reporting a fire.</p>	<p>VESSEL FIRE NOTIFICATION</p>	<p>249</p>
<p>When a person falls overboard, the ship internal alarm bell should sound three (3) long rings and ship whistle should blow three (3) long blasts to notify the crew on board and the other ships in nearby vicinity.</p>	<p>MAN OVERBOARD</p>	<p>249 (a)</p>

**SECTION FOUR
RULES & REGULATIONS FOR WHARVES**

EFFECTIVE JUNE 1, 1998

FMC SUBRULE: 34-A06

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>Allocation Of Space The Director shall control the allocation of the space, covered or open on the Seaport properties. All persons using port property in any manner shall strictly comply with such allocations. The Director is authorized to move freight or other articles, at owner's or agent's expense, in order to enforce this item.</p> <p>In all cases, the objective of space allocation is to insure maximum flexibility and utilization of available space, both covered and open, and the Director shall be the sole judge in the matter.</p>	<p>GENERAL</p>	<p>250</p>
<p>Where leasing is involved as for office, warehouse or open ground space, normal County procedures and requirements shall be followed in addition to those set out in this tariff.</p>	<p>LEASING</p>	<p>252</p>
<p>Users of the port properties shall not assign or transfer any right or privileges granted to it under the terms and conditions of any contractual agreement to which it is a party with the County, nor shall the users of the port enter into a contract with a third party involving the use or allocation of Seaport properties without the prior written approval of the Port Director.</p>	<p>THIRD PARTY CONTRACTS</p>	<p>254</p>
<p>Wharves All stevedores, terminal operators, vessels and their owners, agents, and all other users of the facilities shall be held responsible for the general cleanliness of their property which has been allocated, assigned or leased to them. This shall include those parts of the aprons, gutters, rail docks and truck docks used in connection with any specific loading, unloading or handling operations and yards.</p> <p>If such users do not properly clean the facilities or property they have been using or assigned, the Director may order the property cleaned and placed in good order and charge the users responsible at the following charges:</p> <p style="padding-left: 40px;">Sweeper and staff.....\$ 200.00 per hour Overtime (hour x 1.5).....\$ 300.00 per hour Holidays (11per County).....\$ 400.00 per hour</p> <p style="text-align: center;">or</p> <p>The Director, or his designee, may elect to utilize a third party (janitorial company, etc.) to effect the needed cleaning/housekeeping operation at the going rate at the time normally charged by the company selected plus a 5% administrative fee as calculated on the total of any invoice/s submitted by the company for the services rendered.</p>	<p>CLEANLINESS OF PREMISES</p>	<p>260</p>

**SECTION FOUR
RULES & REGULATIONS FOR WHARVES**

EFFECTIVE OCTOBER 1, 2015

FMC SUBRULE: 34-A06

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>Tenants unable to perform these services may request these services on an as needed or regularly scheduled basis through the Seaport's Facilities Maintenance Division. These rates will require review annually.</p>	<p>CLEANLINESS OF PREMISES</p>	<p>260</p>
<p>It is the responsibility of the stevedoring company to remove, or have removed, any empty yacht/boat cradles from the dock aprons and other common use areas within the Port of Miami no later than 24 hours following the yacht/boat being removed from the cradle. Failure to comply will result in a charge of \$800.00 per day, per cradle, until removed. This fee will be assessed to the responsible stevedoring company.</p>	<p>BOAT CRADLE REMOVAL</p>	<p>261</p>
<p>Vessels, their owners or agents, and all other users of the Port facilities or equipment shall be held financially responsible for any damage sustained while the facilities or equipment are in their control or which are occasioned by them. The Seaport Department may detain any vessel or other watercraft responsible for damage to the facilities until sufficient security has been given for the amount of damage. It shall be the responsibility of the users of the facilities or equipment to report any damages to the Seaport Department immediately.</p>	<p>DAMAGE TO FACILITIES</p>	<p>262</p>
<p>Anyone on the Port property at any time becoming aware of an emergency situation of any nature should call "911" (Miami Dade Police/Fire Rescue) first and then contact Seaport Security by calling 305-329-4049 (PortMiami Security), while taking such immediate direct action as may be appropriate.</p>	<p>EMERGENCIES</p>	<p>264</p>
<p>Conveyors of Certain Dangerous Cargo (CDC), as defined in the Code of Federal Regulations (CFR) must comply with all CFR requirements and obtain approval from the United States Coast Guard before such dangerous cargo is handled over or received on the wharves or other facilities of the Seaport. Failure to obtain approval shall be construed as an incomplete, inaccurate and/or late submission of documentation, and subject to provisions of Item 217 in this Tariff.</p> <p>Any cargo, including transshipments, which requires, for transport purposes, special labeling as hazardous, explosive, dangerous, flammable, radioactive, poisonous or gas is not allowed to remain on the Port overnight without prior, written notification to the Port Director or designee. Wharf Demurrage Charges shall apply after 24 hours.</p>	<p>EXPLOSIVES INFLAMMABLES OTHER HAZARDOUS MATERIALS</p>	<p>266</p>

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3rd REVISED

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**SECTION FOUR
RULES & REGULATIONS FOR WHARVES**

EFFECTIVE OCTOBER 1, 2015

FMC SUBRULE: 34-A07

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>It shall be unlawful for any Person to loiter upon the properties of the Seaport Department. It shall be unlawful for unauthorized Persons to enter any cargo movement or handling areas, designated cruise operational areas, or any secured/restricted areas under the PortMiami Facility Security Plan. Persons using the Port facilities do so at their own risk, and the Seaport Department will assume no responsibility for injuries or damages sustained.</p>	<p>LOITERING ON PORT PROPERTY</p>	<p>268</p>
<p>Painting signs on structures belonging to the Seaport Department is prohibited without prior approval. Signs to be erected on the Port shall be furnished by the Port users and erected or placed by the user after the Director shall have approved the design, material and size of said signs. All signs shall be uniform.</p>	<p>SIGNS</p>	<p>270</p>
<p>It is strictly prohibited and unlawful for any Person to smoke inside any building located on the Port, in accordance with the Florida Clean Indoor Air Act of 1987, as amended by the State Legislature in 1992, and the Miami-Dade County Administrative Order No. 8-6, as amended April 7, 1994. Further, smoking restrictions on outdoor smoking may be as posted.</p>	<p>SMOKING</p>	<p>272</p>
<p>It shall be unlawful for any Person to solicit or carry on any business on the Seaport property without first obtaining a permit from the Seaport Department of Miami-Dade County as required by this tariff, by Ordinance No. 64-22, and subject to having the required occupational licenses.</p>	<p>SOLICITATION</p>	<p>274</p>
<p>It shall be unlawful to park automobiles in any restricted area or to park any automobile, truck, trailer or any other vehicle in loading zones for any longer period than is necessary to load or discharge cargo or passengers. Parking is permitted in PortMiami FSP secured/restricted areas for Federal, State, and local first responders and Miami-Dade County Seaport authorized vehicles, as well as vehicles with a valid Special Dock Permit or Work Zone Authorization.</p>	<p>VEHICLES</p>	<p>276</p>

**SECTION FOUR
RULES & REGULATIONS FOR WHARVES**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-A07

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

It shall be the responsibility of all Seaport users and tenants to provide their own security personnel when they have cargo or other property on the Seaport that has a high susceptibility to theft. Security personnel so employed and utilized within a secured area/restricted area and/or area of cargo operations shall have in their possession a Seaport identification card issued in compliance with Chapter 28A of the Code of Miami-Dade County Seaport Security and Operations; and a Transportation Worker Identification Credential (TWIC) Card issued in compliance with Transportation Security Administration (TSA) Federal requirements.

All security personnel so employed, whether armed or unarmed, shall be able to converse in the English language, and be licensed by the State of Florida.

Seaport users and tenants intending to utilize security personnel, other than those security companies permitted to do business on the Seaport on a permanent basis, shall provide written notice at least 24 hours prior to their utilization. Such notice shall be addressed to the Seaport Security Division Chief, with a copy provided to the Cargo Operations Duty Officer.

**SECURITY
(C)**

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Stevedores' tools, appliances, equipment, vehicles, or any other material or object which is not part of the cargo will not be permitted to remain on the wharves and wharf premises, or in the transit sheds, except at the discretion of the Director.

Cargo or gear will not be stored on the aprons, in driveways, roadways, on railroad tracks or any other locations that would hamper normal Port operations without specific approval of the Seaport Department.

If not removed when so ordered, it shall be subject to removal by the Seaport Department at the agent's expense, at cost plus 100%.

**WHARF
OBSTRUCTION**

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TARIFF NO. 010

3rd REVISED

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**SECTION FIVE
DOCKAGE**

EFFECTIVE OCTOBER 1, 2002

FMC SUBRULE: 34-B01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>Dockage Dockage shall be based on the highest gross registered tonnage or the overall length of the vessel as shown in Lloyd's Register of Shipping, ship registry papers or yard papers. However, the County reserves the right to admeasure any vessel when deemed necessary and use such admeasurement as the basis for dockage.</p>	<p>BASIS OF CHARGE</p>	<p>300</p>
<p>Dockage shall commence when a vessel is made fast to a wharf, pier, bulkhead structure, or bank or to another vessel so berthed, and shall constitute one day's dockage for the ensuing 24-hour period or any part thereof. Any part of a subsequent 24-hour period shall be construed as an additional day until such vessel has vacated the berth. Dockage is based on straight running time. Shifting from one assigned berth to another or sea trials shall not interrupt the straight running time. In the event of multiple daily sailings for the same vessel, only one dockage fee per 24-hour period will be assessed.</p>	<p>DURATION OF DOCKAGE</p>	<p>302</p>
<p>Upon submission of a written request and at the Director's discretion, non-home-ported vessels docked at the port for cultural, educational, and/or charitable events may be exempt from dockage charges.</p>	<p>DOCKAGE FOR CULTURAL, CHARITABLE EVENTS</p>	<p>303</p>
<p>Any vessel berthed in an unauthorized manner or shifted without approval of the Seaport Department shall be subject to dockage in an amount equal to twice the published fee. (See also Item 246)</p>	<p>DOCKAGE FOR UNAUTHORIZED BERTHING</p>	<p>304</p>
<p>The Port will provide non-fixed dockage for berthing permitted tugs engaged in tugboat towing and related services. All berths shall be assigned by the Seaport Operations Berthing Office. The Port reserves the right to move or rotate the berth locations to accommodate commercial shipping and/or cruise traffic.</p>	<p>DOCKAGE RATES FOR TUGS</p>	<p>305</p>

**SECTION FIVE
DOCKAGE**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-B02

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Cruise passenger vessels shall be assessed dockage on the basis of each gross registered ton per 24-hour period or fraction thereof at the rate of\$.36*

Intercoastal Tug and Barge Lines providing container service between Miami and other continental U.S. ports will not be assessed dockage charges while they are loading or discharging containers. Special rates for these services are listed under Cargo Wharfage Charges.

All other vessels shall be assessed dockage based on gross registered ton per 24-hour period or fraction thereof at the rate of.....\$.36

In the absence of reliable tonnage data, vessel shall be assessed for each lineal foot per 24-hour period or fraction thereof at the rate of..... \$3.48

* Excluding inaugural activities for homeport ships at the discretion of the Director.

**DOCKAGE
CHARGES
EXCEPT
GOVERNMENT
VESSELS,
OCEAN
RESEARCH
VESSELS, AND
SMALL,
PASSENGER
VESSELS
BERTHING AT
TERMINAL J
(A)**

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Small Passenger Vessels offering multi-day cruises berthing at Terminal J, and departing within less than 24 hours from time of arrival, shall be assessed dockage per gross registered ton per 24-hour period or fraction thereof at the rate of \$.22*

The *Small Passenger Vessel* dockage rate set forth in this Tariff Item 307 shall only apply to *Small Passenger Vessels* berthed at Terminal J.

This dockage rate shall not apply to *Small Passenger Vessels* berthing at terminals other than Terminal J, unless Terminal J is unavailable on the day(s) of such berthing due to Terminal J's use and occupancy by any other cruise vessel. *Small Passenger Vessels* berthing at terminals other than Terminal J on days (or fractions thereof) when Terminal J is available shall be subject to the dockage rates set forth in Tariff Item No. 306.

* Excluding inaugural activities for homeport ships at the discretion of the Director.

**DOCKAGE
CHARGES
FOR SMALL
PASSENGER
VESSELS
BERTHING AT
TERMINAL J
(A)**

307

**SECTION SIX
WHARFAGE**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-B02

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>All passengers, same vessel, Embarking onto a <i>small Passenger Vessel</i> offering multi-day cruises <i>and</i> berthed at Terminal J (including security charge), per passenger \$5.60</p> <p>All passengers, same vessel, Debarking from a <i>Small Passenger Vessel</i> offering multi-day cruises and berthed at Terminal J (including security charge), per passenger \$5.60</p> <p>The <i>Small Passenger Vessel</i> wharfage rates set forth in this Tariff Item 407 shall only apply to passengers Embarking to and/or Debarking from <i>Small Passenger Vessels</i> berthed at Terminal J.</p> <p>These wharfage rates shall not apply to <i>Small Passenger Vessel</i> Embarkations or Debarkations at terminals other than Terminal J, unless Terminal J is unavailable on the day(s) of such Embarkation and Debarkation due to Terminal J's use and occupancy by any other cruise vessel. Small Passenger Vessels berthing at terminals other than Terminal J (or fractions thereof) on days when Terminal J is available shall be subject to the passenger wharfage Embarkation and Debarkation rates set forth below in Tariff Item No. 408.</p>	<p>PASSENGER WHARFAGE CHARGES FOR SMALL PASSENGER VESSELS BERTHING AT TERMINAL J (A)</p>	<p>407</p>
<p>Vessels offering multi-day cruises: *</p> <p>All Passengers, same vessel, Embarking (including security charge) each.....\$11.66</p> <p>Vessels offering multi-day cruises: *</p> <p>All Passengers, same vessel, Debarking (including security charge) each.....\$11.66</p> <p>Port-of-call vessels: Per manifested passenger.....\$11.66</p> <p>* Excluding inaugural activities for homeport ships at the discretion of the Seaport Director.</p>	<p>PASSENGER WHARFAGE CHARGES EXCEPT SMALL PASSENGER VESSELS BERTHING AT TERMINAL J (A)</p>	<p>408</p>

TARIFF NO. 010

2nd REVISED

PAGE 26

**SECTION SIX
WHARFAGE**

EFFECTIVE OCTOBER 1, 2014

FMC SUBRULE: 34-C01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Waterborne inbound cargo received at a terminal from a vessel for subsequent reloading which is not removed from the Port of Miami-Dade, and is reshipped aboard another vessel in waterborne commerce from the Port of Miami-Dade, will be assessed a wharfage rate on the inbound movement only based on the rates set forth in Item 406 Tariff #010.

In order for cargo to be entitled to this transshipment provision, it is required that the owner and/or agent designate upon entry at the Port of Miami-Dade that such cargo is to be transshipped and that a copy of the "Transshipment Cargo Log" be presented with the outbound cargo manifest.

This special transshipment provision shall not apply to trailers or containers, except as noted below. Trailers and containers, empty or loaded, will be assessed wharfage on both inbound and outbound movements and will be allowed two free time periods.

Loaded waterborne containers and trailers that are discharged from a vessel and subsequently reloaded upon a vessel without the cargo being rehandled in any way and is exported within 30 days will be assessed wharfage on the inbound leg only. It is required that the owner and/or agent designate upon discharge at the Port of Miami-Dade that such loaded container or trailer is to be transshipped and that a copy of the "Transshipment Cargo Log," which clearly identifies the inbound vessel and voyage number, be presented with the manifest of the outbound vessel.

The provisions of this Item shall not apply to wharfage rates that are discounted or established by negotiated contract unless so designated.

**TRANS-
SHIPMENTS**

414

TARIFF NO. 010

18th REVISED

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**SECTION SEVEN
WHARF DEMURRAGE & TERMINAL STORAGE**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-D01-D03

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>Wharf Demurrage Inbound and outbound cargo shipped or transshipped through the Port shall be allowed 10 days free time (including weekends and legal holidays).</p> <p>Upon submission of a written request and approval by the Port Director, bulk commodities and break bulk cargo shall be allowed up to an additional free time.</p>	<p>FREE TIME ALLOWANCE</p>	<p>500</p>
<p>Outbound Cargo The free time allowed for assembling outbound cargo shall commence at 12:01 a.m. of the day following placement of the cargo on the Port. The days during the loading of a vessel shall not be counted as wharf demurrage days.</p> <p>It shall be the responsibility of the Port users to clearly state on the Vessel Report forms, provided by the Seaport Department, in the space provided thereon, the first day of loading. Failure to provide this information will result in the Seaport Department computing demurrage using the date of the ship's arrival.</p> <p>Inbound Cargo The free time allowed for removing inbound cargo shall commence at 12:01 a.m. of the day following the day the vessel completes discharging.</p>	<p>COMPUTATION OF FREE TIME</p>	<p>502</p>
<p>All cargo remaining on the Port after the free time period and not accepted for storage shall thereafter be assessed a wharf demurrage charge on the same weight basis as wharfage as follows:</p> <ol style="list-style-type: none"> For each of the first 7 days or fraction thereof, per ton or fraction thereof.....\$1.18 For the 8th and all succeeding days, or fraction thereof, per ton or fraction thereof.....\$1.85 <p>The minimum invoice for wharf demurrage shall be.....\$100.00</p>	<p>WHARF DEMURRAGE CHARGES (A)</p>	<p>504</p>
<p>Cargo delivered on the Port for export and not loaded on a vessel berthed at the Port of Miami-Dade and subsequently moved inland from the Port is subject to wharf demurrage charges with no free time allowance commencing with the date of arrival on the Port.</p>	<p>NON - SHIPMENT BY WATER</p>	<p>506</p>

**SECTION SEVEN
WHARF DEMURRAGE & TERMINAL STORAGE**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-D04

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Upon application to the Port Director prior to arrival of the vessel at Port, and at his discretion, certain types of freight or cargo may be accepted for storage, for specified periods, with charges to be assessed as follows:

- A - Charge for first month, or fraction thereof.
- B - Charge for second month, or fraction thereof.
- C - Charge for third month and each succeeding month, or fraction thereof.

	A	B	C
TERMINAL STORAGE:			
Closed or covered, per ton			
All items N.O.S.	\$11.59	\$23.28	\$34.91
Lumber, per ton	\$23.18	\$23.28	\$78.53
Automobiles per day	\$19.47	\$58.98	\$139.75
Paper, newsprint in rolls	\$8.72	\$10.46	\$12.18
TERMINAL STORAGE:			
Open or ground, per ton			
All items N.O.S.	\$8.72	\$17.48	\$34.91
Lumber, per ton	\$8.72	\$17.48	\$58.98
Automobiles per day	\$11.59	\$39.09	\$92.65
Trucks, buses, vehicles p/day	\$23.28	\$78.53	\$186.07
Trailers, containers, chassis, loaded/empty 20 FT	\$11.59	\$39.09	\$92.65
Over 20 FT	\$23.28	\$78.52	\$186.07
Boats/yachts (cradled or trailer) including empty cradles or trailers	\$89.80	\$303.05	\$718.50
Steel and aluminum materials, per ton	\$7.49	\$25.27	\$59.90

**TERMINAL
STORAGE
CHARGES
(A)**

508

NOTE: Upon submission of a written request and approval by the Port Director, bulk commodities and break bulk cargo shall be allowed up to 30 days free time.

The minimum invoice for either terminal storage charges or open storage charges shall be\$ 85.00

**MINIMUM
STORAGE
CHARGES**

512

TARIFF NO. 010

2nd REVISED

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**SECTION EIGHT
CONTAINER CRANE FACILITY**

EFFECTIVE FEBRUARY 5, 2000

FMC SUBRULE: 34-D05

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Container Gantry Crane Facility

Any authorized stevedore (crane user) wishing to use container gantry crane(s), including all attached and ancillary parts and equipment [hereinafter referred to as "crane(s)"] shall make application for crane(s) rental use 12 hours prior to start-up time. Such applications shall specify the date and time of proposed use, the estimated length of use and number of cranes needed. The crane user shall return the crane(s) without delay, upon completion of his operations.

The crane user shall provide all necessary operators and perform all stevedoring required in connection with container crane(s) use.

When the crane(s) is/are ordered but not used, and orders are not modified or canceled within 6 hours, standby time for maintenance personnel will be assessed at the current labor rates, subject to a minimum charge of two hours straight time or four hours overtime.

Any incurred cost is the responsibility of the user; such as balance of guarantees, meal hours, or any other costs not covered under rental fee or start-up and secure.

It shall be the ship's responsibility to stow all of its cranes in an offshore position prior to the time that the container gantry cranes are put into service.

In the event that it is necessary to use the ship's cranes for any reason while the container gantry cranes are still in use at any time prior to the container gantry cranes' complete removal from the vessel, the container gantry cranes shall have the absolute right of way and all movements of the ship's cranes will be subservient to the container gantry cranes' movements and operations. Accordingly, it will be the responsibility and obligation of the ship and its stevedores to keep a proper lookout and to ensure that the movements or operation of the ship's cranes do not interfere with the operations or movements of the container gantry crane.

The ship will not begin to move its cranes into sea position until after the container gantry crane has fully completed its operations and movements and is fully clear from the ship and its cranes.

It shall be the stevedore's responsibility to assure that the ship is aware of and complies with its responsibilities to stow and operate its cranes in conformance with these regulations.

**CONTAINER
GANTRY
CRANE RULES
AND
REGULATIONS**

550

TARIFF NO. 010

22nd REVISED

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**SECTION EIGHT
CONTAINER CRANE FACILITY**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-D05

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Container Gantry Crane rental rates per hour are as follows:

Gantry crane(s) (Without operator)	Regular hours	\$828.56
	Overtime hours	\$924.72
Small Boat	Regular hours	\$680.60
	Overtime hours	\$775.01
Standby time per hour (All cranes)	Regular hours	\$243.77
	Overtime hours	\$352.28
Labor Only for start-up and shutdown, per hour or fraction thereof	Straight Labor	\$190.70
	Overtime Labor	\$259.52
	Meal Straight Labor	\$328.33
	Meal Overtime Labor	\$465.95

Minimum rental period per crane is 4 hours per steamship line. Billing will be based on 1-hour increments with any fraction of an hour to be carried to the next full hour. Rental charges include maintenance.

The crane user will be charged for assigned maintenance personnel for standby time for vessel delays or weather interference at above rates per hour. No charge will be assessed for downtime due to mechanical and/or electrical malfunction of the crane(s).

Except for weather interference, labor standby time for delays will be charged from the time for which the equipment is ordered until the equipment begins operations.

One (1) hour start-up and one (1) hour shutdown time will be charged for labor only. Any Port terminal operator, stevedore, and/or cargo line guaranteeing 60 hours or more of crane time per terminal acre per year will not be charged the labor cost associated with one (1) hour start-up and one (1) hour shutdown time, and will not be charged for any fraction of an hour after the rental period concludes, provided that such fraction of the hour does not exceed 20 minutes.

Costs incurred for the repositioning of crane(s), during a meal hour, when requested by the user, shall be billed according to the established labor rates.

**CRANE RATES
(A)**

560

TARIFF NO. 010

6th REVISED

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**SECTION EIGHT
CONTAINER CRANE FACILITY**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-D05

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

The PortMiami operates thirteen (13) ship-to-shore container handling gantry cranes on six (6) 1,000 foot wharves. Currently; Cranes 8, 9, and 10 work on Wharves 1 and 2; Cranes 16, 15, and 14 work on Wharves 3, 4, and 5; Cranes 13, 11, 12 and 7 work on Wharves 3, 4 and 5; and Cranes 4, 5, and 6 work on Wharf 6.

Cranes 4, 5, 6, 7, 8, 9 and 10 (Post-Panamax) :
Capacity:

Under Spreader, Single Lift	50 LT
Under Spreader, Twin Lift	50 LT
Under Cargo Beam	70 LT
Outreach from waterside rail	151 FT
Total Hoisting Height	150 FT

Cranes 11 and 12 (Super Post-Panamax) :
Capacity:

Under Spreader, Single Lift	50 LT
Under Spreader, Twin Lift	65 LT
Under Cargo Beam	75 LT
Outreach from waterside rail	213 FT
Total Hoisting Height	181 FT

Cranes 13, 14, 15 and 16 (Super Post-Panamax) :
Capacity:

Under Spreader, Single Lift	50 LT
Under Spreader, Twin Lift (Rated Load)	65 LT
Under Cargo (Hook) Beam (Full travel outreach to backreach)	100 LT
Outreach from waterside rail	223.1 FT
Total Hoisting Height	193.5 FT

Special technical characteristics are available upon request.

**CONTAINER
GANTRY CRANE
CHARACTERISTICS**

570

The stevedore making arrangements for the rental of the crane(s) will be held responsible for paying all charges incurred by its use, as defined in other sections of this Tariff, to the Seaport Department. These charges will include all charges related to damages caused by the stevedore while using the crane(s).

**PAYMENT FOR
RENTAL OF
CRANES
(C)**

580

TARIFF NO. 010

5th REVISED

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**SECTION EIGHT
CONTAINER CRANE FACILITY**

EFFECTIVE OCTOBER 1, 2014

FMC SUBRULE: 34-D05

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>In all single lifts which exceed 90,000 pounds (with hook), a heavy lift charge of \$2.50 per short ton will be assessed on the weight exceeding 90,000 pounds, which will be in addition to crane(s) rental charges. Weights listed on manifests will govern heavy lift charges, if actual weights are not provided.</p>	<p>HEAVY LIFT CHARGES</p>	<p>584</p>
<p>The crane(s) will be in operating condition when turned over to the crane user and will be returned in the same condition as when received, wear and tear alone excepted. All repairs will be effected through the maintenance operator or through their designated contractor and billed accordingly for repair costs incurred.</p> <p>Downtime caused by crane user negligence will be charged at the rate as per paragraph entitled RATES included in this Section, acts of God excepted.</p>	<p>CRANE CONDITION</p>	<p>586</p>
<p>Any damages which render the crane(s) inoperable due to crane user negligence, and which may preclude the Seaport from any operating revenues, will be the responsibility of the stevedore to reimburse the Seaport for such revenues during the period of repair.</p>	<p>DAMAGES SUSTAINED TO CRANE</p>	<p>588</p>
<p>All stevedores are required to furnish certificates of insurance to the crane maintenance management company who reserves the right to deny use of the crane(s) to any firm supplying false, incomplete or misleading insurance information.</p> <p>Stevedores Legal Liability Insurance and Comprehensive General Liability Insurance coverage shall be provided as liability against damages resulting from loading and unloading vessels by the stevedore. This insurance shall be a minimum of \$5,000,000.00 for each occurrence. Insurance coverage must include USL&H (United States Longshoremen and Harbor Association) coverage as required by the Longshore Act.</p> <p>Miami-Dade County, Florida (Port of Miami-Dade) and the crane maintenance management company shall be named as additional name insured.</p> <p>These requirements are in addition to previous insurance requirements per other sections of this tariff.</p> <p>The above insurance policies shall not be canceled or allowed to expire until thirty days after the PortMiami has received written notice thereof from the insurance carrier.</p>	<p>INSURANCE (C)</p>	<p>590</p>
<p>All users of the crane(s) shall be held responsible for cleaning the facilities after using them, including the adjacent aprons and gutters. If the facilities are not properly cleaned, charges shall be assessed as noted in other sections of this Tariff, as noted in Item 260.</p>	<p>CLEANING FACILITIES</p>	<p>596</p>

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10th REVISED

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SECTION NINE
RENTALS & LEASES

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-E01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Office Space in 1001, 1007 & 1015 Maritime Administration Building - Floors 1,2, & 3

\$ 23.00* per square foot, per year which includes air conditioning, lights, electricity, and with or without janitorial services. Either five year lease, annual lease or month-to-month rental.

Office Space in 1007 Maritime Administration Building - Floors 4 and 5

\$25.00* per square foot, per year which includes air conditioning, lights, electricity, and with or without janitorial services. Either five year lease, annual lease or month-to-month rental.

Retail Space, General

\$ 30.00 per square foot, per year which includes air conditioning, lights, electricity, excluding janitorial services. Either five years, annual lease or month-to-month rental.

Retail Space, Passenger Terminals

\$26.00 per square foot, per year, which includes air conditioning, lights, electricity, excluding janitorial services. Either five year lease, annual lease or month-to-month rental.

Office Space Passenger Terminals B through J, & Floor Open Space in all Terminals B-J

\$ 23.00* per square foot, per year which includes air conditioning, lights, electricity, and with or without janitorial services. Either five year lease, annual lease or month-to-month rental.

Office Space Passenger Terminals 2 & 10

\$11.00 - \$20.00* per square foot, per year which includes air conditioning, lights, electricity, and with or without janitorial services. Either five year lease, annual lease or month-to-month rental. Exact rate shall be determined by the Port Director based on criteria including, but not limited to, access to street, location, condition of area (whether janitorial services are included or excluded), and other revenue contributions to the Port by lessee from any other Port operations.

RENTAL OF
SPACE

602

TARIFF NO. 010

4th REVISED

PAGE 34

**SECTION NINE
RENTALS & LEASES**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-E01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Modular Office Space

\$ 16.00* per square foot, per year which includes air conditioning, lights, electricity, and with or without janitorial services. Either five year lease, annual lease or month-to-month rental.

**Note:* Deduct \$1.00 per square foot for janitorial, if not included.

The Lessee, at its sole cost and expense, shall be liable and responsible for installing and maintaining phone line, internet services, and video surveillance.

When, because of operational requirements, the Port infringes on the continued and uninterrupted use of a tenant's leased property, the Port may consider and apply rent abatement credits commensurate with the tenant's petition as validated and recommended by the Port's property management division and approved by the Port Director.

Leases for Travel & Tour Operator Kiosks/Booths

Travel & Tour Operators picking-up and/or dropping-off passengers from Port facilities, and leasing kiosks or booths located on Port facilities for or in connection with pre- and/or post- cruise tour activities shall pay an annual rental fee (payable monthly) calculated as the sum of (a) \$4.80 per gross square foot plus (b) the greater of (i) 8% of annual gross revenues arising from such activities or lease OR (ii) 50% of all annual revenues paid to the applicable cruise line by or on behalf of such operator/lessee which relate to or arise from tour sales to cruise line passengers. Tour Operators must provide a list of tours and rates to the Port in advance of Port operations. Upon commencement of Port operations, tour operators shall provide the Port each month with their gross & net revenues and the amount of monthly revenues paid to the applicable cruise line broken down by vessel and/or cruise terminal.

RENTAL OF
SPACE

602

**SECTION NINE
RENTALS & LEASES**

EFFECTIVE OCTOBER 1, 2007

FMC SUBRULE: 34-E01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

The kiosk/booth structure shall be leased on a non-exclusive basis using Port standard form leases incorporating the rental fee requirements set forth in this item. The tenant shall provide its own kiosk/booth and associated equipment and shall move, store, and/or relocate the kiosk/booth as needed at the tenant's sole cost and expense. No more than one semi-permanent kiosk/booth shall be allowed per Tour Operator per cruise terminal. The size, design, and location of all kiosks/booths potentially authorized under this Item shall be subject to prior written approval of the Port Director (or his designee) at the Port Director's sole discretion. The Tour Operator must have a Tour Operator Agreement or Shore Excursion Agreement with a PortMiami Cruise Line partner in order to place a sales kiosk/booth at a Port terminal facility.

The Tour Operator, upon prior notice from PortMiami, shall allow inspections and audits by the County, through its employees and/or representatives, of all records and books of account, including such records as may be requested or required by the County, which records shall be maintained by the tour operator, including, without limitation, records reflecting payments made by such tour operator to each individual cruise line and any records needed to calculate or verify the operator's net and/or gross revenues. The Tour Operator shall make all the records, books of account, and other documentation available at a local location designated by the Port.

Such Port kiosk/booth leases issued under this Item, whether annual or month-to-month, do not provide for electricity, water, sewer, phone or internet service, landscaping, maintenance, housekeeping, fencing, security, paving, asphalt repairs, or other repairs. All such services, utilities, maintenance, and repairs shall be the sole responsibility of the tenant at the tenant's expense.

Warehouse Space

.....\$ 5.00 – 11.00* per square foot per year which does not include air conditioning, lights, electricity, or janitorial services. Either five year lease, annual lease or month-to-month rental.

Exact rate shall be determined by the Port Director based on criteria including, but not limited to, access to street, location, condition of area, and other revenue contributions to the Port by lessee from any other Port operations.

*Any related rate adjustment as determined by the Port Director will be in addition to rental charges.

RENTAL OF SPACE

602

**SECTION NINE
RENTALS & LEASES**

EFFECTIVE OCTOBER 1, 2014

FMC SUBRULE: 34-E01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Portable Telecommunications Antennas

..... \$2,500.00 per month, or any part thereof, will be assessed for each Portable Telecommunications Antenna temporarily* emplaced. This amount will be in addition to the associated open ground space charge at the maximum non-containerized ground space lease rate, and any other charges imposed by this tariff. For the purpose of this item, open ground space will be any space, improved or otherwise, to include parking space, as deemed appropriate by the Port Director. All Information Technology Department (ITD) requirements must be met before any installation is approved.

*The emplacement of a portable antenna under this tariff provision is with the understanding that the associated lease agreement would be on a month-to-month basis and in effect during the time required to install a permanent-type antenna as approved by the Port Director.

Wall-mounted Telecommunications Antennas

The per annum fixed rate for space for wall-mounted telecommunications antennas and support equipment, on a year-to-year basis, shall be not less than \$40,000.00 and based on the following schedule:

Category	Antennas	Support Equipment	Rate per Year
1	One (1) or any array of not more than three (3) wall-mounted antennas encompassing not more than seven (7) linear feet between each antenna	Equipment required for initial setup to support antenna(s), not exceeding the following: electric panel, electric meter, transformer, stand-alone air conditioning unit, disconnect switch, antenna receiver unit, and cabling	\$40,000.00
2	One (1) to not more than an array of three (3) additional wall-mounted antennas encompassing a span of not more than seven (7) linear feet between each antenna	Except for required cabling, this schedule does not provide for any additional support equipment	\$7,500.00
3	This schedule does not provide for any antennas	Additional support equipment but less than that required for an initial setup	\$7,500.00

RENTAL OF SPACE

602

TARIFF NO. 010

4th REVISED

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**SECTION NINE
RENTALS & LEASES**

EFFECTIVE OCTOBER 1, 2014

FMC SUBRULE: 34-E01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Wall-mounted Radio/Data Antenna for Port Users

The annum fixed rate for space for one wall-mounted radio/data antenna and supporting equipment, on a year-to-year basis, shall be \$3,000. This rate applies for Port users that require an antenna in order to conduct business at the Port.

- Support equipment (each component thereof) will be of reasonable and customary dimensions subject to the approval of the Port Director.
- Cabling includes coaxial cable, electric wiring, and associated conduit and bracketing required to connect antenna(s) to support equipment, support equipment to each other, and from support equipment to power source.
- Vendor will pay for electric utility use separate from antenna lease rate.
- Vendor will be responsible for all installation, to include the installation of an electric meter, maintenance, repair, and replacement.
- Under Schedule 3, should the Port Director deem the additional equipment to be equal to an initial set-up as provided for in Schedule 1, a Schedule 1 rate will be assessed.
- Installation and use of any antenna(s) and/or support equipment shall not interfere with the operation of another vendor's or the Port's antennas and/or support equipment or any other operational system, and it will comply with all applicable laws, including all zoning codes and requirements of the Miami-Dade County Code; Ordinance No. 01-157; South Florida Building Code; Miami-Dade County Information Technology Department; Federal Communications Commission; National Council on Radiation Protection and Measurement; Institute of Electrical and Electric Engineers; and American National Standards Institute.

TEMPORARY AND/OR MOBILE STRUCTURES in any area will be leased on a non-exclusive basis at rates as determined by the Port Director in conformity with, among other things, appraisal rates. Utilities and/or janitorial charges to be assessed as determined by the Port Director.

RENTAL OF
SPACE

602

TARIFF NO. 010

10th REVISED

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**SECTION NINE
RENTALS & LEASES**

EFFECTIVE OCTOBER 1, 2015

FMC SUBRULE: 34-E02-E05

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Open ground storage area rented monthly or annually for Port related use on a non-exclusive basis will be leased at the rates listed below.

Open Ground Non-Waterfront.....\$ 4.80 per sq. ft./per year
(non-containerized)

Open Ground Waterfront.....\$ 6.40 per sq. ft./per year
(non-containerized)

Fisher Island.....\$ 6.40 per sq. ft./per year

Portable Telecommunication Antennas... \$ 6.40 per sq. ft./per year

Open Ground Retail Space.....\$15.00 per sq. ft./per year

Open Ground (non-containerized) land used for stevedoring maintenance and repair of heavy equipment (including, but not limited to, top loaders, mules, forklifts, containers, etc). Storage of full containers is not permitted.... \$1.54 per sq ft/ per year

Such leases, whether annual or month-to-month, do not provide for electricity, water, sewer, phone or internet service, landscaping, maintenance, housekeeping, fencing, security, paving, asphalt repairs, or other repairs. All such services, utilities, maintenance, and repairs shall be the sole responsibility of the tenant at the tenant's expense.

(Rate discount not applicable to this category.)

For not-for-profit/government entities or other entities that provide support functions or services deemed beneficial to Port operations, as determined by the Port Director, the Port Director may reduce lease rates by no more than 25% of the applicable open ground rate.

Such leases whether five year, annual or month-to-month do not provide for electricity, water, sewer, landscaping, maintenance, housekeeping, fencing, paving or asphalt repairs.

To fulfill Port operational needs and requirements, the Port reserves the right to occasionally berth vessels at bays 54 through 65 for such periods as may be deemed necessary by the Port Director. Lessee, at its sole cost and expense, shall be liable and responsible for all expenses incurred to

**OPEN
GROUND
LEASES**

604

TARIFF NO. 010

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**SECTION NINE
RENTALS & LEASES**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-E02-E05

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>clear the required space and relocate equipment back to the leased property. Rent abatement credits may be considered at the Director's discretion when tenant's equipment is moved off Port due to the unavailability of any temporary alternate location on the Port.</p>	<p>OPEN GROUND LEASES</p>	<p>604</p>
<p>All fencing inside transit sheds warehouses and passenger terminals must be authorized by the Port Director. All original fencing or subsequent modifications will be installed at the expense of the applicable Port user. After installation, the fencing becomes the property of the Seaport Department of Miami-Dade County (Port of Miami-Dade).</p>	<p>INSIDE FENCING (C)</p>	<p>605</p>
<p>Port tenants not directly involved in the transportation of passengers or cargo from Port of Miami-Dade facilities may be assessed an additional rental charge based on a percentage of their annual gross revenue, as determined by the Port Director, in addition to the charges in Item 602 or 604 above. Such charge shall not exceed 40% of the affected tenant's annual gross revenue. Annual gross revenue shall include all revenue derived from the sale of merchandise or services at the leased premises, exclusive of any Florida State Sales Tax collected from customers.</p>	<p>OTHER</p>	<p>606</p>
<p>Lease documents not returned within the time-frame requested by the Port in writing will be subject to a late fee of \$500.00 or one month's rent, whichever is greater (i.e. lease agreement, affidavit, payment guarantee, insurance certificates, etc.). If documents are not returned within 30 days of non-compliance, lease agreement will be terminated.</p>	<p>LEASE DOCUMENTS LATE FEE</p>	<p>607</p>
<p>In addition to the Certificate of Use and Occupancy required prior to commencement of operations, the Lessee, at its sole cost and expense, shall be liable and responsible for obtaining, paying and maintaining a current Fire/Life Safety Operating Permit in compliance with Miami-Dade County Code, Article III, Section 14-53.</p>	<p>LEASE PERMITS AND LICENSES</p>	<p>608</p>
<p>The Lessee shall be solely responsible for all costs and expenses which arise out of environmental contamination for which County may be held liable caused by the Lessee, the Lessee's agents, employees, contractors, or invitees during any prior or current tenancy or occupancy of the Premises or any portion thereof.</p>	<p>LEASE ENVIRONMENTAL PROTECTION AND INDEMNITIES</p>	<p>609</p>

SECTION NINE-A
FOREIGN TRADE ZONE

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-E02-E05

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Foreign Trade Zone Site Operators shall pay all applicable fees as outlined in the Grantee Fee Schedule. Fees are subject to periodic review and adjustment. The below fees do not include any additional fees charged by the Foreign Trade Zone Board or Customs.

PortMiami Foreign Trade Zone Grantee Fee Schedule¹

Application Fee Usage Driven/Subzone²	\$2,500.00
Application Fee New Magnet Site	\$10,000.00
Application Fee for Production Authority	\$2,500.00

Annual Fee ²	Based on square feet of Zone Site				
	Less than 100,000 s.f.	100,001-200,000 s.f.	200,001-400,000 s.f.	400,001-750,000 s.f.	Over 750,001 s.f.
Active Site	\$5,000	\$10,000	\$15,000	\$20,000	\$20,000 plus \$0.025 per add'l s.f.

Non-Active Site \$2,500

Additional Fees

Alteration	\$2,500
Penalty Fee for Late Annual Reporting	\$1,000.00 per month until in compliance
Other Fees and Charges ³	\$65.00 per hour or part thereof

PORTMIAMI
FOREIGN
TRADE
ZONE NO.
281
(C)
(R)

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¹ Refer to PortMiami FTZ 281 Grantee Zone Schedule, available on website, for detailed description of process and fees.

² The application fee and/or the first year annual fee for usage driven sites may be waived, reduced or deferred at the discretion of the Port Director or his designee if (i) the operator is a non-profit/not-for-profit under U.S. Code § 501, (ii) located within the geographic area of a Community Redevelopment Agency (CRA) and (iii) the application demonstrates operator's commitment to generate employment opportunities within the CRA district.

³ Other fees and charges include any other fees, charges, or expenses incurred by Grantee for the purpose of obtaining Foreign Trade Zone Board approval and/or U.S. Customs & Border Protection approval on behalf of client, and not specifically listed herein, at the discretion of the Grantee, will be assessed to client at cost.

**SECTION TEN
MISCELLANEOUS CHARGES**

EFFECTIVE OCTOBER 1, 2016

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FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>Miscellaneous Charges Charges for fresh water delivered to vessels at piers or wharves shall be assessed as follows:</p> <p>Per ton, 250 gallons.....\$2.95 The minimum invoice for fresh water charged per vessel shall be.....\$90.00 Hook-up fee, per vessel.....\$55.70</p>	<p>FRESH WATER (A)</p>	<p>700</p>
<p>When unit is not returned, a charge of \$500.00 per Unit Connection will be assessed to the corresponding agent.</p>	<p>FRESH WATER UNIT CONNECTION REPLACEMENT</p>	<p>701</p>
<p>For providing electrical hook up and space for U.S.D.A fumigation, the Port fee for this service per container, per permitted vendor, per day (within any given calendar month) shall be :</p> <p>1 – 50 containers \$55.00 each 51 – 100 containers \$35.00 each 101 – 200 containers \$30.00 each 201 + containers \$25.00 each</p>	<p>FUMIGATION CHARGE</p>	<p>703</p>
<p>The fee for the use of the Port of Miami's cold treatment restacking facility in the fumigation yard shall be.....\$200.00, per container.</p>	<p>RESTACKING FACILITY FEE</p>	<p>704</p>
<p>When electricity is furnished to refrigerated containers and/or trailers by the Port, an additional utility charge per unit shall be assessed, at the rate per day of.....\$52.50</p> <p>Such charge shall be assessed for each 24-hour period or fractional part thereof.</p> <p>Except in the case of the Port's own negligence, the Port shall not be responsible for loss or damage caused by power failure, electrical surges, electrical or mechanical equipment failure or any other type of breakdown/failure.</p> <p>Refrigerated containers shall be the only equipment connected to the reefer plugs. If any other equipment is connected, the Port user and leaseholder will each be subject to a fine as described below:</p> <p>1st Offense \$ 500.00 2nd Offense \$1,000.00 3rd Offense Permit will be revoked</p>	<p>ELECTRIC CURRENT FOR REFRIGERATED UNITS</p>	<p>705</p>

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**SECTION TEN
MISCELLANEOUS CHARGES**

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FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

The following Harbor fee shall be charged to each vessel on a per call basis (effective 10/1/99), excluding inaugural activities for homeport ships at the discretion of the Director:

0-20,000 Gross Registered Tons.....\$250.00
20,001 GRT and over.....\$500.00
Passenger vessels making 300 and more sailings
per year.....\$ 50.00

HARBOR FEE

707

In the event of multiple daily sailings for the same vessel, only one harbor fee per 24-hour period will be assessed.

The Harbor Fee shall not apply to Port terminal operators, or to their cargo vessel customers, where the terminal operator guarantees the Port 60 hours or more of crane time per terminal acre per year.

All exporters of used self-propelled vehicles which use the Seaport's vehicle examination facility for the purpose of the presentation and validation of required documentation by U.S. Customs & Border Protection in accordance with Customs Regulations (19 CFR 192), will be assessed a usage fee of seven dollars and fifty cents (\$7.50) per vehicle, in accordance with the Code of Miami-Dade County, Florida, Sec. 28A, as put forth by the Board of County Commissioners of Miami-Dade County, Florida.

VEHICLE
EXAMINATION
FACILITY
CHARGE

709

Two dollars and fifty cents (\$2.50) of every seven dollars and fifty cents (\$7.50) collected shall be allocated to the Miami-Dade County Multi-Agency Auto Theft Task Force for purposes of enhancing security at, and interdicting the flow of stolen motor vehicles through the Port of Miami.

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**SECTION TEN
MISCELLANEOUS CHARGES**

EFFECTIVE OCTOBER 1, 2016

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FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Facilities are available for the parking of vehicles for passengers boarding ships and for Port visitors and workers.

Rates are as follows:

- Short term**, per vehicle, per space.....\$ 7.00
- Long term** (overnight, multi-day passenger ships), per vehicle, per space, per day.....\$20.00
- Long term** (high density, overnight, and single-day cruise passenger ships), per vehicle, per space, per day.....\$20.00
- Special events**, per vehicle, per space, no less than.....\$15.00

All established parking rates will be posted at each facility and applied to the day a vehicle enters the parking lot and to each succeeding day it remains on the lot.

Unattended ground parking areas, when properly posted as such, can be available to the general public at no charge for certain maritime industry related events as designated by the Port Director.

VEHICLE
PARKING AT
THE PORT

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**SECTION TEN
MISCELLANEOUS CHARGES**

EFFECTIVE OCTOBER 1, 2015

FMC SUBRULE: 34-F01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

No one may engage in a business transaction or provide services on the Port Miami without first obtaining a business permit, supplying evidence of insurance coverage, and complying with all other applicable provisions of the tariff and/or other pertinent regulations issued by the Port Director and the Miami-Dade County Code. Exempt from the business permit requirement are: 1) those entities whose sole function on the Port is to fulfill the requirements of U.S. government regulatory agencies; 2) County-approved vendors, their sub-contractors and suppliers, while performing the tasks called for under their contract with Miami-Dade; and 3) Governmental entities. Applications for a permit to conduct business as a Stevedore must be in accordance with Miami-Dade Code Chapter 28A-6 and/or as determined by the Seaport Director.

Obtaining a permit to do business at the Port Miami does not entitle the holder of the permit to, including but not limited to, land offices, access to restricted areas, guaranteed business opportunities, etc. The permit only allows the holder to conduct business at the Port Miami as per the rules and requirements of this Tariff.

All cartage companies shall comply with the insurance requirements as described on Page 41-A of this Tariff.

Permit fees shall be applied on an annual basis commencing on the date of issuance except for stevedore permit fees which shall be applied on an annual basis commencing on January 15 of every year.

Permit renewals not received by the expiration date shall be cancelled, and the initial processing fee and annual permit fee shall be required for reinstatement.

Companies engaging in business and/or providing services without first obtaining a business permit will, in addition to other fines, penalties, fees, costs, and damages arising under the county code, this tariff, other applicable laws, or otherwise; be subject to the following fees, costs, and/or actions:

- First time; warning plus a \$100 administrative fee.
- Second time; warning plus a \$250 administrative fee.
- Third time; \$1,000 administrative fee plus potential denial of permit for up to one (1) year from third infraction.

**ANNUAL AND
TEMPORARY
PERMIT FEES
(C)**

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**SECTION TEN
MISCELLANEOUS CHARGES**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-F01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Company Name or Category Change

Any permit holder that requests a name or category change will be treated as a new applicant and shall pay the initial processing fee and annual permit fee.

Companies holding an active stevedoring permit at the Port Miami are required to submit their final vessel loading and discharge reports for all vessels worked at the Port no later than 7 calendar days after vessel departure in a format acceptable to the Port. Arrangements to submit said reports are to be coordinated with the Port's Cargo Operations division.

Initial Processing Fee (non-refundable) (all categories, except shipping lines and cruise lines, not otherwise listed).....\$350.00
Initiation Fee or Reinstatement Fee for Tug Services.....\$6,000.00

The following annual permit fees are applicable to the following business categories:

Fuel or bunker vessels, Up to 5 barges.....	\$ 200,000.00
Each additional barge.....	\$ 25,000.00
Mobile Food/Drink per Truck.....	\$2,500.00
Pre-arranged Ground Transportation ¹	\$350.00
Transportation Network Entities ²	\$350.00
Ship Chandlers/Suppliers.....	\$ 1,000.00
Ship's Agents.....	\$ 1,750.00
Sightseeing/Tour Services.....	\$350.00
Shipping Lines and cruise lines.....	0.00
Stevedoring Firms.....	\$ 5,800.00
Tug Services, per tug.....	\$15,000.00
All other business categories.....	\$ 350.00
Tow Truck/Vehicle Delivery Service (No Initial Processing Fee).....	\$ 70.00

**ANNUAL AND
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PERMIT FEES
(C)**

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¹: Pre-arranged ground transportation companies residing outside of South Florida will be allowed two round trips (drop off/pick up) to be assessed at \$150.00 per trip. Beyond the allowed two trips, these companies will be required to get a permit. The fees paid for the first two trips will be credited towards the full permit fees. All visiting vehicles are to be registered and issued transponders prior to their visit and provide the required insurance requirements as per this Tariff.

²: Requires compliance with all applicable requirements of County Ordinance No. 0-16-42.

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REINSTATED

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MISCELLANEOUS CHARGES**

EFFECTIVE OCTOBER 1, 2010

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Fees and time period for all other activities not listed above shall be determined by the Port Director.

User permit renewal is subject to satisfaction of any outstanding balances due to the Seaport Department.

The Port has discretion in denying the issuing of a new permit and/or the renewal of a permit based on any circumstance and/or known fact that is not consistent with the Port's requirements and operating guidelines, such as, but not limited to; payment history, outstanding claims, criminal record, and convictions, etc.

In addition to permit requirements for companies, all individuals must comply with all applicable local, state, and federal requirements to obtain a Port. I.D. for which the charge is as follows:

Port I.D. - New/Renewal (Unescorted Access – 1 year) Green Card	\$0.00
New/Renewal (Escorted Access – 1 year) Yellow Card	\$0.00
New/Renewal (Escorted Access – 1 year) Red Card	\$0.00
One Day Pass	\$0.00
Replacement (Lost or Stolen)	\$25.00
Replacement (Change of Company)	\$0.00

ANNUAL AND
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FEES
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Insurance Requirements for Cartage Companies

All cartage companies doing business at the Port of Miami must provide the Permit Section with a list of insured drivers and vehicles on a monthly basis due by the last County business day of each calendar month. Failure to provide the requested information will result in the suspension of the permit until the information is received.

By the conclusion of each month, either the insurance company issuing the policy or the managing general agent for the insurance company issuing the policy must provide the Port of Miami with an ACORD certificate of insurance evidencing at least \$1,000,000 in vehicle liability insurance coverage and a list of the tractors (year, make, and 17-digit vehicle identification number) that are covered under the policy. If the insurance company's managing general agent provides the requested information, the managing general agent must also provide a notarized letter signed by an authorized officer of the insurance company issuing the policy identifying the managing general agent and confirming that the managing general agent has the insurance company's authority to provide the information requested by the Port of Miami.

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EFFECTIVE OCTOBER 1, 2010

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Information submitted by the insurance company and/or the managing general agent concerning the number of insured drivers will be compared to the Port's identification system as to the number of issued Port ID cards. Discrepancies will result in a suspension of the permit which will be effective two (2) business days after identification and notice of the discrepancy is provided to the permit holder and such discrepancy is not remedied within those two (2) business days. The permit shall remain suspended until such time the insurance coverage is sufficient and certified by the insurance company and/or the managing general agent. Discrepancies identified on Fridays or during holiday time off will receive special consideration.

In the case of any discrepancies not cured within two (2) business days, or in the event a permit holder has a discrepancy more than twice in a fiscal year, a fine of \$3,000 will be assessed for the first violation. The second violation will result in the revocation of the permit.

A cartage company's failure to report a change in an employee's work status (termination) within 7 days after the change may result in revocation of the Port of Miami business permit.

Reactivation and addition of any cartage company's drivers will be granted only if confirmation is received from the Permit Section verifying that the cartage company is in compliance with the insurance requirements.

Failure to return all seaport credentials immediately upon expiration of card or termination of the employee will result in a fine of \$100 per ID card to be paid by the cartage company.

If a driver and truck fail to prove insurance coverage on any spot check while at the Port, the vehicle and driver will be required to leave the Port immediately.

All drivers renewing their Port identification cards must show proof of insurance and/or approval of insurance to POM Security Operations – Identification & Credentialing Section.

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**SECTION TEN
MISCELLANEOUS CHARGES**

EFFECTIVE OCTOBER 1, 2013

FMC SUBRULE: 34-F01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

If the Seaport Violation Committee finds that any permit holder or any cartage company has acted fraudulently in attempting to prove the required insurance coverage, the permit holder and/or cartage company, its owners and officers, and/or the insurance agent(s) involved in the fraudulent conduct shall be banned from doing business at the Port of Miami for three years.

All cartage company drivers wishing to work for two companies on one (1) Port identification card must get an endorsement from the first company of record in order to add the second one.

Cartage companies shall provide the Port of Miami written authorization to contact the managing general agent or the insurance company, who shall provide any and all relevant information pertaining to the cartage company's insurance coverage.

All required insurance policies shall be issued by companies authorized to do business under the laws of the State of Florida, with the following qualifications:

1. The company must be rated no less than "B" as to management, and no less than "Class V" as to financial strength, by the latest edition of Best's Insurance Guide, published by A.M. Best Company, Oldwick, New Jersey, or its equivalent subject to the approval of the County Risk Management Division.
or
2. The company must hold a valid Florida Certificate of Authority as shown in the latest "List of All Insurance Companies Authorized or Approved to Do Business in Florida", issued by the State of Florida Department of Insurance and are members of the Florida Guarantee Fund.

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Tug Permit Requirements

All tug companies holding a business permit with the Port of Miami must have 1 tractor tug in their fleet available at the Port of Miami. Should the permitted company determine that a named tug is to be temporarily taken out of service for repairs, dry docking, temporary re-assignment, or permanently relocated from the Port of Miami, a substitute tug of equal or greater capabilities must be available at the Port of Miami prior to the removal of the tug being replaced at the permitted company's expense. In all cases, the permitted company must, prior to taking such action, notify the Port Director or designee in writing of the planned change(s).

**SECTION TEN
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Only after receiving concurrence from the Port Director or designee, can the change(s) be made. Said concurrence will not be unreasonably denied.

Minimum Vessel Requirements – Per Individual Company

- At least one (1) 3,100 horsepower; 110,000 pound bollard pull
- Have adequate vessel fenders to sufficiently and safely perform all berthing assistance and maneuvers with each class of ship and barge
- Be equipped with multiple frequency bridge-to-bridge transceivers for communicating among ships and barges, tug, PortMiami Berthing Office, and harbor pilots

Taxicabs, per trip.....\$ 2.00
 Transportation Network Entities, per trip.....\$ 2.00

In addition to the annual permit fee established above, Ground Transportation Companies shall be subject to the following per trip fees for each vehicle:

Pre-paid accounts with permit and transponder: *

Type Vehicle Rate	Passenger Capacity	Per Entry
Luxury Limousine Sedans, Stretch & Super-Stretch Limousines, Vans, and Passenger Motor Carriers	14 passengers or less	\$4.50
Mini-Buses & Super-Stretch Limousines	15 - 32 passengers	\$9.00
Bus	33 or more passengers	\$18.00
**Hop-On Hop-Off Bus	33 or more passengers	\$18.00

* On prepaid accounts with permits, when the account cannot be replenished, the rate charged will be applied as per the non-prepaid account with permit.

Non pre-paid accounts with permit and transponder:

Type Vehicle Rate	Passenger Capacity	Per Entry
Luxury Limousine Sedans, Stretch & Super-Stretch Limousines, Vans, and Passenger Motor Carriers	14 passengers or less	\$6.00
Mini-Buses & Super-Stretch Limousines	15 - 32 passengers	\$11.00
Bus	33 or more passengers	\$20.00
**Hop-On Hop-Off Bus	33 or more passengers	\$20.00

** Hop-On Hop-Off vehicles while engaged in dropping-off or picking-up passengers at kiosks/booths leased by Travel or Tour Operators pursuant to Tariff Item 602 shall not be subject to Tariff Item 714 per trip fees.

Upon implementation of new system, the above stated fees will be accessed whenever the ground transportation vehicle transverses the bridge onto the Port of Miami, whether dropping off or picking up passengers.

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MISCELLANEOUS CHARGES**

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Other than Transportation Network Entities (TNEs), all pre-arranged ground transportation vehicles entering the Port of Miami must have a Port issued transponder. All TNE vehicles entering the Port of Miami must have a functioning electronic geo-locating device, which device must integrate with the TNE's digital platform and geo-fence system. The Port reserves the right, at any time, to inspect, and validate the issued transponder and/or required geo-locating device, as applicable, to assure proper usage and compliance with all rules, regulations, and Port operating directives governing pre-arranged ground transportation companies doing business at the Port as outlined in this Tariff.

All registered pre-arranged ground transportation vehicles, other than TNE vehicles, will be issued an electronic transponder that must be affixed to the vehicle. Failure to affix the issued transponder to the vehicle or in any way damaging the transponder will result in the cancellation of the permit and the initial processing fee and annual permit fee shall be required for reinstatement.

- Transponder Cost:
- 1st transponder - No Charge
- 2nd transponder - \$25
- 3rd transponder - \$100

Ground transportation companies are required to register all drivers with the Permit Section. This will include a list of the drivers and a copy of their valid driver's license. Any and all changes must be reported immediately. Failure to do so may result in the cancellation of the Port of Miami permit. Drivers for ground transportation companies are no longer required to obtain a port identification card unless the driver is to access a secured and restricted area. In these cases, a Port ID will still be required.

Prearranged ground transportation companies, other than TNEs, are required to register and install transponders in all vehicles working at the Port of Miami; any TNE with vehicles that operate at the Port of Miami must at all times provide and employ a digital platform and geo-fence system capable of tracking in real time all TNE vehicles entering or exiting the Port of Miami, which system must comply with all rules and regulations governing TNE companies doing business at the Port as outlined in this Tariff and in applicable Port operating directives. Any and all changes made to the fleets of any pre-arranged ground transportation service provider, other than TNEs, must be reported immediately as they occur to the Port Permit Section. All non-TNE vehicle registration and installation of transponders are to be made by appointment through the Seaport's Permit Section. Failure to report, register, or install a required transponder in any vehicle operating at the Port will result in the cancellation of the permit and the initial processing fee and annual permit fee shall be required for reinstatement.

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MISCELLANEOUS CHARGES**

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Ground Transportation Greeter Area and Signs

Pre-arranged ground transportation greeters must have a valid Port of Miami identification card while working at the cruise terminals. Greeters are to stand at a pre-approved waiting area, designated by PortMiami, no more than two greeters per company per terminal. Greeters must use proper and professional signs in greeting their clients, which cannot be made of paper, cardboard, or any other type of disposable material. Greeters are only allowed to greet their company clients and will not sell or attempt to sell on-demand transportation services. Violators are subject to all rules and regulations set forth in this Tariff.

Pre-arranged Ground Transportation Vehicle Lot

Pre-arranged ground transportation vehicles identified as, but not limited to, vans, sedans, limousines, and minibuses, are to remain in the allocated Pre-arranged Ground Transportation Lot or, as applicable, in the designated Pre-arranged Ground Transportation TNE Lot. As to pre-arranged ground transportation vehicles other than TNE vehicles, such non-TNE vehicles are to remain inside the Pre-arranged Ground Transportation Lot until called upon by the pre-arranged ground transportation greeters for immediate pick up of their passengers with reservations. Ground transportation vehicles are not to circle the Port of Miami as they wait for passengers to exit the terminal. Notwithstanding the foregoing, TNE vehicles may only use pre-arranged ground transportation lots designated by the Port for TNE use, provided that TNE vehicles shall not enter upon or use such Port-designated TNE lots prior to such vehicle's drivers first receiving and accepting an electronic-request for on-Port pre-arranging transportation services. Neither TNEs nor their associated vehicles or drivers may use greeters in connection with any offered on-Port pickup service. Violators are subject to all rules and regulations set forth in this Tariff.

Ground transportation companies that do not comply with the operational requirements of the Port of Miami, including but not limited to, failure to maintain valid insurance, failure to report any changes in the company's vehicle fleet, or failing to pay applicable Port fees or charges as and when due, are subject to the following fees and/or actions:

For companies holding a valid Port of Miami permit:

- First time; warning plus a \$100 administrative fee.
- Second Time; warning plus a \$250 administrative fee.

Third time; \$1,000 administrative fee, inability to access Port facilities and revocation of permit and unable to work at the Port of Miami.

For companies without a valid Port of Miami permit:

- Warning plus a \$1,000 administrative fee.

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**SECTION TEN
MISCELLANEOUS CHARGES**

EFFECTIVE OCTOBER 1, 2016

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FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Failure to pay any administrative fee issued with a warning will result in the revocation of the Port of Miami permit for a duration to be determined by the Director.

Companies issued warnings will have two (2) business days to remedy and to bring their accounts into full compliance with all rules and regulations of this Tariff. Failure to do so will adversely affect the company's ability to continue to do business at the Port and even revoke their business permit.

Rental car companies conducting business activities at the Port of Miami-Dade but not operating under a non-exclusive license agreement with the Port shall be assessed a percentage of the gross revenues arising from such activities at an annual rate of 8%. Business activities for rental car companies include, but are not limited to, the pick-up of passengers via courtesy vehicles for transportation to rental car facilities off the Port.

Rental car companies, upon prior notice from PortMiami, shall allow inspections and audits by the County, through its employees and/or representatives, of all records and books of account, including such records as may be required by the County to be maintained by the rental car companies including, without limitation, any records needed to calculate or verify "gross revenue." It is further understood and agreed that the car rental company shall make all the records, books of account, and other documentation available at a local location designated by the Port.

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All requests for a Special Dock Parking Permit must be in writing to the Seaport Director or his designee. Upon receipt, a recommendation will be made to the Seaport Director, who is the final approving authority. Each request must specify the specific reason the request is being made, as well as any other extenuating factors. Special Dock Parking Permits, valid for one year, will only be issued to those individuals who have a justified requirement to park their vehicle dockside in a secured area/restricted area on the Seaport. All individuals issued a Special Dock Parking Permit shall also have a valid Seaport identification card and Transportation Worker Identification Credential (TWIC) Card issued in compliance with Transportation Security Administration (TSA) Federal requirements in their possession pursuant to County Ordinance 28A, Seaport Security, and Operations.

**SPECIAL
DOCK
PARKING
PERMIT
(C)**

715

Special Dock Parking Permit.....\$200.00, per year, for cargo and/or cruise parking permit
Replacement.....\$25.00

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**SECTION ELEVEN
GENERAL INFORMATION**

**ISSUED JANUARY 1, 1994
EFFECTIVE MARCH 31, 1994**

FMC SUBRULE: 34-G01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

General Information		
The Miami Harbor embraces the artificial basins, slips and channels that have been dredged along the bay front of Miami and in the bay and through the waters of Biscayne Bay to the ocean, and is located generally at Latitude 25-46' No. Longitude 80-10'W.	MIAMI HARBOR	800
The entrance to the main channel is directly east of the City of Miami, approximately 4.5 miles. The sea buoy marking the channel entrance through the reef is about 2 miles offshore. The entrance is an artificial cut 1,000 feet wide, known as Government Cut, dredged across the southern end of Miami Beach. It is protected by jetties and is well marked. A channel has been developed to a control depth of 44 feet, and 500 feet wide on the sea end to the jetties and 500 feet wide with a control depth of 42 feet to the turning area on the east tip of Lummus Island thence into Fisherman's Channel along the gantry berth area for a distance 4,100 feet. The Fisherman's Channel continues westward for 8,000 feet at depth 25 feet. The main channel along the northside of Lummus and Dodge Islands is 500 feet wide with a 36 foot control depth which continues westward across Biscayne Bay to the main turning basin.	MAIN CHANNEL	802
From Government Cut, the Fisherman's Channel has been dredged with a control depth of 42 feet for the easternmost 4,100 feet and a control depth of 25 feet for 8,000 feet to the west. Minimum width of 500 feet, Fisherman's Channel provides a direct connection to the wharves on the south side of Dodge and Lummus Islands and the mouth of the Miami River. At the extreme west end of Fisherman's Channel, a 1,000 foot turning basin is dredged to a control depth of 25 feet to facilitate turning movement of ships to and from the Miami River. At the wide point of the Fisherman's Channel, a 900-foot wide turning basin is provided at the location of the east channel slip.	FISHERMAN'S CHANNEL	806
The main turning basin is 1,700 feet north and south and 1,650 feet east and west, with a control depth of 36 feet.	MAIN TURNING BASIN	808
An additional turning basin is located in the triangular area between the main channel and the north side of Fisher Island and is dredged 42 feet to provide a turning basin at the junction of the main and Fisherman's Channels.	FISHER ISLAND TURNING BASIN	810
Miami River has channel dredged to 15 feet at high water, 150 feet wide for a distance of 3 miles above the mouth, thence 125 feet wide to a point 4.1 miles above the mouth; thence 90 feet wide to a point 5-1/2 miles above the mouth, and is connected to the Fisherman's Channel on the south side of Dodge and Lummus Islands.	MIAMI RIVER	812

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1st REVISED

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**SECTION ELEVEN
GENERAL INFORMATION**

**ISSUED JANUARY 1, 1994
EFFECTIVE OCTOBER 1, 2016**

FMC SUBRULE: 34-G01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

<p>The Intracoastal Waterway is in general 150 feet wide and 12 feet deep at local mean low water from Jacksonville to Fort Pierce and from Fort Pierce to Miami 125 feet wide and 10 feet deep.</p>	<p>INTRACOASTAL WATERWAY</p>	<p>814</p>
<p>The prescribed anchorage area for vessels anchoring outside the harbor is located eastward of a line about 1.5 nautical miles off shore and northward of a line about 0.2 nautical miles north of the sea buoy at the entrance to the ship channel. The entire anchorage area lies north of the entrance channel to Miami. The northern and southern extremities of this area are marked by nun buoys. Vessels desiring to anchor off the entrance to the Harbor of Miami are required to do so within this area, to avoid possible damage to cables laid on the ocean bottom in the vicinity. Refer to anchorage area 110.188 on National Oceanic and Atmospheric Administration Survey Chart # 11466 & # 11468.</p>	<p>ANCHORAGE</p>	<p>816</p>
<p>The normal mean tidal range at the entrance to Miami Harbor is 2.5 feet, and in the bay it is about 2.0 feet. The extreme tidal range is about 4.0 feet at the entrance. Easterly winds sometimes raise the water level 1.5 feet at the entrance and from 1.0 to 0.5 feet in the bay.</p> <p>The tidal currents at the entrance to Biscayne Bay may reach a velocity of 1-1/2 to 3 knots through the main channel.</p>	<p>TIDES AND TIDAL CURRENTS</p>	<p>818</p>
<p>Marginal Berthing PortMiami offers 18,840 linear feet of berthing on Dodge and Lummus Islands.</p> <p>The cruise zones total 8,860 linear feet: 7,125 feet (36 feet deep) along the north and northeast sections; 735 feet (32 feet deep) at the north west section; and 1,000 feet (30 feet deep) at the western extremity of the South Ship Channel.</p> <p>The cargo berthing areas total 9,980 linear feet: 6,120 (50 feet deep) along the southeast section of Lummus Island and the South Ship Channel at the gantry facility; 1,000 feet (42 feet deep) at the northeast section along the Main Ship Channel; and 2,760 feet (28 to 32 feet deep) of roll-on/roll-off berth space along the south section of the Port.</p>	<p>PORT FACILITIES AND SPECIFICATIONS (C)</p>	<p>850</p>

**SECTION ELEVEN
GENERAL INFORMATION**

EFFECTIVE OCTOBER 1, 2016

FMC SUBRULE: 34-G01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Width of Apron

70 to 100 feet, north side
50 to 100 feet, east side
50 to 100 feet, south side
50 to 100 feet, west side

Apron Above MLW

7.5 feet on all sides

Roll-on/Roll-off Ramps

Eight fixed ramps designated
Bay 55, 900 linear feet above MLW
Bay 59, 300 linear feet above MLW
Bay 65, 690 linear feet above MLW
Bay 154, 670 linear feet above MLW
Bay 155, 550 linear feet above MLW
Bays 161 – 171, 1,259 linear feet above MLW
Bays 165 – 181, 1,450 linear feet above MLW
Fixed ramp at passenger terminal H, 750 linear feet above MLW

Railroad Facilities

Intermodal Container Transfer Facility (ICTF) will have (3) 3,000 ft. of working rail track for a total of 9,000 ft. on 13 acres of land.

Train Scheduling Requirements- All train trips to and from PortMiami must be scheduled with and approved by the PortMiami Berthing Office at least 24 hours in advance. The ICTF will be able to operate 7 days per week.

Passenger Terminal Complex

PortMiami currently has 6 passenger terminals in use on the North side of the port. Terminal J on the south side of the port; and Terminal H on the west side of the port as follows: Cruise Terminals B & C (190,491 sq. ft.), D & E (257,693 sq. ft.), F & G (287,488 sq. ft.), H (70,706 sq. ft.) and terminal J (56,706 sq. ft.). The square footage amounts include areas for U.S. Customs and Border Protection, as well as offices.

PORT
FACILITIES AND
SPECIFICATIONS
(C)

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**SECTION ELEVEN
GENERAL INFORMATION**

EFFECTIVE OCTOBER 1, 2014

FMC SUBRULE: 34-G01

FOR EXPLANATION OF SYMBOLS, SEE PAGE 0-A (AFTER TITLE PAGE)

Transit Cargo Sheds

Transit Shed B	200,000 Square Feet
Transit Shed E	36,000 Square Feet
Transit Shed G	152,000 Square Feet

At present, there is a total of 388,000 square feet of transit cargo shed space.

Services

There is a total of 18,500 linear feet of marginal berthing. Telephone and water connections are alternately provided every 120 feet.

**PORT
FACILITIES AND
SPECIFICATIONS
(C)**

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