

Implementing Order



Implementing Order No.: IO 4-4

Title: PORT OF MIAMI TERMINAL TARIFF NO. 010

Ordered: 09/18/2025

Effective: 10/01/2025

AUTHORITY:

The Miami-Dade County Home Rule Amendment Charter, including, among others, Sections 1.01 and 2.02A.

SUPERSEDES:

This Implementing Order supersedes prior Implementing Orders and revisions to PortMiami Terminal Tariff No. 010 as it relates to those items specified in the attached Tariff pages. Any items not expressly superseded herein remain in effect.

POLICY:

Port of Miami Terminal Tariff No. 010 shall be established providing for the rates, rules and regulations for the Seaport facilities of Miami-Dade County, Florida.

PROCEDURE:

The Director of the Dante B. Fascell Port of Miami-Dade (PortMiami) is responsible for the operation and management of the Port Miami, including establishing rates and fees for usage of Port facilities and collection of same. Reviews and revisions of rates and fees will occur on an annual basis with recommendations for changes forwarded to the County Mayor.

TARIFF:

The Tariff items adopted by this Implementing Order have been presented and are considered a part hereof. In accordance with Section 2.3 of the Code of Miami-Dade County, these official Tariff items are also filed with the Clerk of the Board of County Commissioners. Items, which are charged by the Port of Miami, shall be the same as those listed in the official PortMiami Terminal Tariff No. 010 on file with the Clerk of the County Commission.

This Implementing Order is hereby submitted to the Board of County Commissioners of Miami-Dade County, Florida.

Approved by the County Attorney as
to form and legal sufficiency CF

EFFECTIVE OCTOBER 1, 2025

FFMC – T No 010



TERMINAL TARIFF No. 010

RATES, RULES, AND REGULATIONS
FOR THE SEAPORT FACILITIES
OF MIAMI-DADE COUNTY, FLORIDA

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
1080 CARIBBEAN WAY, 5TH FLOOR
MIAMI, FLORIDA 33132
(305) 347-4800**

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Correction Sheet

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 that result in neither an increase nor a 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

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	Acres	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 Tons
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

Metric Conversion Guide

<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	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	0.1012
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

Unless otherwise specified, all tons in the Tariff are short tons.

Section One: Definitions

101. BERTH ASSIGNMENT

The granting of permission to use a specified berth.

102. BERTH DAY

Each 24-hour period or fraction thereof during which a vessel occupies an assigned berth.

105. COUNTY (C)

Miami-Dade County is organized and existing under and by virtue of the laws of the State of Florida and is situated in the County of Miami-Dade in Florida.

106. COUNTY COMMISSION

The legislative governing body of Miami-Dade County as provided for in the charter of Miami-Dade County. The term is synonymous with "Board of County Commissioners", the "Board" and "BCC".

107. COUNTY MAYOR (C)

The administrative head of Miami-Dade County is responsible for the efficient operation of all County Departments.

108. DANGEROUS CARGO

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.

109. DOCKAGE

The charges assessed against a vessel for berthing at a wharf, pier, bulkhead structure, or bank, or for mooring to a vessel so berthed. For avoidance of doubt, dockage charges do not include the provision of shore power, water, or any other utility or utility-related service, or other service, to the vessel.

111. FACILITY SECURITY PLAN (FSP)

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.

112. FISCAL YEAR (C)

Any twelve (12) month period from October 1st to September 30th of the following year.

113. FREE TIME

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.

114. GREETER

Ground transportation greeters are employees or agents of pre-arranged ground transportation companies, other than TNCs/TNEs, that greet, receive, locate, or otherwise assist pre-arranged ground transportation passengers (other than TNC or TNE passengers) at PortMiami, excluding drivers.

115. HANDLING (C)

The service of physically moving cargo between the point of rest and any place on the terminal facility, other than the end of the ship's tackle.

116. HEAVY LIFT

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

117. PORT LEGAL HOLIDAYS (For billing purposes only) (C)

New Year's Eve	January 1 st
Martin Luther King's Birthday	3 rd Monday in January
Presidents' Day	3 rd Monday in February
Law Enforcement Appreciation Day	May 12 th
Memorial Day	Last Monday in May
Juneteenth	June 19 th (Observed June 19 th or following business day)
Independence Day	July 4 th
Labor Day	1 st Monday in September
Columbus Day	2 nd Monday in October
Veterans' Day	November 11 th
Thanksgiving Day	4 th Thursday in November
Day after Thanksgiving	4 th Friday in November
Christmas Day	December 25 th (Observed December 25 th or the following business day)

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.

118. LOADING AND UNLOADING (C)

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.

119. OPERATOR

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.

120. NON-OPERATING PORT (C)

PortMiami 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.

121. NOTICE OF VIOLATION

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.

122. PERSON

“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.

123. POINT OF REST (C)

The area on the terminal facility that 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.

124. PORT DIRECTOR

This term is synonymous with the term “Seaport Director”.

125. DANTE B. FASCELL PORT OF MIAMI-DADE

This term is synonymous with the term “Seaport Department,” “Port,” “Port of Miami,” “Port of Miami-Dade,” “PortMiami” or “PortMiami-Dade”.

126. MULTI-DAY CRUISE PARKING REVENUE

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, non-multi-day cruise events, or any other category of service excluded from multi-day cruise parking revenue by or under any terms of this Tariff or the subject multi-day cruise lines’ respective preferential berthing or other contracts with the County.

127. PORT COMMISSIONING AGENT

Individual(s) designated by the Director to certify that a vessel has successfully completed the Commissioning process to allow the vessel to successfully plug into the shore power system at PortMiami.

128. PORT TERMINAL

One or more structures comprising a terminal unit, 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.

130. SEAPORT DEPARTMENT

The Department of Miami-Dade County was created to operate, manage, and develop the Seaport and terminal facilities of Miami-Dade County.

131. SHIP AGENT

The vessel representative is 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 PortMiami.

132. SMALL BOAT

A vessel having a container/trailer capacity of 750 TEUs or less.

133. SMALL PASSENGER VESSEL

A passenger vessel with an overall length of less than 300 feet shall be deemed a "Small Passenger Vessel."

134. TARIFF (C)

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.

136. TERMINAL STORAGE

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.

137. USAGE

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, truck loading or unloading, or the use of said facilities for any other gainful purpose for which a charge is not otherwise specified.

138. VESSEL

Except as otherwise provided in individual items, the term "vessel" means floating craft of every description and shall include in its meaning the term "owners and agents" thereof.

139. WHARF DEMURRAGE (C)

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 the expiration of an authorized storage period.

140. WHARFAGE, CARGO (C)

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 a slip adjacent to the wharf. Wharfage is solely the charge for use of the wharf and does not include the provision of shore power, water, or any other utility or utility-related service to the vessel, nor does it include charges for any other service.

141. WHARFAGE, PASSENGER (C)

A charge assessed against a passenger on a vessel, other than a crew member, when embarking from or debarking at port property. Passenger wharfage is solely the charge for use of the wharf and other passenger facilities and does not include the provision of shore power, water, or any other utility or utility-related service to the vessel, nor does it include charges for any other service.

Section Two: General Rules & Regulations

Applicability of Tariff

200. APPLICATION OF TARIFF AND SUPPLEMENTS

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.

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, violated established Port procedures, withheld or falsified information, or has been involved in any type of unlawful activity.

202. CONSENT TO TERMS OF TARIFF

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.

204. APPEALS

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.

210. GENERAL RESTRICTIONS AND LIMITATIONS

The Seaport Department is not obligated to provide storage or accommodation for property that 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 the 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 Port 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 to the Port Director.

The Seaport Department is not obligated to issue any permit, including a 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 PortMiami and its facilities, and does not lead PortMiami to uncertainty, disruption and/or unstable environment in the rendering of such services.

211. PORTMIAMI PERSONNEL FEES (A) (C)

Port Related Industry and Special Events, and Port User Requests for Port Services. Seaport users, customers, and tenants requesting, reserving, or otherwise using PortMiami facilities or services, or both, for Port-related industry or special events or otherwise shall be responsible for all applicable Tariff fees and requirements, including, without limitation, the costs of all Port provided or necessitated services, to be determined based on the below-listed rates, with a minimum of four (4) hours per event or requested service. Overtime rates may apply depending on the length and hours of the event. The fee may be waived or reduced, in whole or in part, at the discretion of the Port Director for County or Seaport-sponsored events.

Rates, per hour, per employee, with a minimum of 4 hours per event.

		Regular Hours		Overtime Hours
Cruise Operations Escorts	\$	36.08	\$	54.12
Maintenance Mechanic	\$	57.97	\$	86.95
Mechanic Supervisor	\$	68.40	\$	103.17
Painter	\$	48.70	\$	73.04
Electrician	\$	69.55	\$	104.33
Carpenter	\$	67.24	\$	100.86
Custodial Worker	\$	37.10	\$	56.80
Custodial Worker Part Time	\$	27.21	\$	40.81
Labor Supervisor 2	\$	55.64	\$	84.63
Semi-Skilled Laborer	\$	41.74	\$	63.76

		Regular Hours		Overtime Hours
Laborer	\$	46.37	\$	68.40
Auto Equipment Operator 2	\$	54.49	\$	81.15
Office Support Specialist	\$	38.34	\$	57.51
Seaport Facilities Supervisor	\$	79.99	\$	119.40
Security SES	\$	68.40	\$	103.17
Security SES 2	\$	82.30	\$	122.88
Terminal Operations Specialist	\$	43.12	\$	63.47

212. DISCLAIMER FOR LOSS OR DAMAGE (C)

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 any delay to the same.

The Seaport Department shall not be responsible for any loss or damage to freight on or in its facilities due to 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 that are caused solely by its own negligence.

213. PLACEMENT GOODS NOT TO BE BAILMENT (C)

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 bailees of any property whatsoever.

214. ABANDONED CARGO

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 it in storage off-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 Port Director determines the final abandonment of cargo in any instance, he shall dispose of the same under established County procedures.

215. PORTMIAMI ADMINISTRATIVE FEE

A twenty-percent (20%) administrative fee may be charged for (i) every special service contract/agreement Seaport staff is asked to execute and manage on behalf of a port user or (ii) any cost incurred by or on behalf of the Seaport when exercising its rights under Tariff Item 260 or other self-help rights set forth in this Tariff No. 010 or otherwise or (iii) the costs of any other service that the Port provides at the request of a Port user that is not already required to be provided under the terms of this Tariff or a contractual agreement with such Port user.

Special services could include, but are not limited to, the requested Customs and Border Protection's Reimbursement Program, security, maintenance, repair, custodial, and/or stevedoring services. The twenty (20%) administrative fees will be applied to the total charges, including any late penalties, all of which shall be due to the Port within thirty (30) calendar days of receipt of an invoice.

216. FURNISHING CARGO & CRUISE STATEMENTS AND VESSEL REPORTS

All vessels, their owners and agents, and all other users of the waterways and facilities shall furnish the Port Director copies of inbound or outbound manifest or other documents in a form satisfactory to the

Port 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.

For cargo vessels, it is the stevedores' responsibility to provide PortMiami with complete loading and discharge guides to verify the vessel manifest(s). Companies holding an active stevedoring permit at PortMiami are required to submit their final vessel loading and discharge reports for all vessels worked at the Port no later than two calendar days after vessel departure in a format acceptable to the Port Director. Arrangements to submit said reports are to be coordinated with the Port's Cargo Operations division.

217. LATE DOCUMENTATION ON SERVICE FEE

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 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).

218. PAYMENT OF BILLS AND ONLINE PAYMENTS

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, except where payment of any Port fees, costs, or pass-through costs, fees, or charged must be paid hereunder within a shorter period than thirty days (from invoicing or otherwise), then, in such event, such invoiced fees, charges, and/or costs must be disputed in writing by the (shorter) payment due date provided hereunder or in the subject invoice. Any invoice dispute not timely submitted in writing as required above shall be deemed waived.

Any invoice remaining unpaid on the last day of the month following the month billed, or, where applicable, remaining unpaid on the last day of any shorter payment period set forth in the subject Port invoice or otherwise required in this Tariff, 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 or pro rata fraction thereof that said invoice remains delinquent at the end of the month or such lesser payment period as may be otherwise provided in the invoice or elsewhere in this Tariff.

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 Port Director, at his/her 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 Port Director or his/her 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 are performed or facilities used.

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.

Currently, the Florida Legislature has set the general sales tax rate at 6%, which applies to the sale of tangible personal property and certain services, unless specifically exempted. Applicable sales taxes are further detailed in Florida Statutes, Title XIV, Chapter 212, "Tax on Sale, Use, and Other Transactions.

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 online 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.

Invoices of \$10,000 or less can also be paid online using a credit card, subject to a 2.5% fee payable at the time of payment. 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 arrangements 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 that 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.

219. TEMPORARY EMERGENCY CHANGES TO TARIFF

The Seaport Director shall have the authority to implement emergency temporary changes to this Tariff to remain competitive with other ports. These temporary changes must be consistent with the provisions of Item 200, be documented and submitted to the Office of the Miami-Dade County Mayor, with copies to the County Finance and Budget Directors, and require a prior written finding by the Seaport Director that such changes will not result in the Seaport producing fewer Revenues (as defined in the Seaport's Bond Ordinance (Ord. No. 88-66) as amended) unless, in the opinion of the Seaport Director, overall Port rates, fees, rentals, and other charges, as so changed, revised, or reduced, will produce sufficient Revenues to comply with the coverage and other requirements set forth in Section 501(c) of Ordinance 88-66 as amended.

If such temporary changes are to remain in place for a period of over twelve months or more than one fiscal year, they shall be submitted to the Board of County Commissioners for approval as part of the Seaport's budget for the following fiscal year.

220. ACCESS TO RECORDS

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.

221. INDEMNIFICATION

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.

222. PAYMENT GUARANTEE

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 Port Director is authorized to determine and fix the amount of the required Payment Guarantee. The Port Director is also authorized to designate the persons who shall be required to post the bond required by this section.

Standard Lease (boilerplate) Agreement Lessees shall furnish to the Port a payment guarantee 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.

223. EMERGENCY TARIFF WAIVER FOR HURRICANES AND NATURAL DISASTERS

The Seaport Director or his/her designee, at his sole discretion, shall have the right to reduce or waive applicable Port fees for donated humanitarian relief efforts in case of a declared emergency by the President of the United States, the Governor of the State of Florida, or another state, or for a natural disaster suffered by a country served by an ocean carrier and/or cruise line customer of PortMiami.

Such waivers and/or reductions may include dockage, wharfage, and crane rates per participating ocean carrier or cruise line. In lieu of Tariff rates, the Director shall have the right to reduce or waive rates set forth in the various County-approved cargo terminal agreements and/or approved agreements with cruise lines.

Such waivers and/or reductions shall be limited to those ocean carriers and/or cruise lines who are also waiving their transportation fees for donated hurricane relief supplies relating to food, lodging, medicine, construction materials and equipment, and/or resources provided by governmental or charitable agencies. In order to qualify for such waiver or reduction, the participating ocean carrier or cruise line must verify and provide documentation to the Port, including a manifest or certified statement identifying those items that may qualify for such waiver or reduction.

224. INSURANCE (C)

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 Liability Insurance must show Miami-Dade County as Certificate Holder and indicate that insurance coverage meets the following minimum requirements: (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; and (2) Automobile Liability Insurance 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 both policies. 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.

Companies unable to provide valid proof of insurance (other than TNCs/TNEs) will be immediately required to cease operations and will have their permits automatically suspended until valid proof of insurance is received and validated by the Permits Section. Companies falsifying insurance documentation will be automatically subject to a \$1,000 administrative fee and the immediate suspension of the permit for a duration determined by the Port Director or designee.

Insurance Requirements for Cartage Companies

All cartage companies doing business at PortMiami must comply with the insurance requirements set forth in Section 224 of this Tariff and must provide the Permits Section with a Certificate of Liability Insurance listing all insured drivers and vehicles. Any and all changes to the company's driver/fleet schedule must be reported immediately. It is the company's responsibility to maintain their company's driver and insurance records up to date. Failure to do so may result in the suspension of the company's permit for a period determined by the Port Director or designee.

Information submitted by the insurance company and/or the managing general agent concerning insured drivers/vehicles will be compared to the Port's identification system as to the number of issued Port ID cards. Any discrepancies must be remedied within two (2) business days after notice from the Port, or in the event a permit holder has a discrepancy more than twice in a fiscal year, an administrative fee of \$1,000 will be assessed for the first violation. The second violation will result in the suspension of the permit.

All drivers renewing their Port identification cards must show proof of insurance and/or approval of insurance to the Port's Identification & Credentialing Section. 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 suspension of the Port business permit. Reactivation and addition of any cartage company's drivers will be granted only after verifying that the cartage company complies with the insurance requirements.

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

All cartage company drivers wishing to work for two companies on one (1) Port identification card must show endorsement and proof of insurance coverage covering the driver's work for each such cartage company from both companies of record.

Insurance Requirements for Stevedores

All stevedores are required to furnish certificates of insurance to the Port and to the crane maintenance management company (Port of Miami Crane Management, Inc.), which reserves the right to deny the use of the crane(s) to any firm supplying false, incomplete, or misleading insurance information.

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.

Miami-Dade County, Florida (PortMiami), and the crane maintenance management company shall be named as an Additional Name Insured.

These requirements are in addition to previous insurance requirements per other sections of this tariff. The above insurance policies shall not be canceled or allowed to expire until thirty days after PortMiami has received written notice thereof from the insurance carrier.

226. RETURNED CHECK SERVICE FEE (C)

A service fee will be assessed for the collection of a dishonored check, draft, or other order for the payment of money to PortMiami, including for the collection of unsuccessful or dishonored e-check 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.

227. INAUGURAL ACTIVITIES (C)

To promote PortMiami, attract new business, and remain competitive with other ports, upon written request, the Seaport Director may authorize a reduction or waiver of dockage (not to exceed three days), passenger wharfage, and harbor fees for inaugural activities for vessels to be homeported in Miami.

Upon receipt of an advance written request, prior to the vessel's first call, to waive or reduce fees for inaugural activities, the Seaport Director may authorize such waiver or reduction under the following conditions:

- A. Vessel is new to PortMiami;
- B. Vessel will be sailing for the first time, with a commitment to homeport at PortMiami at least for one season; and
- C. Inaugural activities are limited to no more than three sailings and are promotional in nature, with non-revenue customers only.

Section Three: Rules & Regulations for Vessels

Navigation

230. ANCHORAGE OR OBSTRUCTION IN TURNING BASINS AND CHANNELS

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 PortMiami, or to otherwise obstruct navigation, except in cases of actual emergency.

232. LIGHTS AT NIGHT (C)

All vessels, barges, or other watercraft, while anchored, moored, or maneuvering in the waterways of PortMiami, must at all times of the night show proper lights.

234. POLLUTION OF AIR AND WATER (C)

It shall be unlawful for any person, firm, or corporation to deposit, place, or discharge into the waterways of PortMiami, any ballast, dunnage, sanitary sewage, butcher's offal, garbage, dead animals, gaseous liquid or solid matter, oil, gasoline, the 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.

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.

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. In the event of a pollutant spill onto the property or into the waterways at PortMiami, the party(s) responsible for the spill shall notify all parties, including the Port, in accordance with all laws, rules, or regulations and 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.

In any instance where it is determined by PortMiami that cleanup efforts are not being undertaken in a timely and/or adequate manner by the responsible party(s), PortMiami 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 twenty (20%) will be charged to the responsible party(s). In instances where a vessel is a responsible party, full payment of the cleanup costs, including an administrative fee, must be paid by the franchised agent or vessel representative before the vessel will be permitted to sail from PortMiami.

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 the vessel sails from PortMiami. 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.

236. SPEED

It shall be unlawful for vessels or other watercraft to proceed at a speed that will endanger other vessels or structures or to cause wake damage. All applicable federal and local rules and regulations apply.

Berthing

240. APPLICATION FOR BERTH

The agent for a vessel desiring a berth at PortMiami shall, as far in advance of the date of docking as possible, make application to the PortMiami 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.

A rail operator or the agent for the same desiring temporary use of any on-Port rail track or facility, or both, shall, as far in advance of the desired date as possible, submit an application to PortMiami in writing or electronically in the manner prescribed for a track and/or other requested rail facility specifying the date and times of such use and the specific track(s) and facilities sought, the length of train, and any other information that may be requested by the berthing office or other Port staff.

241. ASSIGNMENT OF BERTH AND RAIL FACILITIES

All berthing and rail track, and facility assignments shall be made by the Seaport Department and must be rigidly observed. Any vessel that does not adhere to an established arrival schedule and conflicts with berth assignments previously made may, at the discretion of the Port, be assigned an alternate berth or await the vacancy of a preferred berth.

PortMiami reserves the right to assign berths, tracks, and rail facilities for the optimal utilization of the Seaport's facilities and may impose time limits and other conditions in connection with the assignment of Port berths, gantry cranes, railroad tracks, and/or other Port facilities.

242. CHANGE OF BERTH

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 Port Director has discretionary authority to order and enforce the removal or change the berth or location of any vessel, boat, barge, or other watercraft 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.

243. UNAUTHORIZED BERTHING

Any vessel berthed in an unauthorized manner or shifted without the approval of the Seaport Department shall be subject to an assessment in the amount equal to twice the published dockage fee. Such a vessel may be moved to a properly designated berth without notice by the Seaport Department at the owner's risk and expense.

The Seaport Director may initiate any necessary legal actions and enter into any necessary agreements with the United States Coast Guard, the United States Marshals Service, or any other relevant

governmental authorities for the arrest and/or removal of vessels berthed in an unauthorized manner or shifted without the approval of the Seaport Department. Such agreements may include indemnity provisions in favor of the arresting or removing agencies and, subject to the availability of budgeted and legally available funding, require the payment of fees to the arresting or removing agencies or entities contracted by or through the arresting or removing agencies.

Fees and costs incurred by the County in connection with such arrest and/or removal shall be recoverable, jointly and severally, against the vessel and any other responsible entity.

244. VESSEL TO BE CONTINUOUSLY WORKED

Any vessel accepted for berthing at PortMiami may be required to be worked continuously to completion, even with overtime, if necessary, when the assigned berth or PortMiami is declared congested by the Port Director.

Any vessel refusing to honor this requirement shall be considered as unauthorized berthing, and the provisions of Item 243 shall apply.

245. VESSEL FIRE NOTIFICATION

In case of fire on board a vessel docked in Port, such vessels should sound a continuous ringing of the ship's electrical bell or continuous sounding of the ship's horn, to indicate a fire on board, or on the wharf at which the vessel is berthed. Such signals should be repeated at intervals to attract attention and be used as an additional method for reporting a fire.

246. MAN OVERBOARD

When a person falls overboard, the ship's internal alarm bell should sound three (3) long rings, and the ship whistle should blow three (3) long blasts to notify the crew on board and the other ships in the nearby vicinity.

247. TUG REQUIREMENTS (C)

All tug companies holding a business permit with PortMiami must have at least one tractor tug in their fleet available at the Port. 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, a substitute tug of equal or greater capabilities must be available at the Port 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). Only after receiving concurrence from the Port Director or designee can the change(s) be made. Said concurrence will not be unreasonably denied.

When an additional tug is required by the Biscayne Bay Pilots' guidelines, a tug company operating in PortMiami must provide additional equipment when given reasonable notice. Failure to provide a substitute tug and hindering cargo and/or cruise operations may result in a \$5,000.00 disruption fee per impacted cargo/cruise call.

Minimum Tug Assist Vessel Requirements – Per Individual Company

- At least one (1) operational 6,500 horsepower; 80 ton

Section Three: Rules & Regulations for Vessels

- 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
- Must comply with all applicable United States Coast Guard inspection, safety, and other requirements and minimum standards applicable to tugs or other towing vessels.

Section Four: Rules & Regulations for Wharves

Allocation of Space

250. GENERAL (C)

The Port Director shall control the allocation of the space, covered or open, on the Seaport properties. All persons using the port property in any manner shall strictly comply with such allocations. The Port Director is authorized to move freight or other articles, at the owner's or agent's expense, to enforce this item.

In all cases, the objective of space allocation is to ensure maximum flexibility and utilization of available space, both covered and open, and the Port Director shall be the sole judge in the matter.

252. LEASING

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.

254. THIRD PARTY CONTRACTS

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.

Wharves

260. CLEANLINESS OF PREMISES (A) (C)

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.

If such users do not properly clean the facilities or property they have been using or assigned, the Port Director may order the property cleaned and placed in good order and charge the users responsible at the following charges:

Sweeper and staff	\$231.86 per hour
Overtime (hour x 1.5)	\$347.78 per hour
Holidays (12 per County)	\$463.71 per hour

The Port Director, or his/her 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 twenty percent (20%) administrative fee as calculated on the total of any invoice/s submitted by the company for the services rendered.

Tenants unable to perform these services may request these services on an as needed basis or regularly scheduled basis through the Seaport's Facilities Maintenance Division. These rates will require review annually.

261. BOAT CRADLE REMOVAL

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 PortMiami 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.

262. DAMAGE TO FACILITIES (C)

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 is occasioned by them. In addition to labor and repair costs, a twenty percent (20%) administrative fee will be applied to any claims. 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.

264. EMERGENCIES

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.

266. EXPLOSIVES, INFLAMMABLES, OTHER HAZARDOUS MATERIALS (C)

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 the provisions of Item 217 in this Tariff.

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.

268. LOITERING ON PORT PROPERTY (C)

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.

270. SIGNS

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 Port Director shall have approved the design, material, and size of said signs. All signs shall be uniform and must comply with all applicable laws, ordinances, and other sign requirements.

272. SMOKING

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.

274. SOLICITATION (C)

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.

276. VEHICLES

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.

278. SECURITY (C)

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 personnel employed by PortMiami tenants, operators, customers, or business partners in accordance with this section shall report all known safety or security incidents that involve: (i) criminal acts; (ii) damage to private, commercial, or PortMiami property; (iii) death or injury requiring absence from work for one or more days, restricted work activities, job transfer, medical treatment beyond first aid, or involving a loss of consciousness; (iv) release or spill of hazardous material; or (v) the required involvement of fire rescue or law enforcement agencies. After fire rescue or law enforcement is notified, safety or security incidents under the aforementioned guidelines shall be reported to the Command-and-Control Center at 305-329-4050. Such report shall be made as soon as practicable, but not more than 1 hour after the reportable incident has commenced or been discovered. The foregoing shall not be construed to require multiple reports of the same incident to the Command-and-Control Center.

279. USE OF AND RESPONSIBILITY FOR SEAPORT TWIC READERS

To facilitate compliance with certain U.S. Coast Guard regulations requiring owners and operators of certain vessels and facilities to conduct electronic inspections of TWICs as an access control measure, the

Seaport Department has procured a volume of certified tamper-resistant biometric credential verification devices (TWIC Readers). Once federal rules mandating the use of TWIC Readers at certain designated secured areas of Port operations become effective, the Seaport Department may make County purchased TWIC Readers available to qualified and permitted security personnel or firms employed or retained by Port users or tenants, on a temporary (bailment) sign-out basis, provided the person(s) or firm(s) signing out such equipment (the bailees) shall be fully responsible for any equipment loss, theft, or breakage, shall return such equipment in good working order no later than the end of each working day on which the equipment was used or as otherwise directed by Seaport staff, and shall comply with all other requirements imposed by the Seaport Department in connection therewith, including, without limitation, requiring security deposits, cash bonds, payment bonds, insurance, indemnification, and/or other forms of payment guarantee.

280. WHARF OBSTRUCTION (C)

Stevedores' tools, appliances, equipment, vehicles, or any other material or object that 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 Port 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%.

Section Five: Dockage

300. BASIS OF CHARGE

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.

302. DURATION OF DOCKAGE (C)

Dockage shall commence when a vessel is made fast to a wharf, pier, bulkhead structure, 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 any subsequent 24-hour period shall be construed as an additional day until such vessel has vacated the berth, provided that if a vessel vacates the berth within the first 4 hours of any subsequent 24-hour period, only a half day will be charged for that day. 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.

303. DOCKAGE FOR CULTURAL, CHARITABLE EVENTS

Upon submission of a written request and at the Port Director's discretion, non-home-ported vessels docked at the port for cultural, educational, and/or charitable events may receive a waiver or reduction from dockage charges.

304. DOCKAGE FOR UNAUTHORIZED BERTHING

Any vessel berthed in an unauthorized manner or shifted without the approval of the Seaport Department shall be subject to dockage in an amount equal to twice the published fee. (See also Item 243)

305. DOCKAGE RATES FOR TUGS

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.

306. DOCKAGE CHARGES EXCEPT GOVERNMENT VESSELS AND OCEAN RESEARCH VESSELS (A) (C)

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: \$0.473

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 each gross registered ton per 24-hour period or fraction thereof at the rate of: \$0.473

In the absence of reliable tonnage data, the vessel shall be assessed for each lineal foot per 24-hour period or fraction thereof at the rate of: \$4.53

* Excluding inaugural activities for homeport ships at the discretion of the Port Director, as per Item 227.

308. DOCKAGE CHARGE FOR MILITARY, HISTORICAL, HERITAGE VESSELS (A)

U.S. Naval vessels, U.S. Coast Guard, foreign Naval vessels, and historical and/or heritage vessels visiting PortMiami shall be assessed dockage on the basis of each displacement ton per 24-hour period or fraction thereof at the rate of: \$0.32

309. DOCKAGE CHARGES FOR OCEAN RESEARCH VESSELS (A)

Ocean research vessels shall be assessed dockage on the basis of each gross registered ton per 24-hour period or fraction thereof at the rate of: \$0.34

310. MINIMUM CHARGE (C)

The minimum charge for dockage, per day or fraction thereof, shall be Three Hundred Dollars (\$300.00).

In addition to applying for a permit as indicated in Section 714 of this Tariff, the minimum daily dockage rate for construction barges docked at PortMiami that are not servicing on-port construction projects shall be Six Hundred Dollars (\$600.00) per day or fraction thereof.

311. BERTHING FOR CLEARANCE

Vessels docking only for U.S. Customs, Immigration and Naturalization Service, Agriculture Department clearance, or medical emergencies and/or evacuations will be granted two (2) hours of free time. After the initial two-(2) hour free period, regular applicable dockage rates shall apply per 24-hour period or fraction thereof.

312. DOCKAGE RATES FOR VESSEL WET DOCKING (C)

Upon approval of the Port Director, with written application to the Port Director or designee, when proper berthing space is available, vessels calling for the purpose of wet docking, for repair or lay-up, bunkering, sludge/garbage disposal, water intake, and provisioning, the following dockage rates will apply:

From day one, 50% of the Tariff per day

Notwithstanding the foregoing paragraph, on any days during which passengers embark or disembark, or cargo is loaded or unloaded, dockage will be charged at 100% of the Tariff.

313. DOCKAGE CHARGES FOR MIAMI-DADE COUNTY AGENCIES (A) (C)

All Miami-Dade County agencies/departments shall be assessed a monthly dockage fee of \$500.00 per vessel, per month. Each additional vessel from the same agency shall be assessed a monthly dockage fee of \$250.00.

314. DOCKAGE CHARGES FOR YACHTS (A)

Deep water berths at PortMiami may be available for short-term use by private yachts, subject to availability, compliance with all Seaport safety and security requirements, and approval by the Port Director. Yachts 100 feet or larger will be charged \$51.50 per linear foot, per day or fraction thereof, in addition to the standard Port Security Fees outlined in Section 211 of this Tariff.

Section Six: Wharfage

404. SHIP'S STORES

No charge for wharfage will be made on the ship's stores.

405. CALCULATION OF CARGO TONNAGE

Only full tons will be used when calculating cargo tonnage, subject to wharfage rates. Manifest weight totals expressed in pounds will be converted to the nearest full ton as follows: Fractions over a full ton, but less than 0.5 (2) will be dropped; when 0.5 or more, the next highest ton figure will be used.

406. CARGO WHARFAGE CHARGES (A) (C)

All Articles – Not otherwise provided for, per ton	\$3.91
Automobiles and Motorcycles, per unit	\$13.05
Buses and Trucks, per unit	\$19.57
Other Heavy Equipment, per ton	\$3.91
Open Frame Type Car Carriers, single or multiple, each	\$3.91
Trailers of any type (exclusive of loaded cargo), tare weight, per ton	\$2.62
Containers of any type, empty or full (exclusive of bins with personal goods), per TEU	\$47.67
20 Ft Containers – Equivalent to 1 TEU	
40 Ft Containers – Equivalent to 2 TEUs	
45 Ft Containers – Equivalent to 2.25 TEUs	
53 Ft Containers – Equivalent to 3 TEUs	
Yachts/Boats, whether off-loaded or on-loaded onto a pier or water, per foot,	
up to 25 ft	\$3.91
over 25 ft	\$14.35
Minimum Invoice	\$32.00

Transshipment Rates

Per TEU (inclusive of wharfage and tare rates, and, as to cargo subject to Dockage-inclusive TEU rates, if so, are provided in applicable cargo terminal agreements with the County, inclusive of dockage as well) \$18.00

408. PASSENGER WHARFAGE CHARGES (A) (C)

Vessels offering multi-day cruises: *

All Passengers, same vessel, embarking (including security charge) each \$15.21

Vessels offering multi-day cruises: *

All Passengers, same vessel, Debarking (including security charge) each \$15.21

Port-of-call vessels:

Per manifested passenger \$15.21

* Excluding inaugural activities for homeport ships at the discretion of the Seaport Director, as per Item 227.

414. TRANSSHIPMENTS (C)

Waterborne inbound cargo received at a terminal from a vessel for subsequent reloading, which is not removed from PortMiami and is reshipped aboard another vessel in waterborne commerce from PortMiami, will be assessed a wharfage rate on the inbound movement only based on the rates set forth in Item 406 Tariff No. 10.

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, subsequently reloaded upon a vessel without the cargo being rehandled in any way, and 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 PortMiami 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 a negotiated contract unless so designated.

Section Seven: Wharf Demurrage & Terminal Storage

500. FREE TIME ALLOWANCE

Inbound and outbound cargo shipped or transshipped through the Port shall be allowed 10 days free time (including weekends and legal holidays).

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.

502. COMPUTATION OF FREE TIME (C)

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 at the Port. The days during the loading of a vessel shall not be counted as wharf demurrage days.

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.

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.

504. WHARF DEMURRAGE CHARGES (A)

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:

- | | | |
|----|---|--------|
| 1. | For each of the first 7 days or fraction thereof, per ton or fraction thereof | \$1.54 |
| 2. | For the 8th and all succeeding days, or fraction thereof, per ton or fraction thereof | \$2.42 |

The minimum invoice for wharf demurrage shall be \$100.00

506. NON-SHIPMENT BY WATER

Cargo delivered on the Port for export and not loaded on a vessel berthed at PortMiami 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.

508. TERMINAL STORAGE CHARGES (A) (C)

Upon application to the Port Director prior to arrival of the vessel at the 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 the third month and each succeeding month, or fraction thereof.

TERMINAL STORAGE

Closed or covered, per ton

All items N.O.S.	\$	15.11	\$	30.37	\$	45.54
Lumber, per ton	\$	30.25	\$	30.37	\$	102.45
Automobiles per days	\$	25.41	\$	76.96	\$	182.35
Paper, newsprint in rolls	\$	11.38	\$	13.63	\$	15.89

Terminal Storage

Open or (uncovered) ground, per ton

All items N.O.S.	\$	11.38	\$	22.81	\$	45.54
Lumber, per ton	\$	11.38	\$	22.81	\$	76.96
Automobiles per day	\$	15.13	\$	51.00	\$	120.89
Trucks, buses, vehicles p/day	\$	30.37	\$	102.45	\$	242.78

Trailers, containers, and chassis

Loaded/empty 20 FT	\$	15.12	\$	51.00	\$	120.89
Over 20 FT	\$	30.37	\$	102.44	\$	242.78

Boats/yachts (cradled or trailered)

Including empty cradles or trailers	\$	117.18	\$	395.42	\$	937.47
Steel and aluminum materials, per ton	\$	9.77	\$	32.97	\$	78.16

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.

512. MINIMUM STORAGE CHARGES

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

Section Eight: Container Crane Facility

Container Gantry Crane Facility

550. CONTAINER GANTRY CRANE RULES AND REGULATIONS (C)

Any authorized stevedore (crane user) wishing to use container gantry crane(s), including all attached and ancillary parts and equipment [hereinafter referred to "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 the 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 the balance of guarantees, meal hours, or any other costs not covered under the rental fee or start-up and security.

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 ensure that the ship is aware of and complies with its responsibilities to stow and operate its cranes in conformance with these regulations.

560. CRANE RATES (A) (C)

Container Gantry Crane Rental Rates

Rate Category	Hours/Labor	Crane #'s 11-16		Crane #'s 4-10	
Gantry Crane(s) (without operator)	Regular Hours	\$	1,081.08	\$	972.97
	Overtime Hours	\$	1,206.54	\$	1,085.88
Small Boat	Regular Hours	\$	888.03	\$	799.22
	Overtime hours	\$	1,011.21	\$	910.10
Standby time per hour (all cranes)	Regular Hours	\$	318.06	\$	318.06
	Overtime hours	\$	459.65	\$	459.66
Labor Only start-up and shutdown, per hour or fraction	Straight Labor	\$	248.82	\$	248.81
	Overtime Labor	\$	338.62	\$	338.62
Meal	Straight Labor	\$	428.39	\$	428.38
	Overtime Labor	\$	607.96	\$	607.95

Minimum rental period per crane is 4 hours per steamship line. Billing will be based on 1-hour increments. Final release of the crane completed in 20 minutes or less, will not be charged to the next full hour. Final release of the crane completed in 21 minutes or more, charges will 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 the above rates per hour. The crane user will be charged for start-up and securing time when replacing the current cranes being used. No charge will be assessed for downtime due to mechanical and/or electrical malfunction of the crane(s). No charge will be assessed for start-up and securing time for cranes replaced due to mechanical and/or electrical malfunction of the crane(s).

For damage to cranes due to operator or operational errors, start-up and security charges will be applied to both the damaged and replacement crane(s).

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

One (1) hour start-up and one (1) hour shutdown time will be charged for labor only.

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.

570. CONTAINER GANTRY CRANE CHARACTERISTICS (C)

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.

580. PAYMENT FOR RENTAL OF CRANES

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).

584. HEAVY LIFT CHARGES (A)

In all single lifts that exceed 90,000 pounds (with hook), a heavy lift charge of \$2.74 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.

586. CRANE CONDITION (C)

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 performed through the maintenance operator or their designated contractor and billed accordingly for repair costs incurred.

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.

588. DAMAGES SUSTAINED TO CRANE

Any damages to Port cranes or associated infrastructure caused or contributed to by any Port stevedore or other Port user, will be the responsibility of the stevedore or other Port user (as applicable), who upon demand or invoicing by the Port, shall reimburse the Seaport all Port or Port of Miami Crane Management, Inc incurred repair costs plus a twenty percent (20%) administrative fee thereon.

596. CLEANING FACILITIES (C)

All users of the crane(s) shall be held responsible for cleaning the facilities after being used, 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.

Section Nine: Rentals & Leases

602. RENTAL OF SPACE (A) (C)

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

\$25.75* per square foot, per year, which includes air conditioning, lights, electricity, and with or without janitorial services. Either a five-year lease, an annual lease, or a month-to-month rental.

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

\$27.81* per square foot, per year, which includes air conditioning, lights, electricity, and with or without janitorial services. Either a five-year lease, an annual lease, or a month-to-month rental.

Office Space at 1020 Port Boulevard

\$26.52 Suite 2* per square foot, per year, which includes air conditioning, lights, electricity, and with or without janitorial services. Either a five-year lease, an annual lease, or a month-to-month rental.

\$30.00 Suites 1 & 3* 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

\$32.96* per square foot, per year which includes air conditioning, lights, and electricity, excluding janitorial services. Either five years, annual lease, or month-to-month rental.

Retail Space, Passenger Terminals

\$33.00* 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

\$30.00* per square foot, per year, which includes air conditioning, lights, electricity, and with or without janitorial services. Either a five-year lease, an annual lease, or a month-to-month rental.

Office Space (1509 North Cruise Boulevard)

\$20.00* per square foot, per year, which includes air conditioning, lights, electricity, and with or without janitorial services. Either a five-year lease, an annual lease, or a month-to-month rental.

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

Trailer Office Space

\$30 per square foot per year, plus the cost of all utilities (including, without limitation, all costs, fees, charges, surcharges, connection fees, and taxes charged for, arising from, or associated with the provision of water, electric, phone, internet, cable, and/or sewer holding tanks), plus the cost of custodial services. The above set forth office trailer space square footage rates and utility charges are based on the anticipated installation of office trailers under the east side of the Port's non-bascule bridge. In the event the Port elects to place and install office trailers at other Port locations, where the Port's installation and other costs may vary, the Port Director may adjust such office trailer square footage rates in his/her discretion, up or down, to account for such potential Port cost differentials should they arise.

Fee for Janitorial Services: \$1.00 per square foot

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

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.

Warehouse Space

\$10.00 – \$14.00** per square foot per year, which does not include air conditioning, lights, electricity, or janitorial services. Either a five-year lease, an annual lease, or a month-to-month rental.

The applicable rate shall be determined by the Port Director, in his/her discretion, based on factors including, but not limited to, access, quality of prior improvements, condition of space and facilities, type and quality of infrastructure, and location.

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

All lessees shall be required to enter into a lease agreement, in addition to applying for a PortMiami Business Permit as stipulated in Section 714 of this Tariff.

Telecommunications Antennas

All lessees shall be required to enter into a lease agreement, in addition to applying for a PortMiami Business Permit as stipulated in Section 714 of this Tariff.

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.	\$ 50,000
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.	\$ 10,300
3	This schedule does not provide for any antennas.	Additional support equipment, but less than that required for an initial setup.	\$ 10,300

Wall-mounted Radio/Data Antenna for Port Users

The annual fixed rate for space for one wall-mounted radio/data antenna and supporting equipment, on a year-to-year basis, shall be \$3,090. This rate applies to Port users who require an antenna 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 the antenna(s) to support equipment, support equipment to each other, and from support equipment to the power source.
- The vendor will pay for electric utility use separately from the antenna lease rate.
- The vendor will be responsible for all installation, including 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.

Pole-Mounted Telecommunication Antennas

The annual fixed rate per space for pole-mounted telecommunications antennas and support equipment, on a year-to-year basis, shall be \$80,000.00 per pole, including supporting equipment.

Temporary and/or Mobile Structures

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.

Antennas Review and Assessment

New poles, new infrastructure, and any modifications shall require an assessment of the site and an administrative review by the Seaport.

Antenna Modification Review Fee \$1,500 (Per Modification)

604. OPEN GROUND LEASES (A) (C)

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 (non-containerized)	\$ 6.00 per sq. ft./per year
Open Ground Waterfront (non-containerized)	\$ 12.00 per sq. ft./per year
Open Ground Retail Space	\$ 15.91 per sq. ft./per year
Open Ground Trailers with pre-existing hook-up	\$ 10.39 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

\$ 2.14 per sq ft/ 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 clear the required space and relocate equipment back to the leased property. Rent abatement credits may be considered at the Port Director's discretion when the tenant's equipment is moved off-port due to the unavailability of any temporary alternate location on the Port.

All lessees shall be required to enter into a lease agreement, in addition to applying for a PortMiami Business Permit as stipulated in Section 714 of this Tariff.

605. INSIDE FENCING

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).

606. OTHER

Port tenants not directly involved in the transportation of passengers or cargo from PortMiami 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.

607. LEASE DOCUMENTS LATE FEE (C)

Lease documents not returned within the timeframe 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, the lease agreement will be terminated.

608. LEASE PERMITS AND LICENSES

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.

609. LEASE ENVIRONMENTAL PROTECTION AND INDEMNITIES

The Lessee shall be solely responsible for all costs and expenses that arise out of environmental contamination for which the 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.

Section Nine-A: Foreign Trade Zone

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

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-Zones Board or Customs and Border Protection (CBP).

PortMiami Foreign Trade Zone Grantee Fee Schedule

Foreign-Trade Zone (FTZ) Program Fees

Application Fee Usage Driven/Subzone	\$2,500.00
Application Fee New Magnet Site	\$15,000.00
Application Fee for Production Authority	\$1,000.00
Annual Fees, per site:	
Active Site	\$6,500.00
Non-Active Site	\$2,500.00

Annual Fees are due in advance and are generally invoiced to all designated site operators in January of each calendar year, with payment due within 30 days of receipt. Annual Fees start upon the designation of a new site by the FTZ Board (via approval of site location and issuance of a site number) and are prorated for the remainder of the calendar year. Site operators must pay the annual Non-Active Site fee if they have not yet been activated by Customs and Border Protection (CBP). Upon site activation by CBP, site operators must pay the Active Site Fee.

If site operators have previously paid the Seaport the Non-Active Site annual fee in a given calendar year, upon the site being activated by CBP in the same calendar year, the operator shall pay the Seaport the difference between the annual Active Site fee (prorated from the date of site activation) and the previously paid Non-Active Site fee (also prorated from the date of site activation) within thirty days of site activation. Termination of a site must be requested no later than December 1st of the previous calendar year to waive the Annual Fee at the beginning of the calendar year.

Additional Fees

Alteration ¹	\$2,500.00
Penalty Fee for Late Annual Reporting ²	\$100.00 per day until in compliance
Other Fees and Charges ³	\$65.00 per hour or part thereof

¹ Alteration includes changes in an operator's site, including, but not limited to, boundary modification, relocation, or activation of a separate site, for any already designated magnet site, usage-driven site, or subzone site.

² The FTZ Annual Report must be submitted no later than March 1st after the end of each calendar year.

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.

Non-profit/not-for-profit organizations

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/her 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.

Section Ten: Miscellaneous Charges

700. FRESH WATER (A)

Charges for fresh water delivered to vessels at piers or wharves shall be assessed as follows:

Per ton, 250 gallons	\$3.97
The minimum invoice for fresh water charged per vessel shall be	\$90.00
Hook-Up Fee, per vessel	\$80.00

701. FRESH WATER UNIT CONNECTION REPLACEMENT (C)

When the unit is not returned, a charge of \$500.00 per Unit Connection will be assessed to the corresponding agent.

705. ELECTRIC CURRENT FOR REFRIGERATED UNITS (C)

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:

Per 20-foot unit	\$65.00 per 24-hour period or any portion thereof
Per 40-foot unit	\$75.00 per 24-hour period or any portion thereof

Such a charge shall be assessed for each 24-hour period or fractional part thereof.

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.

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:

1st Offense	\$500.00
2nd Offense	\$1,000.00
3rd Offense	Permit will be revoked

707. HARBOR FEE (A) (C)

The following Harbor fee shall be charged to each vessel on a per-call basis, excluding inaugural activities for homeport ships at the discretion of the Port Director, and subject to Item 227 requirements and conditions:

0-20,000 Gross Registered Tons	\$283.25
20,001 GRT and over	\$540.75
Passenger vessels making 300 or more sailings per year	\$77.25

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

Upon approval of the Port Director, with written application to the Port Director or designee, harbor fees may be waived when proper berthing space is available, for the purpose of wet docking, for repair or lay-up, bunkering, sludge/garbage disposal, water intake and provisioning (where no passengers or cargo are loaded or unloaded), subject to Ordinance 88-66 conditions and requirements.

710. VEHICLE PARKING AT THE PORT(C)

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

Rates at County-owned and operated parking facilities are as follows:

Short-term, per vehicle, per space, per day (not overnight), or fraction of	\$10.00
Long-term (overnight or greater), per vehicle, per space, per day or fraction of	\$25.00
Long-term (high density, overnight or greater), per vehicle, per space, per day or fraction of	\$25.00
Special events, per vehicle, per space (No Overnight Parking)	\$15.00
Lost ticket (equivalent to 11-day cruise), per vehicle, per space	\$275.00
Crew Member Parking (Per Week)	\$50.00

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. Parking facilities that are privately owned, such as the Cruise Terminal A parking garage, may apply different rates.

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.

For disabled Persons

Miami-Dade County Ordinance No. 13-104 requires all guests with a disabled parking permit or license tag to pay standard parking rates except as provided by Florida State Law. However, two hours of complimentary parking will be provided to vehicles displaying a disabled parking permit or license tag, provided the vehicle is transporting the person who has a disability and to whom the disabled parking permit or license was issued.

In accordance with Florida Statutes 316.1964, only vehicles with specialized equipment such as ramps, lifts, or foot or hand controls, for use by a person who has a disability, or any vehicle displaying a State of Florida license plate for disabled veterans issued under s. 320.084, s. 320.0842, or s.320.0845, or displaying the Florida Toll Exemption permit, are exempt from parking charges, but only if the vehicle is transporting the person who has a disability and to whom the disabled parking permit or license was issued.

Port's Partial Retention of Increased Parking Revenues

The Director may enter into written consents with each of the multi-day cruise lines that have contractual multi-day cruise parking revenue sharing incentive rights allowing the County the right to retain \$1.50 above the previously established parking rate of \$22.00 per vehicle established before FY 2024-2025.

Such written consents with the multi-date cruise lines be entered on materially similar terms and limited to the sharing of parking revenues described above, and shall further provide that, notwithstanding anything to the contrary in the preferential berthing rights agreements between the respective multi-day cruise line and the County, including any provisions limiting the County's right to impose new Port or County fees or increase Port or County fees, the aforementioned revenue sharing arrangement shall not trigger any rights adverse to the County relating to material adverse changes or granting the multi-day cruise line the right to adversely modify its business at the Port based on the imposition of a new or increased Port fee or charge. The written consents shall remain irrevocable during Fiscal Year 2025-26 and shall automatically renew annually thereafter, provided that such written consents remain in effect.

714. ANNUAL PERMIT FEES (A) (I) (C)

Permit Requirements

No one may engage in a business transaction or provide services at PortMiami 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 and retained 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 Port Director.

Obtaining a permit to do business at PortMiami does not entitle the holder of the permit to, including but not limited to, land, offices, other facilities, access to restricted areas, guaranteed business opportunities, etc. The permit only allows the holder to conduct business at PortMiami subject to the rules, conditions, limitations, and requirements of this Tariff.

Permit fees shall be applied on an annual basis, commencing on the date of issuance. Stevedore permit fees shall be applied on an annual basis, commencing in January of every year.

Permit renewals not received by the expiration date are subject to a late/reinstatement fee as stipulated in Section 714 of this Tariff.

Permit holders and all persons and entities required to obtain Port Permits shall agree to comply with all applicable laws, including the Code of Miami-Dade County, PortMiami Terminal Tariff No. 010, all applicable county, state, and federal requirements and all regulations and directives, without limitation, issued by the Port Director or Seaport Department staff.

Issuance of a business permit does not imply permission to violate any existing regulatory laws of the State, County, Federal government, or Municipalities, nor does it exempt the holder from obtaining any other licenses and/or permits required by local, state, or federal law. All applicants for motor carrier, freight forwarder, and broker authorities are responsible for having an active operating authority and complying with the insurance requirements and regulations set forth by the Federal Motor Carrier Safety Administration.

Permit Fees

Initial Processing Fee	\$400.00
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Non-Refundable. Applicable to all categories, except shipping lines and cruise lines, not otherwise listed.

Initiation Fee or Reinstatement Fee for Tug Services	\$6,000.00
Late / Reinstatement Fee (First 10 days after expiration)	\$150.00
Late / Reinstatement Fee (10+ days delinquent)	\$400.00
Company Name or Category Change	\$400.00

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

Liquefied Natural Gas (LNG) barge (per barge)	\$60,000.00
Non-LNG fuel or bunker vessels, 1 to 6 barges	\$260,000.00
Each additional non-LNG barge (per barge)	\$30,000.00
Cartage and Trucking Services	\$500.00
Crane Rentals, Heavy Lift & Hauling Services	\$750.00
Distribution of Merchandise	\$500.00
Equipment Leasing, Maintenance & Repairs	\$500.00
Ground Fueling Services	\$500.00
Car Rentals, Courtesy Shuttle Services	\$500.00
Maritime Consulting & General Services	\$500.00
Mobile Food Truck (Pre-Packaged Food Only) (Per Truck)	\$2,500.00
Mobile Food Truck (Cooking on Site) (Per Truck)	\$3,000.00
Pre-arranged Ground Transportation	\$350.00
Ship Chandlers/Suppliers	\$1,400.00
Ship's Agents	\$2,300.00
Ship Maintenance & Repair Services	\$500.00
Sightseeing/Tour Services	\$520.00
Shipping Lines and cruise lines	\$0.00
Port Tenants	\$420.00
Stevedoring Firms	\$6,000.00
Tug Services, per tug	\$16,500.00
Portable Telecommunications Antenna	\$33,000.00
All other business categories	\$500.00
Tow Truck/Vehicle Delivery Service (No Initial Processing Fee)	\$200.00
Environmental & Waste Management Services	\$500.00
Security Systems, Services & Technology	\$500.00

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

Permit renewals are subject to compliance with all permit requirements and satisfaction of any outstanding balances due to the Port.

The Port has discretion in denying the issuance of a new permit and/or the renewal of a permit based on any circumstance and/or known fact that is not consistent with Port's requirements and operating guidelines, such as, but not limited to; payment history, insurance discrepancies/inconsistencies, compliance with Port rules and regulations, outstanding claims, criminal records, convictions, location availability, and any operational constraints, etc.

Stevedoring Licenses

One Time License Application Fee	\$50.00
Performance Bond (Maintained throughout the term of the license)	\$1,000.00

Permit Violations

Companies engaging in business and/or providing services without first obtaining a business permit will, in addition to other administrative fees, 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:

1st Time:	Warning
2nd Time:	\$250 Administrative Fee
3rd Time:	\$1,000 Administrative Fee
No Valid Permit:	\$1,000 Administrative Fee

Companies with three (3) or more violations may be subject to denial of the permit for up to one (1) year from the infraction(s).

Ground Transportation and Transportation Network Companies/Entities (TNC/TNE)

Taxicabs, per pick-up	\$2.00
Transportation Network Companies/Entities, per pick-up	\$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: *

<u>Type Vehicle Rate</u>	<u>Passenger Capacity</u>	<u>Per Entry</u>
Luxury Limousine Sedans, Stretch & Super-Stretch Limousines, Vans, and Passenger Motor Carriers	14 passengers or fewer	\$ 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

Non-prepaid accounts with permit and transponder:

<u>Type Vehicle Rate</u>	<u>Passenger Capacity</u>	<u>Per Entry</u>
Luxury Limousine Sedans, Stretch & Super-Stretch Limousines, Vans, and Passenger Motor Carriers	14 passengers or fewer	\$ 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

The above-stated fees will be assessed whenever the ground transportation vehicle traverses the bridge/tunnel into the Port, whether dropping off or picking up passengers.

Ground Transportation Accounts

All ground transportation accounts delinquent by more than 60 days will be required to sign up for automatic replenishment. Accounts delinquent by more than 90 days will be automatically suspended. Companies will only be allowed to resume operations if the past-due balance is paid in full or a repayment agreement is authorized. Ground Transportation permits suspended more than 3 times due to account delinquency will be automatically revoked.

A new permit and deposit of \$500.00 will be required to resume operations. Ground Transportation permits may not be renewed until delinquent balances are paid in full. Late penalties will still apply for permits not renewed in a timely manner. Furthermore, ground transportation vehicles associated with a delinquent account may not be added and/or transferred to a new and/or different account unless outstanding trips have been paid.

Company Name or Category Change

Name or category changes will be treated as new applications and shall require the initial processing and annual permit fee. In the event of a name change, a new permit application must be submitted immediately to the Permits Section for processing and approval. Permit holders must advise the Port's Permit Section of any proposed material changes to their on-port operations. Proposed changes shall require the prior approval of the Port Director or his/her designee.

Ground Transportation – General Operations

Port staff is authorized to regularly inspect ground transportation fleets, other than TNCs/TNEs, and request that drivers furnish any legally required documentation to ensure compliance with permit and pre-arrangement regulations, including, but not limited to, those rules and regulations contained in this Tariff and the County Code.

All permitted prearranged ground transportation companies, as a condition of their permit, other than TNCs/TNEs, must be servicing cruise or cargo operations or tenant and staff needs. All other companies, other than TNCs/TNEs, are restricted from pick-up/drop-off staging for non-port-related activities.

Pre-arranged ground transportation company vehicles will await contact from their passengers for pickup. Any pre-arranged ground transportation company vehicles parked at a terminal but not actively loading shall be subject to administrative fees and penalties for improper staging. Pre-arranged ground transportation companies will have a staging lot available to wait for passenger instructions.

Prearranged ground transportation companies (other than TNC/TNEs) are required to register and install transponders in all vehicles working at PortMiami. Any and all changes made to such companies' respective fleets shall be reported immediately to the Permits Section. Failure of any such company to report fleet changes or properly install transponders in any vehicle operating at the Port shall result in the suspension and/or cancellation of the permit. Tampering with or in any way damaging the transponder will result in the automatic cancellation of such company's permit for a period determined by the Port Director or designee. The initial processing and annual permit fee shall be required for reinstatement.

The Port reserves the right, at any time, to inspect and/or validate the issued transponder, 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.

Transponder Cost

1st transponder	\$12.50
Renewal transponder fee	\$2.50
2nd transponder or any additional transponder, each	\$25.00
Replacement (Lost/Damaged)	\$25.00
Non-Returned Transponder	\$25.00

Ground transportation companies, other than TNCs/TNEs, are required to register all drivers with the Cruise Operations Section. Any and all changes must be reported immediately. Failure to do so may result in the suspension of the Port permit. All employees for ground transportation companies entering the Port, including drivers, other than TNCs/TNEs and their drivers, are required to obtain a port identification card.

Companies and all their employees are prohibited from using obscene, aggressive, or threatening language or being aggressive or threatening to passengers or enforcement personnel. The terms "obscene", "aggressive", and "threatening" shall be interpreted to mean language and/or behavior that a reasonable person would consider obscene, aggressive, or threatening under the circumstances, and would cause another person a reasonable and genuine fear of imminent harm, violence, or offensive contact, or would constitute an assault or other unlawful conduct and may include, without limitation:

- Yelling, screaming, and/or gesturing in an obscene, aggressive, or threatening manner, and/or in a manner that would constitute an assault or other unlawful conduct.
- Using obscene, vulgar, profane, hostile, and/or aggressive language or threat against and/or physical contact with another person, which causes the recipient to be put in reasonable fear of imminent harm, violence, or an offensive contact or assault.
- Throwing objects at a passenger, other Port user, law enforcement officer, or Port employee.

Prohibition on Ground Transportation Greeters and Solicitation at Cruise Terminals

“Greeters” and other non-driver employees or agents of pre-arranged ground transportation companies are forbidden to loiter within 1,000 feet of any cruise terminal. Solicitation by employees or agents of pre-arranged ground transportation companies is forbidden within 1,000 feet of any cruise terminal. Violators are subject to all applicable penalties and fees, including the confiscation of Port Identification, administrative fees, and progressive disciplinary actions as set forth in this Tariff and the County Code.

Pre-arranged Ground Transportation, Taxis, and TNC/TNE Vehicle Lot

Pre-arranged ground transportation vehicles identified as, but not limited to, vans, sedans, limousines, and minibuses, have available to them a Pre-arranged Ground Transportation Lot designated by PortMiami Operations or, as applicable, in the designated Pre-arranged Ground Transportation TNE Lot. Such non-TNE vehicles may remain inside the Pre-arranged Ground Transportation Lot until called by passengers to perform immediate pick up of their passengers with reservations. Pre-arranged Ground transportation vehicles are not to circle PortMiami as they wait for passengers to exit the terminal. The Ground Transportation, Taxis, and TNC/TNE Vehicle Lots can be relocated (or even removed) by the Port depending on property/ground needs and availability.

Notwithstanding the foregoing, TNC/TNE vehicles may only use pre-arranged ground transportation lots designated by the Port for TNC/TNE use. Except as may be prohibited by law, neither TNC/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.

All taxi cabs and TNE/TNCs are to wait in PortMiami designated open lots to receive fares to terminals. Taxi cabs must go to the open designated lot and pay \$2 before receiving terminal assignments. Taxi terminal assignments are contingent on operational needs.

Ground Transportation - Administrative Fees

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

Violation Type	Administrative Fees
Operating without a Valid/Active Permit	\$1,000.00
Delinquent Balance	\$100.00
Failure to Report Fleet Changes	\$100.00
Improper Staging	\$100.00
Greeter Violations	\$100.00
Obscene, Aggressive or Threatening Conduct	\$100.00
Other Violations of Rules & Regulations	\$100.00

Companies with three (3) violations or more for the same infraction will be automatically subject to a fine of \$1,000. Individuals with more than three (3) violations for any infraction are subject to the removal, suspension, and/or cancellation of their Port identification cards.

Companies advised of any discrepancies or violations will have two (2) business days to bring their PortMiami accounts into full compliance. Failure to do so will result in a \$1,000 administrative fee and adversely affect the company's ability to continue operating at the Port. The Port Director or designee has full discretion to suspend or revoke a company's permit if found in violation of Port regulations and/or Port Tariff No. 010.

Anyone who engages in obscene, aggressive, or threatening conduct on the Port will be subject to a \$100.00 fine. Three (3) violations or more will be automatically subject to the confiscation of their Port Identification pending a hearing with the revocation committee to address further disciplinary proceedings, which may include, at the discretion of the committee, the revocation of the repeat violator's Business permit.

Notwithstanding the foregoing, certain Tariff restrictions may be deemed inapplicable, in whole or in part, to the limited extent such restrictions (as applied to certain persons or matters) are expressly preempted by prevailing federal or state law.

TNC/TNE – General Operations

All TNC/TNE vehicles entering PortMiami must comply with applicable state requirements.

Car Rental Courtesy Shuttle Companies

Rental car companies conducting business activities at PortMiami 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. Payment and supporting documentation for these fees must be submitted to the Port's Permit Section on a monthly basis.

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.

715. PORT IDENTIFICATION CARDS AND SPECIAL DOCK PARKING PERMIT (C)

In addition to permit requirements for companies, all individuals must comply with all applicable local, state, and federal requirements to obtain a Port Identification Card. Charges for Port Identification Cards for all non-Miami-Dade County employees are as follows:

New/Renewal Green Card	Restricted and Secure Access Areas (TWIC Compliance Identification up to 5 years)	\$	0.00
New/Renewal Yellow Card	Escorted Access (Non-TWIC Compliance Identification up to	\$	25.00

New/Renewal Red Card	Public Access Area (Non-TWIC Compliance Identification up to	\$	25.00
Replacement for Yellow and Red	Lost or Stolen	\$	25.00
	Change of Company	\$	15.00

All Port I.D.s must be displayed and provided upon request to Miami-Dade County Personnel, including Miami-Dade Police Department Personnel, Cruise Operations, and Safety and Security Personnel.

All Port I.D.s are the property of Miami-Dade County and must be returned upon request. All employees and companies conducting business at PortMiami must have and display their PortMiami ID. Failure to do so may result in disciplinary actions up to and including trespassing arrest by the Miami-Dade Police Department, Seaport Operations Bureau, per Florida State Statutes 810.08 and 810.09.

Special Dock Parking Permit

All requests for a Special Dock Parking Permit must be in writing to the Seaport Director or his/her 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	\$200.00 per year, for cargo and/or cruise parking permit
Replacement	\$25.00

716. LIQUEFIED NATURAL GAS (LNG) BUNKERING (C)

All LNG bunkering companies holding a business permit with PortMiami are required to provide a copy of the Hazard Identification Risk Analysis (HAZARD), Emergency Response Plan, Operational and Safety plan, a Hurricane Plan, an emergency contact list, and copies of the completed documents from their respective Safety and Security Hazard Identification Studies (HAZID) for each respective berth.

Both the above-required Emergency Response Plan and Operational and Safety Plan shall detail the ability of the LNG bunkering operator to immediately respond to any LNG-fueled or related fire using fire-fighting equipment, materials, and trained personnel carried or stationed on the LNG vessel or barge.

PortMiami shall approve each site and/or berth where LNG bunkering is performed. Berthing of LNG vessels along the port may be permitted for a maximum of two days when a berth is available. Berthing location will be assigned by the port based on availability, and vessels may be required to vacate berthing space if needed for other port operations. The permitted LNG bunkering company must provide an advance

request to the port for all LNG bunkering operations and notifications for all LNG transit and bunkering operations. The final notification will include the quantity of LNG transferred from the barge to the vessel.

All permitted LNG bunkering companies must abide by all international, federal, state, and local laws and regulations, in addition to industry-dictated LNG policies, guides, standards, and regulations. All LNG bunker operations are subject to the approval of the Captain of the Port.

717. SHORE POWER (A) (C)

PortMiami offers shore power at five cruise terminals: Cruise Terminal A, Cruise Terminal AA, Cruise Terminal B, Cruise Terminal F, and Cruise Terminal V during fiscal year 2025/26. Shore power allows vessels, through high voltage electrical infrastructure and equipment, to plug into the electric grid while berthed and reduces emissions from these docked ships. Power is extended to the ships from a shore power substation through a mobile cable management system that provides the plugs to supply electricity to cruise vessels.

Availability

The Port has enough electrical capacity for 3 vessels to be plugged in at the same time across 5 cruise terminals. There will be two switches for PortMiami to direct which terminal will receive power among the two pairs of terminals listed below. Berth 8 is the only berth that has shore power at Cruise Terminal AA. Vessels that are shore power ready must hook up to the shore power system when shore power is available at their assigned terminal. On an annual basis, PortMiami will update the preferential shore power berth allocation schedule amongst:

- Cruise Terminal F or V
- Cruise Terminal A or B

The cruise line shall provide the Berthing Office confirmation that a shore power connection is required 48 hours prior to the vessel's arrival. If the port receives a cancellation for shore power connection within 48 hours of arrival, and shore power cannot be switched to the shared terminal (only at Cruise Terminal A, B, F or V), the daily operation and maintenance fee listed below under Shore Power Charges will be charged.

If the cruise line elects not to connect to shore power on its allocated day, it must submit a written request explaining the reasons (required maintenance, USCG inspection, etc) that the ship is unable to connect. This request must be received at least 48 hours prior to arrival.

Upon approval of the request, the allocation will automatically be given to the other shore power terminal if at Cruise Terminal A, B, G or V. If the request is not approved, and the cruise line does not connect, the cruise line will be charged the daily operation and maintenance fee listed below under Shore Power Charges. Shore power will NOT be available to share simultaneously amongst two shore power-enabled vessels at any of the paired shore power terminals listed above. It is the cruise line's responsibility to verify shore power berthing allocation thirty days prior to arrival.

Connectivity

It shall be unlawful for any vessel to connect to, receive, or use any electrical current supplied at PortMiami without written permission from the Director or Director's Designee, and without having paid or agreeing

to pay any and all charges, surcharges, fees, taxes, and assessments related thereto as set forth in this tariff.

Vessels that call at PortMiami and intend to plug into shore power must submit a Compatibility Assessment Form and be commissioned prior to plugging into the shore power system. Commissioning refers to the process of preparing a unique vessel to successfully plug into the shore power system at PortMiami. Only vessels commissioned by the Port's Commissioning Agent or designee will be allowed to plug into the Port's shore power system. The Port's Commissioning Agent, through the Berthing Office, will maintain a list of approved shore power vessels that are able to plug in at PortMiami.

Cruise lines shall notify both their Port agents and the Port when a vessel is scheduled to arrive in port and needs to be commissioned at least 60 days in advance of arrival, along with a completed Compatibility Assessment Form (this can be requested from the Berthing Office).

- If the cruise line cancels a commissioning call between 7 and 15 days prior to the scheduled commission event, the cruise line will be charged a cancellation fee equal to 50% of one day commissioning fee listed below.
- If the cruise line cancels a confirmed commissioning call with less than 7 calendar days' notice, the cruise line will be charged a cancellation fee equal to one day of commissioning listed below under Shore Power Charges.

Commissioning must be repeated until the Port places the vessel on the list of approved shore power vessels. If the vessel has not connected to any shore power system for a 12-month period, it must be re-commissioned, which is equivalent to one commission call, and is subject to one day of commissioning fees and a new Compatibility Assessment Form fee.

In accordance with FPL's interconnection requirements, the vessel shall allow representatives from FPL to observe the shore power connection point on the vessel, at reasonable hours and upon reasonable notice or at any time without notice in the event of an emergency or hazardous condition, for any reasonable purpose in connection with the performance of the power delivery or necessary to meet its legal obligation to provide service to its customers. FPL may require additional information, within reason, depending on the size of the ship's onboard generators. The cruise line must promptly provide the information prior to the vessel's arrival at PortMiami for shore power connection.

The County shall not be responsible for any damages, incidental or otherwise, to the vessel during shore power commissioning and/or regular operations. Similarly, the vessel shall not be responsible for any damage to the port's shore power system during commissioning and/or regular operations, regardless of where the issue originated.

Shore Power Charges

Any vessel requesting or receiving shore power and/or shore power-related services at PortMiami shall be responsible for and shall pay the Port upon being invoiced for all Shore Power Charges. As used in this tariff, the term "Shore Power Charges" is defined as, and shall be deemed to mean and include the sum of all FPL, commissioning, operations and maintenance, and processing fees, charges, surcharges, costs, assessments, and taxes as set forth below:

-
- a. **Florida Power & Light (FPL) Electrical Fees:** All charges, surcharges, fees, assessments, and taxes imposed, charged, or billed by or from FPL, including, without limitation, customer charges, energy charges, fuel and other surcharges, demand charges, capacity charges, franchise fees and taxes, environmental and hurricane charges or assessments, and any other power-related costs, fees, charges, assessments, and taxes imposed, charged, or billed by or on behalf of FPL in connection with or relating to the generation, transmission, or distribution of shore power to PortMiami, to any vessel berthed at PortMiami, or to any PortMiami customer. Electrical service for shore power is supplied by FPL and is subject to changes in rates without notification from PortMiami, changes or increases for which the PortMiami-berthed (shore power ready) cruise vessel shall be responsible. In addition, the landside electrical charge(s) by FPL for the shore power system will also be charged.
- b. **Compatibility Assessment and Commissioning Cost:**
- i. For each vessel connecting to the shore power system at PortMiami, the initial Compatibility Assessment Form is subject to a one-time fee of \$1,050 per vessel.
 - ii. Commissioning and registration of each shore power-enabled vessel; the Port charges \$7,350 per day (call).
 - iii. Incentive for Fiscal Year 2025/26 (FY25/26): For shore power ready vessels that require commissioning at PortMiami from October 1, 2025, through September 30, 2026, 50% of both the compatibility assessment fee and the commissioning cost will be credited on the final shore power invoice of FY25/26 provided the following occurs:
 - a. The shore power ready vessel submits its compatibility assessment form timely to have commissioning scheduled to begin within its first 6 calls at PortMiami; and
 - b. The vessel connects to shore power at least of 90% of the days when shore power is available at their assigned terminal.
- c. **Operations and Maintenance (non-power):**
- i. Daily cost for the connection, disconnection, maintenance, and monitoring of shore power, including, among other things, operation of each terminal's cable management system. This cost covers the Port's cost to connect and disconnect a vessel from landside shore power via the Port's cable management system, monitor such connection, and maintain shore power related landside electrical infrastructure, structures, switchgear, transformers, feeders, circuits, breakers, equipment, cabling, cable management systems, and other shore power associated equipment. In addition, this will include the warranty cost to cover equipment cost and installation. The Port charges \$4,115 each day, or any fraction thereof, during which shore power is connected or provided to the vessel, payable monthly in advance, and subject to quarterly reconciliation by the Port as needed.
 - ii. Processing Fee: In addition to the daily charges set forth in subsection (c)(i) above, PortMiami will charge a monthly processing fee of \$170.00 to each vessel connecting to shore power at any time during the preceding month or billing cycle, payable monthly in advance.

These charges may be adjusted on a yearly basis in accordance with actual Operations and Maintenance charges.

Allocation of FPL Cost Component of Shore Power Charges

By virtue of connecting to PortMiami's shore power system, a connecting vessel and its operator and owner agree to be responsible for, and to pay the County monthly upon demand, for all Shore Power Charges relating to or associated with the cruise berth pair(s) to which such vessel has connected or is on schedule to connect in any given month. Each shore power commissioned cruise vessel that connects to any one of the Port's three shore power-enabled terminal/berth pairs in a given month or billing cycle, shall, along with its operator and owner, be jointly and severally responsible for, and shall pay the Port upon demand, for such vessel's pro rata share of all FPL invoiced fees, charges, sur-charges, costs, and taxes as allocated by the Port based on such vessel's monthly aggregate consumption of shore power (in kWhs) as compared to the overall consumption of shore power at said terminal/berth pair during the same monthly billing cycle. For example, if in a given month shore power commissioned vessel X connects to a shore power enabled terminal four times and consumes 50,000 kWhs of shore power during that month, as compared to total terminal/berth pair shore power consumption in the same month of 100,000 kWhs, then cruise vessel X would be responsible to reimburse PortMiami upon demand for fifty percent (50%) ($50,000/100,000 = 50,000$) of the total monthly FPL bill associated with that cruise terminal/berth pair.

Payments for the FPL cost component of Shore Power Charges is due and payable to the Port on a monthly basis, in advance, and such payments must be received by the Port within thirty (30) calendar days of receipt of a Port invoice. Monthly invoices for advance payment of FPL cost related shore Power Charges shall be estimated by the Port based on cruise vessel deployment schedules, the anticipated number of monthly (shore power ready) vessel calls at each of the Port's respective three shore power terminal pairs, and FPL estimates of, and/or prior FPL bills for, shore power electrical usage and/or costs at each of the Port's respective three shore power terminal pairs. Any Shore Power Charges not fully paid within thirty (30) calendar days of invoicing shall be deemed late and will be subject to Port late fees and finance charges in the amounts set forth in Port Tariff Item 218. Any disputes relating to or arising from any shore power-related invoice must be presented to the Port in writing within thirty (30) calendar days of receipt of said invoice or any potential disputes thereof shall be deemed waived. On a quarterly or more frequent basis, at the Port's election, the Port shall reconcile such shore power user advance payments of the FPL cost component of Shore Power Charges against such user's pro rata allocation of actual FPL shore power costs (as allocated by the Port based on such vessel's monthly aggregate consumption of shore power (in kWhs) at a particular Port shore power terminal pair as compared to the overall consumption of shore power (in kWhs) at said terminal/berth pair during the same monthly billing cycle). Based on such reconciliation, the Port shall issue appropriate credits for prior FPL cost-related Shore Power Charge overpayments received (if any) and shall invoice users of shore power for any prior FPL cost-related Shore Power Charge underpayments, with payment of such invoiced underpayment amounts being due to the Port within thirty (30) calendar days of such user's receipt of a Port invoice therefor.

PortMiami may deny shore power service to any vessel, line, or vessel operator whose shore power account is delinquent, not up to date, or otherwise not in good standing. The Port reserves the right to require users and potential users of shore power at PortMiami to establish their own shore power electric accounts with FPL and to be billed directly by, and to pay, FPL for all FPL-related Shore Power Charges at no cost to the County.

Notwithstanding and prevailing over any contrary term or implication set forth in any Preferential Berthing or Lease Agreement, the Shore Power Charges shall not, either individually or in aggregate, be deemed to constitute a material and/or adverse change event or give rise to any material and adverse change relief or remedy as may be set forth, referenced, or contemplated in any existing preferential cruise berthing or

similar agreement between the County and any cruise line. Additionally, by requesting or connecting to the Port's shore power service system, cruise vessels and their respective lines, owners, and operators acknowledge and agree that neither passenger wharfage nor dockage fees imposed hereunder or otherwise include access to or provision of shore power or any other utilities to any vessel.

Section Eleven: General Information

800. MIAMI HARBOR

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.

802. MAIN CHANNEL

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 800 feet wide flair, 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 52 feet deep, and 500 feet wide on the sea end to the jetties. The main channel along the north side 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.

806. FISHERMAN'S CHANNEL

From Government Cut, the Fisherman's Channel has been dredged with a control depth of 50 feet for the easternmost 6,120 feet and 540 feet wide and a control depth of 34 feet for 5,283 feet and 500 feet wide to the west. 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.

807. LUMMUS TURNING BASIN

Located at the wide point of the Fisherman's Channel, east of the channel slip, the Lummus Turning Basin is a 1,500-foot-wide turning basin at a controlled depth of 50 feet.

808. MAIN TURNING BASIN

The Main Turning Basin, located in the western end of the Main Channel, is 1,700 feet north and south and 1,650 feet east and west, with a control depth of 36 feet.

809. WESTERN TURNING BASIN

Located at the western end of Fisherman's Channel, the Western Turning Basin has a width of 900 ft. with a control depth of 30 ft.

810. FISHER ISLAND TURNING BASIN

The Fisher Island Turning Basin is a truncated turning basin between the main channel and the north side of Fisher Island and is dredged 50 feet to provide a turning basin at the junction of the Main and Fisherman's Channels.

816. ANCHORAGE (C)

The prescribed anchorage area for vessels anchoring outside the harbor is located east of a line about 1.5 nautical miles offshore 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.

818. TIDES AND TIDAL CURRENTS

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.

The tidal currents at the entrance to Biscayne Bay may reach a velocity of 1-1/2 to 3 knots through the main channel.

850. PORT FACILITIES AND SPECIFICATIONS (C)

Marginal Berthing

PortMiami offers 19,263 linear feet of berthing on Dodge and Lummus Islands.

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) in the northwest section; and 1,000 feet (30 feet deep) at the western extremity of the South Ship Channel.

The cargo berthing areas total 10,403 linear feet: 6,120 (50 feet deep) along the southeast section of Lummus Island and the South Ship Channel at the gantry facility; and 4,283 feet (32 feet deep) of roll-on/roll-off berth space along the south section of the Port.

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 Berths

Four fixed berths designated
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) has three (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 operates 7 days per week.

Passenger Terminal Complex

PortMiami currently has eight cruise passenger terminals in use on the north side of the port: Terminal B (189,730 sq. ft.), Terminal C (190,995 sq. ft.), Terminal D (139,001 sq. ft.), Terminal E (125,387 sq. ft.), Terminal F (216,384 sq. ft.), Terminal G (143,744 sq. ft.), Terminal A (208,953 sq. ft.), and Cruise Terminal AA (493,000 sq. ft.). Both Cruise Terminals A and AA are privately operated.

Additionally, Terminal J (56,706 sq. ft.) is located on the south side of the port, and Terminal V (129,613 sq. ft.) is located on the west side. The square footage amounts listed above include areas designated for U.S. Customs and Border Protection, as well as office space.

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.

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