

Section III

Schedule of Rates



Except as otherwise provided herein, the following charges apply on containers or chassis, of 20', 40' or 45' in length and 8' wide, not loaded in excess of their rated capacity, and having the loaded or empty configuration that can be routinely handled by conventional container handling yard equipment, and are assessed against the vessel.

Additionally, unless otherwise noted all services and rates listed are considered performed on Straight Time hours.

Parties requesting yard work activities must allow a minimum 24 hours for completion of the service requested. This does not include weekends or holidays.

- 110 Receiving or Delivering containers / chassis (excluding yard handling) \$111
- 120 Receiving or Delivering "Out of Gauge" Unit Load Containers which do not require special lifting equipment. \$244
- 130 a) Fee for receiving or delivery of yachts and boats in or out of the gate

A fee shall be assessed for each yacht or boat received into or delivered from the terminal. The Fee shall be the responsibility of the Merchant unless other arrangements have been made by the bill of lading ocean carrier.

The fee does not include the charges to handle a yacht or boat, the cost of which will be as per Item 130 b) and 130 c) below.

Yacht/Boat Receiving or Delivery Fee (Gate)	
Size	Fee
Up to 50'	\$705
51' - 59'	\$823
60' - 69'	\$938
70' - 78'	\$1,055
79' - 84'	\$1,174
85' and over	As Quoted

b) Handling charges for receiving or delivery of yachts or boats to/from the water.

Yacht/Boat Receiving or Delivery Fee (Water)	
Size	Fee
Up to 50'	\$8,783
51' - 59'	\$10,538
60' - 69'	\$11,592
70' - 78'	\$12,177
79' - 84'	\$13,933
85' and over	As Quoted

- c) Handling charges for receiving of yachts or boats other than to/from the water, and for Breakbulk cargoes. Available upon Request
- d) Receiving or delivery of yacht or boat cradles (per cradle). \$304
- 140 Disposal of yacht or boat cradle, shrink wrap, tarp, dunnage, lashing gear.
 - a) Per cradle. \$1,500
 - b) shrink wrap or tarp (per yacht) \$500
 - c) dunnage and lashing gear (per yacht) \$500
- 150 a) Rigging fee, per container with over height cargoes if wires used. Available upon Request
 Receiving or delivering over height container from/to chassis or flatbed (which requires wires) to/from place of rest in the yard. This does not include lifting gear that must be hired to accommodate excessively weighted cargo beyond normal lifting gear capacity.

	b) Rigging fee, per container with over height cargo if over height spreader used (per container)	\$735
	Receiving or delivering over height container from/to chassis or flatbed (which is handled with over height spreader) to/from place of rest in the yard. This does not include lifting gear that must be hired to accommodate excessively weighted cargo beyond normal lifting gear capacity.	
160	Swapping containers between chassis or trucker chassis, per container.	\$107
170	Mounting / Grounding / Segregating, per container handled.	\$98
180	Pre-mounting containers provided service requested by 2:00pm day prior (per container on Straight Time)	\$170
190	a) Drayage of container within terminal premises, per dray per container.	\$88
	b) Drayage of containers on Dodge and Lummus Islands w/in Port to Sheds G, E, Fumigation, and Seaboard Marine, one way.	\$140
200	Weighing containers, per instance, includes handling.	See Item 480
210	Sealing containers with high security seal at time of receipt of container at gate, or upon departure.	\$40
220	Placarding container (labor and placard) at time of receipt of container at gate	
	a) Per placard removed.	\$54
	b) Per placard attached.	\$43
230	Photos fee: 5 pictures	\$30
240	Reprint of Interchange Report, per report.	\$23
250	Failure to obtain an Interchange, per occurrence.	\$707
260	Miss-park of container or chassis, per occurrence.	\$161
270	Export Redelivery	\$351
	Per container for exports received then subsequently removed from the terminal without loading a vessel. In addition to the export redelivery fee, a charge for a mount and a ground per Item 160 will be assessed for each additional container that must be moved to accommodate the redelivery.	
280	Chassis / Flatrack unbundling/bundling per stack.	
	Extra labor plus equipment and materials at manufacturer's list price plus 20%.	
290	a) Rolling of Export Containers from one vessel to a later vessel or from one port of discharge to another port of discharge, per container rolled (one charge).	\$145
	b) Rolling of Export Containers from one vessel to an earlier vessel, per container rolled (one charge).	\$259
300	No container and/or chassis leases may be terminated on SFCT facility except when such equipment is transferred directly to another steamship line that agrees to accept all charges accruing subsequent to the transfer. The charges will be assessed against the steamship line requesting the transfer, per container.	\$38
310	Over Time Gates	
	Over Time Gates will be billed at Extra Labor Man Hour Rates plus equipment rental rates subject to minimum labor guarantees.	
320	Equipment Rental Charges per hour (minimum 1 hour).	
	Container Cranes (POM owned)	POM Tariff
	RTG	\$377
	Toploader	\$275
	Forklift (up to 10,000 lbs capacity)	\$42
	Forklift (15,000 lbs capacity)	\$52
	Forklift (25,000 lbs capacity)	\$58
	Forklift (30,000 lbs capacity)	\$94
	Forklift (35,000 lbs capacity)	\$136
	Hustlers	\$58
	Bombcarts	\$28
	Mafi (per day rental)	\$321
	Chasis (per day rental)	\$50

Note 1 – Rates do not include operators.

Note 2 – Billing for crane time will be computed as follows: Total time for crane billing will be calculated beginning with the time crane is ordered until dismissed with boom in upright position. Total time for container handling equipment billing will be calculated beginning with the time container handling equipment is ordered until dismissed. For container operations, billing increment shall not be less than 1/2 hour. This verbiage does not include POM cranes which are billed per POM tariff.

Note 3 – Time delays due to non-arrival of vessel and inclement weather shall be calculated and billed at 25% of the applicable charge. Time delays caused by mechanical failures shall be calculated and no charges will be made for this time. This verbiage does not include POM cranes which are billed per POM tariff.

Note 4 – SFCT will charge the prevailing rate in conjunction with the minimum hourly guarantee required by the International Longshoremen's Association contract for equipment operators.

Note 5 – Applicable Sales Taxes are additional.

330 Man Hour Rates, Longshoremen.

a) Straight Time	\$99
b) Overtime	\$128
c) Double Straight Time	\$168
d) Double Overtime	\$211

Note: Per man hour. Man hours charged subject to minimum guaranteed hours.

340 Refrigerated Services and Electrical.

a) Occupying electrical outlet slot for refrigerated containers. Per refrigerated container, per calendar day or fractional calendar day.	Available upon Request
Charge applies also for outlets used for pre-tripping of reefer units.	
b) Daily Monitoring.	Pricing Available upon Request
c) Plug in / Unplug.	Pricing Available upon Request
d) Genset Mount or Ground.	Pricing Available upon Request
e) Fuel for Gensets.	Pricing Available upon Request

Items b) through e) are per event, subject to availability.

350 Opening and closing containers for a Government, such as AQI, LQV, tailgate inspection or per request of customer, per opening and closing on Straight Time. **\$213**

a) All export containers shall be assessed an administration and system fee per container to cover the cost of additional administration and system resources required as a result of the inspection requirements by a government agency. \$57

360 Inspection by U.S. Customs on containers during vessel operations using VACIS machine, per container (shipside exams). **\$149**

370 Inspection by U.S. Customs on containers from stack or wheels using VACIS machine, per container. **\$268**

380 Intensive Exams ordered by U.S. Customs, USDA, FDA or other Government Agencies.

Performed based upon extra labor rates, equipment rental rates, and materials used in lashing or re-securing at manufacturer's list price plus 20 for exams performed within SFCT Miami terminal.

390 Dockage - Per Port of Miami Tariff

400 Line Handling - Pricing Available upon Request, subject to availability

410 Wharfage **\$49**

420	Demurrage Charges (Rules 20, 21, and 22), upon expiration of free time.				
	<u>Containerized Cargoes</u>	<u>20' Dry</u>	<u>40' Dry</u>	<u>Tanks / Refrigerated</u>	<u>Flatrack / Spec Cont</u>
	Day 1 - 10	\$58	\$83	\$145	\$111
	Day 11 & beyond	\$110	\$133	\$187	\$181
	Break-bulk Cargo & other loose commodities (per 2000 lbs per day)				\$7
430	Storage, Empty Containers or Chassis (per calendar day or part thereof)			<u>20' Dry</u>	<u>40' Dry</u>
		Day 1 - 30		\$11	\$19
		Day 31 & beyond		\$19	\$30
440	Storage, For Sale, Damaged Containers or Chassis (per calendar day)				\$30
450	Transshipments				
	a) Unstack/Dray/Restack/TIR Preparation per container				\$51
460	Terminal Security Fee				
	a) Per full container loaded/discharged/transship				\$11.52
	b) per 2,000 lbs, non-container cargo				\$0.59
	Note 1 – For transshipments discharged and loaded at SFCT facility only one charge will apply per container (for full discharge move).				
	Note 2 – For containers received and delivered at SFCT facility without loading or discharging to/from a vessel, only one charge per container will apply.				\$13
470	Gangway Guard (4 hour minimum)				
	a) Per hour Straight Time				\$46
	b) Per hour Overtime				\$64
480	Minimum Billing				\$71
	All charges in this tariff not otherwise excepted are subject to a minimum billing charge, per billing.				
490	Rebilling Invoices				\$83
	A charge will be added to each invoice requiring rebilling except for invoices originally incorrectly invoiced by SFCT.				
500	Administration Charges				\$20
	For preparation of ILA Royalty documents or tonnage/container assessment documents, per document prepared.				
	If royalties or assessments paid by SFCT and re-billed to carrier, an additional service charge of two (2) percent will be applied. Payment on behalf of carrier are subject to agreement by SFCT.				
510	Inspections for Survey/Repair				
	Handling container from place of rest in yard to place of Inspection on terminal and return of container to place of rest in yard.				
	a) Empty Containers, per container.				\$70
	b) Full Containers, per container.				\$238
510	Reefer start check/short pti including power supply				
	Start check, per container, standard time				\$45
	Start check, per container, over time				\$60
	Start check, per container, double standard time				\$75
	Start check, per container, double over time				\$105
520	Weighing of Import Containers.				\$344
	Weighing of Import cargo laden containers (when scales are installed and operating). Per container weighed.				
530	Weighing of Export Containers.				\$23
	Weighing of Export cargo laden containers by SFCT (when scales are installed and operating) will be mandatory if the Port of Miami is no longer weighing containers at their gate. Charge to be paid prior to arrival at the terminal. Per container weighed.				
540	Verified Gross Mass (Rule 57).				
	The following VGM related charges shall apply to export cargo laden containers, as applicable:				
	a) Export containers arriving at SFCT's truck gate with no prior VGM update in SFCT's terminal operating system will be weighed and certified by SFCT for IMO/SOLAS VGM purposes. The certified weight information will be transmitted to the Carrier via EDI. The charge for this service shall be as follows:				

	1. When VGM services are contracted with the terminal in advance of the container's arrival at the gate and paid in advance utilizing SFCT's Terminal On-line Payment System. Per container.	\$12
	b) For containers arriving at SFCT's facility from the rail:	
	1. SFCT is unable to certify weights received from rail providers as being IMO/SOLAS compliant.	
	2. If an Ocean Carrier does not provide a VGM certified weight via EDI prior to the container arriving at SFCT, SFCT shall assume that the weight provided by the rail carrier, together with the estimated tare weight of the container, is the VGM and shall update the terminal operating system accordingly unless the Ocean Carrier rejects such assumption in writing. If the Ocean Carrier rejects the use of the weight provided by the rail carrier as the VGM weight, then the container will be deemed to have arrived without a VGM and will be subject to a fee as well as any resulting roll/handling and demurrage fees, each of which shall be charged to the Ocean Carrier.	\$76
550	Terminal handling fee for pallet wide containers, per container	\$117
560	Congestion Surcharge SFCT reserves the right to assess a surcharge as a result of congestion due to factors beyond SFCT's control, such as but not limited to, longshoremen's strikes, trucking strikes or weather conditions which affect the entire port area or a substantial portion thereof.	
570	a) Terminal Landing Import Surcharges	\$60
	b) Terminal Landing Service Fee (per container) Terminal Landing Surcharge and Terminal Landing Service Fee will be assessed against each import cargo laden container, each import empty container moving through the terminal under a bill of lading as cargo and each import empty container moving through the terminal that is not part of the ocean carrier's fleet. The Terminal Landing Surcharge will be responsibility of the Merchant unless other arrangements have been made by the bill of lading ocean carrier.	\$25
580	Supplying Water to Vessel Water usage charged per Port of Miami Tariff plus applicable taxes.	
590	Appointment Optimization Failure to arrive during an import appointment, an empty container appointment or failure to make an export appointment. Fee applies for appointment made to pick up an import container but the appointment is not honoured and arriving in advance or after the exact agreed appointment. Fee also applies for arriving at the terminal with an Export load without having made an appointment. Charges are based on cost incurred by SFCT.	\$100
600	Storm Protection and Related Costs	
	a) Revenue Producing Containers (per container)	\$107
	b) Non-Revenue Producing Containers (per container)	\$54
	c) Automobile (per automobile)	\$54
	d) Trucks (per truck)	\$54
	e) Busses (per bus)	\$54
	f) Boats (on Trailer) per boat on trailer	\$54
	g) Camper Trailers (Hitch Able) per camper trailer	\$54
	h) Heavy Machinery (per heavy machinery)	\$81
	i) Non-Self Propelled Unit per unit	\$107
	j) Cargo NOS per unit	\$268

610 Fuel Surcharge

Tiered percentage surcharge applied to each Throughput Move based on if the price of diesel fuel exceeds \$3.50 per gallon as determined by taking the average of the previous 26 weeks' diesel prices as published on the Lower Atlantic (PADD1C) diesel prices weekly average located on the U.S. Government Energy Information Administration web site <http://www.eia.gov/petroleum/gasdiesel/>. **Adjustments to the Fuel Surcharge will take place on April 1 and October 1 of every year.**

Lower Atlantic retail price for a gallon of diesel fuel	Fuel Surcharge Percentage
Less than \$3.50	0%
Equal to \$3.50 and less than \$3.75	1.00%
Equal to \$3.75 and less than \$4.00	2.00%
Equal to \$4.00 and less than \$4.25	3.00%
Equal to \$4.25 and less than \$4.50	4.00%
Equal to \$4.50 and less than \$4.75	5.00%
Equal to \$4.75 and less than \$5.00	6.00%
\$5.00 and Over	7.00%

- a) The Fuel Surcharge is the percentage in effect on the day of loading or unloading of the freight.
- b) The applicable percentage will be applied to Customers' invoiced loading and unloading charges.
- c) The fuel surcharge is to be assessed in addition to all other applicable loading and unloading charges.