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January 31, 2014

To: All Port of Charleston Tariff Recipients and Valued Customers

The South Carolina State Ports Authority has made changes to Terminal Tariff No. 8 effective immediately. Below are the primary areas affected, change details can be found in the Tariff:

**AREAS OF CHANGE:**

**Rule 34-141** *U.S. Military Movements, Exercises, and/or Deployments* increase rate to correspond with breakbulk wharfage rate (Rule 34-245).

**Rule 34-164** *Stevedore Scheduling* new rule pertaining to multiple stevedores working a vessel.

**Rule 34-215** *Charges on Containers and Chassis* intermodal container transfer – cancel.

The tariff can be obtained through the Ports Authority's website at [www.portcharleston.com](http://www.portcharleston.com).

Any questions or rate inquiries may be sent to: [quotes@scspa.com](mailto:quotes@scspa.com)



3RD AMENDED TITLE PAGE  
CANCELS 2ND AMENDED TITLE PAGE  
FMC-T NO. 8

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# **SOUTH CAROLINA STATE PORTS AUTHORITY**

TERMINAL TARIFF NO. 8

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CHARGES, RULES AND REGULATIONS  
GOVERNING  
WHARFAGE, HANDLING, STORAGE AND OTHER  
MISCELLANEOUS PORT TERMINAL OR WAREHOUSE SERVICES

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## **TERMINAL TARIFF**

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APPLICABLE AT PORT OF CHARLESTON, SOUTH CAROLINA

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**ISSUED DECEMBER 01, 2013**

**EFFECTIVE JANUARY 01, 2014**

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ISSUED BY  
TARIFF MANAGER  
P.O. BOX 22287  
CHARLESTON, S.C. 29413-2287  
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# **I. RULES AND REGULATIONS**

## **A. GENERAL**

**RULES AND REGULATIONS****RULE 34-001  
AUTHORITY HELD HARMLESS  
ISSUED: 29OCT1993  
EFFECTIVE: 02DEC1993**

All users of Authority facilities agree to indemnify and hold harmless the Authority from and against any and all causes of action, suits, claims, damages, and demands of whatever kind or nature, including claims for consequential damages, claims for personal injury, wrongful death, breach of contract, property damage, natural resource damage, loss of income and earnings, civil or criminal fines that are incident to or result from the user's operations on the property of the Authority and the use of the Authority's facilities (hereinafter "damages"), and all users shall defend the Authority from any legal or equitable action brought against the Authority based on said damages, and pay all expenses and attorneys' fees in connection therewith.

This rule is not to be construed as requiring any user to hold harmless or indemnify the Authority for that portion or percentage of such losses, etc., if any, caused by the negligence of the Authority.

**RULE 34-005  
GENERAL APPLICATION  
ISSUED: 13JAN2011  
EFFECTIVE: 13JAN2011**

The charges, rules and regulations published in this tariff apply on all cargo moving through the facilities of the South Carolina State Ports Authority, hereinafter referred to as "Authority," and shall apply equally to all users of the facilities.

The charges published in this tariff are in addition to those assessed for transportation.

Except as otherwise shown, the charges published in this tariff apply only on cargo in standard packages.

The wharfage charges published in this tariff are assessed against the vessel.

Except as otherwise shown, the handling and storage charges published in this tariff are assessed against the cargo.

The handling charges published in this tariff will apply on the gross weight of the cargo, unless otherwise noted.

The handling charges published in this tariff will be assessed per 2,000 pounds, unless otherwise noted.

The handling charges published in this tariff are also applicable for the loading or unloading of cars or trucks.

(Continued on next page)

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**RULES AND REGULATIONS****RULE 34-005, CONT'D.**

The handling charges published in this tariff will be fifty percent (50%) higher when the Authority is required to place cargo on or remove cargo from pallets furnished by shipper or consignee at time of loading or unloading.

The handling charges published in this tariff on cargo on pallets will also apply on cargo on skids.

Except as otherwise shown, the storage charges published in this tariff apply on cargo held in regular storage.

The use of Authority facilities constitutes an acceptance by the user of all charges, rules and regulations published in this tariff and the user agrees to pay all charges and be governed by all rules and regulations published in the tariff.

Charges, rates, rules, and payment terms for services, as provided in this Tariff, may be varied by written agreement.

**RULE 34-010  
SERVICES RESERVED  
ISSUED: 15SEP2000  
EFFECTIVE: 01OCT2000**

Services normally performed by the Authority will be performed only by Authority personnel unless permission is granted to other personnel to perform such services. If permission is granted, the Authority shall be paid for labor, materials, utilities or facilities it may furnish in connection with such services, including personnel it may furnish to protect its interest. No mechanical equipment may be brought or used on Authority property without permission.

**RULE 34-020  
AUTHORITY LIABILITY  
ISSUED: 15SEP2001  
EFFECTIVE: 01OCT2001**

Except as may be caused by its own negligence, the Authority shall not be liable for any loss or damage to any cargo, container, or chassis handled over or through its facilities or stored in its facilities resulting from fire, water, collapse of buildings, sheds, platforms or wharves, settling of floors or foundations, breakage of pipes or for loss or damage caused by rats, mice, moths, weevils or other animals or insects, frost or the elements, nor shall it be liable for any delay, loss or damage resulting from strikes, tumult, insurrection, acts of governmental authorities, force majeure, or acts of God.

Any limitation of liability contained in the Bill of Lading or other document by which the goods are traveling shall, to the extent offered to terminal operators, apply to and inure to the benefit of the Authority.

Regardless of the nature of the claim or cause of action, whether in contract, tort, warranty, or otherwise, the Authority shall not be liable for incidental or consequential damages, costs or expenses including, but not limited to, loss of use, lost profits, or other consequential or incidental economic loss, resulting from loss or damage to property.

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**RULES AND REGULATIONS****RULE 34-021  
JURISDICTION  
ISSUED: 06JAN1999  
EFFECTIVE: 06JAN1999**

Jurisdiction for any action against the Authority, arising from Authority services, whether in law or equity, whether sounding in contract or in tort, lies exclusively in the Circuit Courts of the state of South Carolina, and in no other forum. In the case of an action in tort, jurisdiction is in the Circuit Court of South Carolina and brought in the county in which the act or omission occurred. In any action sounding in contract, jurisdiction is solely in the Circuit Court of Charleston County. Use of Authority facilities or services further constitutes consent to jurisdiction in accordance with this Item, and constitutes waiver of jurisdiction or venue in any other location or forum.

This Item does not apply to actions brought pursuant to Acts of the Congress of the United States that expressly designate the jurisdiction in which such actions should be commenced, and from which the Authority would not have sovereign or eleventh amendment immunity.

**RULE 34-022  
ARBITRATION  
ISSUED: 01SEP2007  
EFFECTIVE: 01OCT2007****CANCEL**

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**RULES AND REGULATIONS**

**RULE 34-025  
 DOCKAGE  
 ISSUED: 15SEP2000  
 EFFECTIVE: 01OCT2000**

Dockage charges are assessed against the vessel and will be computed on LOA (length overall) of the vessel as published in *LLOYD'S REGISTER OF SHIPPING*. (See Rule 34-212, Page 30)

When the Authority requires vessels or barges, other than LASH barges, to vacate a berth within the first 12 hours of a dockage day, only one-half dockage will be assessed for that day.

Dockage charges are not applicable on tow boats, landing tows or barges moored alongside vessels for the purpose of transferring cargo to or from such vessels.

Dockage charges apply for each 24-hour period or fractional part thereof beginning with the time that vessel or barge moors and ending with the time that vessel or barge unmoors.

Advance berthing arrangements must be made with the Authority for all vessels and barges. The Authority may give berthing priority to vessels over barges and barges may be required to vacate a berth for vessels.

Agents/vessels must notify the Harbor Master of the estimated time of arrival of vessels and barges entering the port at least 48 hours in advance of their arrival.

Agents/vessels must notify the Harbor Master of the vessels' estimated time of departure at least 2 hours prior to their sailing.

Agents/Vessels must notify the Harbor Master at least one day in advance for requesting water.

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**RULES AND REGULATIONS****RULE 34-030  
FUMIGATION  
ISSUED: 01SEP2005  
EFFECTIVE: 01OCT2005**

All fumigation services at the Authority will be performed by private operators.

All fumigating companies conducting operations on Authority facilities shall register with the Authority prior to undertaking such operations and thereafter on July 1 of each year and, in addition, shall comply with the following:

Pay to the Authority a charge of \$250.00 per year for each and every vehicle to be used on Authority facilities for which the Authority will issue an identifying decal authorizing entrance to Authority facilities.

Deposit with the Authority either cash or bond in the amount of \$500.00 any balance of which will be refunded within 30 days after termination of all operations on Authority facilities.

Provide the Authority with copies of certificates of liability insurance covering the operations on Authority facilities showing the maximum limits for bodily injury and property damage.

Mark and identify all vehicles and equipment to be used on Authority facilities and maintain such vehicles and equipment in good condition.

Remove from Authority facilities all vehicles, equipment and material not currently being utilized and all scrap and trash resulting from operations on Authority facilities.

Conduct all operations in accordance with Authority, Coast Guard and OSHA regulations and federal, state and local statutes and only within areas designated by the Authority and refrain from entering other areas without written permission from the Authority.

Service orders for fumigation must be submitted to the terminal manager. The terminal manager will execute the service orders in the order received, and designate the location where services are to be performed. Handling instructions must accompany fumigation service orders.

**CANCEL**

**RULE 34-035  
FURNISHING CARGO CONTROL SUPERVISORS  
ISSUED: 15SEP1993  
EFFECTIVE: 01OCT1993**

The Authority shall furnish cargo control supervisors to check cargo being delivered to or received from vessels at the time of loading and discharging. It shall also furnish cargo control supervisors to check cargo being delivered to or received from containers at the time of stuffing or stripping. The Authority shall furnish as many cargo control supervisors as required to protect its interest. Charges for this service are published in Rule 34-200 and assessed against the vessel.

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**RULES AND REGULATIONS****RULE 34-040  
HAZARDOUS COMMODITIES  
ISSUED: 15SEP2004  
EFFECTIVE: 01OCT2004**

Shipments of hazardous materials as defined in 49 CFR 172.101, extremely hazardous substances as defined in 40 CFR 355 Appendix A, and CERCLA hazardous substances as defined in 40 CFR 302 Table 302.4 will be permitted only upon full compliance with applicable regulations by steamship lines, their agents, and agencies of transportation. Applicable regulations include all federal, state, and local requirements.

Anyone or any concern tendering hazardous commodities for storage and/or movement through the Authority's facilities shall provide advance notification to the Authority in accordance with the standards of reasonable care and prudent conduct, and in accordance with prevailing published hazardous materials rules. The Authority provides steamship lines and agents, with a written list of materials that require advance approval before being received at Authority facilities. It is the responsibility of the steamship line and/or agent tendering hazardous commodities for storage and/or movement through Authority facilities to request and receive advance approval from the Authority through the Hazardous Material Approval notification system provided on the Authority website at [http://www.scspace.com/Online\\_Tools/hazmat\\_form.asp](http://www.scspace.com/Online_Tools/hazmat_form.asp).

For import, export, or transshipped cargo qualifying as hazardous material cargo, request for approval must be only from the steamship carrier or its registered agent and from no other. Steamship line or agent shall provide a Hazardous Material Load List and/or Discharge List to the Authority by the end of the next regular business day following completion of the vessel's operations.

If an unauthorized hazardous commodity is found on Authority facilities, the Authority may order its removal by the responsible steamship line or agent. All charges, for removal, including those assessed by the Authority will be the responsibility of the steamship line or agent responsible for the unauthorized hazardous commodity.

Anyone or any concern handling, using, owning, transporting, possessing or disposing of hazardous materials shall also indemnify and hold harmless the Authority from all damages, claims, expenses, including attorney fees resulting from the presence of such commodities at or near the ports of South Carolina, excepting only that portion caused by the negligence or fault of the Authority, its agents or employees.

Failure to comply with the requirements of this Rule 34-040 may result in denial of access to the Authority's facilities for such hazardous cargo, and any loss or cost resulting from such denial of access shall be the responsibility solely of the non-complying user and not that of the Authority.

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**RULES AND REGULATIONS**

**RULE 34-045  
 HOLIDAYS  
 ISSUED: 13DEC2011  
 EFFECTIVE: 13JAN2012**

The following holidays are observed by the Authority and ILA:

HOLIDAY	Authority	ILA
New Year's Day (January 1)	No Work Day	No Work Day
Martin Luther King, Jr. Birthday (Third Monday in January)	Holiday Overtime	Holiday Overtime
President's Day (Third Monday in February)	Holiday Overtime	Holiday Overtime
Good Friday (Friday before Easter)	Regular Work Day	Holiday Overtime
Memorial Day (Last Monday in May)	Holiday Overtime	Holiday Overtime
Independence Day (July 4)	No Work Day	No Work Day
Labor Day (First Monday in September)	No Work Day	No Work Day
Veterans' Day (November 11)	Holiday Overtime	Holiday Overtime
Thanksgiving Day (Fourth Thursday in November)	Holiday Overtime	Holiday Overtime
Thanksgiving Friday (Friday after Thanksgiving)	Holiday Overtime	Regular Work Day
Christmas Eve (December 24)	Regular Work Day	Holiday Overtime
Christmas Day (December 25)	No Work Day	No Work Day
New Year's Eve (December 31)	Regular Work Day	Holiday Overtime

When a holiday falls on Saturday, the preceding Friday will be observed. When a holiday falls on Sunday, the following Monday will be observed.

**RULE 34-050  
 INSURANCE  
 ISSUED: 15SEP1993  
 EFFECTIVE: 01OCT1993**

The charges published in this tariff do not include any expense of insurance covering owner's interest in the cargo nor will such insurance be effected by the Authority under its policies.

**RULE 34-055  
 PAYMENT OF INVOICES  
 ISSUED: 15SEP2001  
 EFFECTIVE: 01OCT2001**

All invoices are rendered in accordance with this tariff and are due on presentation payable at Charleston, South Carolina in dollar funds collectible at par. Failure to pay within 30 days (or within the time specified in an agreement between the user and the Authority) will result in the responsible party being placed on the delinquent list. All parties placed on the delinquent list will be denied further use of Authority facilities until all outstanding charges have been paid. The Authority reserves the right to estimate and collect in advance all charges against cargo or vessels if credit has not been established with the Authority or if parties representing such cargo or vessels have habitually been on the delinquent list. Use of the facilities may be denied until such advance charges have been paid. The Authority reserves the right to apply any payment received against the oldest outstanding invoices.

Amounts outstanding after 30 days will be considered delinquent and may be subject to interest charges at a rate of 1% per month or 12% per annum.

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**RULES AND REGULATIONS****RULE 34-060  
PROVIDING BILLING INFORMATION  
ISSUED: 15SEP2003  
EFFECTIVE: 01OCT2003**

All vessels, their owners, agents and stevedoring companies shall permit the Authority access to manifests, loading or discharge lists, rail or motor carrier freight bills or any pertinent documents for the purpose of audits to determine the accuracy of reports filed or for obtaining necessary information for correct billing of charges. They shall, within five (5) regular working days after vessel sails, furnish the Authority with information on all cargo loaded or discharged as well as any other information which might be required for the accurate billing of cargo and vessel charges.

The penalty provisions of this rule for failure to provide such information within the specified time will result in a charge of \$50.00 per day for each day beyond the five (5) regular working days allowed and may result in the denial of berth assignment for any succeeding vessel(s) until such user is in compliance.

**RULE 34-065  
REGISTRATION REQUIRED  
ISSUED: 15SEP1993  
EFFECTIVE: 01OCT1993**

All firms conducting business with the Authority or operating on Authority facilities and all firms operating within the harbors of the ports under the jurisdiction of the Authority that provide a service to vessels or barges docking at Authority facilities are required to register with the Authority on July 1 of each year. Firms shall include all corporations, partnerships or individual proprietorships. Registration will consist of completing a form to be furnished and filed with the Authority. Information to be furnished shall include the name and address of the firm and its principals or senior corporate officers, the location of all offices, a listing of business licenses in effect and credit references. In addition, all firms shall furnish to the Authority certificates of insurance evidencing coverage requirements stated on the annual registration form. The registration form must be signed by a principal or senior corporate officer of the firm and the Authority may deny use of its facilities to any firm furnishing false, incomplete or misleading information. All new firms must register and furnish certificate of insurance prior to conducting any business or operations as defined in this rule. Subsequent registration shall take place on July 1 of each year.

**RULE 34-067  
SOLICITATION  
ISSUED: 29SEP2009  
EFFECTIVE: 01OCT2009**

It shall be unlawful for any person or firm to solicit or carry on business on Authority facilities without first registering with the Authority as required by this Tariff in Rule 34-065 in addition to having the required State, County, and/or local municipal occupational licenses. Registered persons or firms conducting business with the Authority or operating on Authority facilities and certain registered persons or firms that provide services and operate within the harbors of the ports under the jurisdiction of the Authority shall comply, where it is applicable, with the Authority's written Policy on Solicitation.

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**RULES AND REGULATIONS****RULE 34-070  
REGULAR WORKING HOURS  
ISSUED: 01DEC2013  
EFFECTIVE: 01JAN2014**

The regular working hours of the Authority are from 8 a.m. to 12 Noon and from 1 p.m. to 5 p.m., Monday through Friday, holidays excepted. Services performed during these hours will be billed at applicable straight time charges, except as otherwise shown.

Straight-time hours related to Container Yard Operations only are 7 a.m. to 6 p.m., Monday through Friday, holidays excepted.

If the gates are opened outside the regular hours, whether by Authority choosing or upon request, then Ocean Carriers will be invoiced for their proportional share of gate labor expense based on their volume of transactions.

**RULE 34-075  
RESPONSIBILITY FOR CHARGES  
ISSUED: 15SEP2000  
EFFECTIVE: 01OCT2000**

On each shipment moving out of the port by water, the party performing the forwarding function shall be responsible to the Authority for the payment of terminal charges on such shipment and these charges shall become the obligation of the party performing the forwarding. In any case of doubt as to who is the party performing the forwarding function, acceptance of the inventory record tendered by the Authority shall constitute an admission by the party accepting it that he is performing the forwarding function. Under no circumstances shall the Authority be requested or expected to tender inventory records to parties not maintaining a place of business in the Port of Charleston.

The party performing the forwarding function for export household goods and privately owned vehicles shall be responsible for the collection of terminal charges to the Authority prior to the cargo loading aboard a vessel. Invoicing for these terminal charges will be submitted only to the party performing the forwarding function and remittances shall be made in legal tender from the party performing the forwarding function.

On each shipment moving into the port by water, the party performing the forwarding function shall be responsible to the Authority for the payment of terminal charges on such shipment and these charges shall become the obligation of the party performing the forwarding.

On each shipment moving into another port by water and transhipped to Authority facilities by rail or truck, the vessel discharging the cargo at the other port shall be responsible to the Authority for the handling in charge which shall become the obligation of the vessel or agent. Any additional charges shall become the obligation of the party performing the forwarding.

The local steamship agent handling the vessel or representing the line shall be responsible to the Authority for terminal charges assessed against the vessel or line. The LASH vessel or its agent shall be responsible to the Authority for terminal charges assessed against LASH barges.

(Continued on next page)

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**RULES AND REGULATIONS****RULE 34-075, CONT'D.**

On each shipment, inbound or outbound, the Authority shall have the right to refuse to release a shipment until given satisfactory assurance that all terminal charges against the shipment will be paid.

**RULE 34-080  
RESPONSIBILITY FOR CLEANING FACILITIES  
ISSUED: 15SEP1993  
EFFECTIVE: 01OCT1993**

All users of Authority facilities shall be held responsible for cleaning the facilities after using them, including adjacent aprons and gutters. If the facilities are not properly cleaned, the Authority shall order them cleaned and bill the responsible party at the charges published in this tariff.

**RULE 34-085  
RESPONSIBILITY FOR DAMAGE TO FACILITIES  
ISSUED: 01DEC2013  
EFFECTIVE: 01DEC2013**

All users of Authority facilities, including vessels, their owners and agents, shall be held responsible for all damage resulting from their use of Authority facilities and the Authority shall reserve the right to repair or replace or contract for repair or replacement of such damaged facilities. Such users damaging Authority facilities shall be liable for actual cost of repair or replacement of the damaged facilities, plus fifteen percent (15%) of such costs for Authority overhead and supervision, plus such other damages recoverable under the laws of the State of South Carolina.

The Authority may detain any vessel or other watercraft responsible for damage until security has been given in the amount of the amount of one and one-half times the estimated cost of repair or replacement of the damaged facilities, or, if repairs or replacement have been completed, the actual cost to repair the damage or replace the damaged facilities, plus fifteen percent (15%) for Authority overhead and supervision.

If legal action is necessary to collect the cost of repair or replacement of the damaged facilities, the Authority shall be entitled to recover the costs of collection, including reasonable attorneys' fees, which fees shall not be less than fifteen (15%) of the amount of the actual costs of repair or replacement and Authority overhead and supervision, which collection costs shall be made part of any judgment obtained.

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**RULES AND REGULATIONS****RULE 34-086  
SAFETY AND WORKMANLIKE PERFORMANCE  
ISSUED: 27MAR2000  
EFFECTIVE: 01APR2000**

All users of Authority facilities shall conduct their operations and activities at the Authority's facilities in a safe manner, shall comply with all safety rules and regulations of the Authority and shall comply with the safety regulations imposed by applicable Federal, State, and Local rules and regulations. Also all users shall require the observance of these safety rules and regulations by all employees, contractors, business invitees and all other persons transacting business with or for such users or in any way related to user's business in or upon the Authority's facilities. Each user agrees, for itself and any employee, contractor or other person working for or on behalf of the user, to observe due care at all times as required by the circumstances of its operations on the Authority's facilities. Also neither the user nor its employees nor any contractor nor any person engaged in the performance of user's operations shall require any person working for or on behalf of such user to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to anyone's health or safety.

Each user shall perform its work in a workmanlike manner.

**RULE 34-090  
SHIPPERS REQUESTS AND COMPLAINTS  
ISSUED: 01DEC2012  
EFFECTIVE: 01DEC2012**

Requests and complaints from shippers on matters relating to charges, rules and regulations published in this tariff should be addressed to:

Tariff Manager  
South Carolina State Ports Authority  
Post Office Box 22287  
Charleston, South Carolina 29413-2287  
quotes@scspa.com

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**RULES AND REGULATIONS****RULE 34-095  
SMOKING PROHIBITED AND FIRE SIGNAL  
ISSUED: 15SEP1993  
EFFECTIVE: 01OCT1993**

Smoking in the transit sheds, warehouses, on the dock or on vessels handling cotton or other flammable cargo is prohibited. In case of fire on board a vessel in port, except vessels underway, such vessel should sound five (5) prolonged blasts of the whistle or siren, each blast to be from four to six seconds duration, to indicate a fire on board or on the dock at which the vessel is berthed. Such signal should be repeated at intervals to attract attention and may be used as an additional method for reporting a fire.

**RULE 34-096  
PORT POLICE SERVICES  
ISSUED: 15SEP2000  
EFFECTIVE: 01OCT2000**

The South Carolina State Ports Authority Port Police has jurisdiction over all aspects of security at Authority terminals and facilities, including, but not limited to, cargo, gate, gangway watch and other routine or emergency situations. Any request to use private or special security other than the Authority's Port Police **must be approved by the Authority's Chief of Police.**

If private or special security is authorized, certified police officers must be used. The Chief of Police will determine the number of personnel assigned per function. The Authority reserves the right to assess a charge for any special function or activity. The Chief of Police can be reached at phone numbers (843) 577-8665 and (843) 728-0245 or via fax at (843) 577-8655.

Charges for normal port security (cargo and gate) are published in Rule 34-200.

Charges for private or special security, if authorized, will be billed at cost, plus thirty (30) percent.

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**RULES AND REGULATIONS****RULE 34-097  
PERSONNEL AND VEHICLE ACCESS TO FACILITIES  
ISSUED: 26OCT2007  
EFFECTIVE: 26OCT2007****A. Personnel Access**

All Authority Terminals and facilities are Restricted Access Areas. Entry into Authority facilities is allowed for valid, verifiable business only. Persons seeking entry must present photo identification (ID) approved by and acceptable to the Authority's Port Police; entry is not permitted without an approval and valid photo ID. Photo ID must be produced on demand of the Authority or of law enforcement when on Authority facilities.

All facility personnel that require regular access to Authority facilities for official business must apply for ID cards issued by the Authority. Regular access is access more than twice within any consecutive 30-day period. The application process and forms are provided by Authority Port Police. An administrative fee for the application process shall be charged in the amount of \$20 for qualified applicants. An additional charge of \$35 will apply to replacement of lost or misplaced ID cards. ID cards shall be valid for one year, after which they shall expire. The SPA-issued ID cards must be displayed at all times while on Authority facilities.

**B. Vehicle Access**

All persons requiring regular vehicle access to Authority facilities and which are necessary and essential to accomplish authorized job tasks on Authority facilities, as determined by the Authority, must apply for vehicle access decals through the Authority's Port Police. Vehicles that are authorized regular access will be issued appropriate decals to display on the windshield. The decals will expire annually at the end of the month in which they were issued.

A charge of \$20.00 per year shall be paid for each and every vehicle that is necessary and essential to accomplish the authorized job tasks on Authority facilities and for which the Authority will issue an identifying decal authorizing entrance to Authority facilities.

Vehicles that are not essential and necessary to accomplish the authorized job task for access purposes, as determined by the Authority, but are used as transportation to and from work, will pay to the Authority \$5.00 per year for each and every vehicle for which the Authority will issue an identifying decal authorizing entrance to park in General Parking Lots only.

Applicants for vehicle access decals must provide the Authority with certificates or other satisfactory proof of liability insurance.

All persons operating vehicles on Authority facilities must abide by all Authority traffic and parking regulations, signs and traffic control signals and pavement markings. Violations shall result in monetary fines, suspension of vehicle access privileges, and/or impoundment or removal of the vehicle, as appropriate in the judgment of the Authority. Habitual offenders or those failing to pay fines shall have vehicle access privileges revoked.

Vehicles improperly parked in areas designated as restricted or no-parking areas may be towed, removed and/or impounded, with or without notice, at the risk and expense of the owner. Vehicle owners shall comply with directions of the Authority's Port Police as to operation, parking or location of vehicles.

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**RULES AND REGULATIONS**

**RULE 34-097, CONT'D.**

**C. Weapons Prohibited, Security Screening and Searches**

Weapons are prohibited on Authority facilities except for authorized law enforcement. The Authority enforces the laws, rules and regulations promulgated under the Maritime Transportation Security Act of 2002. Entry into Authority facilities constitutes valid consent to search of persons, vehicles and property on Authority facilities. Security screenings and searches may include, without being limited to, visual inspection, inspection inside packages and containers, and use of mirrors, screening devices or dogs. Searches may be conducted at random.

**D. Failure to Comply**

Persons or vehicles failing to comply with this Rule may be denied access to Authority facilities and/or removed from Authority facilities.

# **I. RULES AND REGULATIONS**

## **B. BREAKBULK**

**RULES AND REGULATIONS****RULE 34-100  
FREE TIME  
ISSUED: 15SEP2001  
EFFECTIVE: 01OCT2001**

The Authority will allow the following free time on cargo moving through its facilities:

No Free Time allowed on any export or import piece of cargo over 50,000 pounds held on the high dock area.

The Authority will have the option to move pieces over 50,000 pounds each, after expiration of free time, to another location on Authority premises or to a public/private warehouse at the owner's expense.

Ten (10) days, including Saturdays, Sundays and holidays, on cargo held under cover and loaded aboard a vessel.

Fifteen (15) days, including Saturdays, Sundays and holidays, on cargo not subject to weather damage held in the open and loaded aboard a vessel.

Ten (10) days, including Saturdays, Sundays and holidays, on cargo discharged from a vessel and held under cover.

Fifteen (15) days, including Saturdays, Sundays and holidays, on cargo not subject to weather damage discharged from a vessel and held in the open.

Ten (10) days, including Saturdays, Sundays and holidays, on cargo transshipped between vessels.

Free time will begin at the first 8 a.m. after receipt of the cargo.

No free time will be allowed on cargo that is not loaded aboard or discharged from a vessel at Authority facilities.

After free time expires on import cargo, a handling to store charge will be assessed if cargo is physically moved.

If storage space is not available at the terminal where cargo is located, cargo will be transferred to a terminal where storage space is available at owner's expense.

No free time will be allowed on cargo loaded or discharged directly between vessels and cars or trucks, cargo of an objectionable nature or cargo which might contaminate other cargo.

Transfer of ownership of cargo after free time expires will result in a handling and drayage charge, if applicable.

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**RULES AND REGULATIONS****RULE 34-100, CONT'D.**

The Authority may alter the allowable free time on any merchandise if terminal operations or movement of merchandise are interrupted by war, earthquake, flood, fire, riot or any unusual occurrence which, in the judgment of the Authority, warrants the alteration of such free time.

**RULE 34-105  
COMPUTATION OF STORAGE  
ISSUED: 01SEP2006  
EFFECTIVE: 01OCT2006**

Except as otherwise shown, the storage charges published in this tariff are for each calendar day or fractional part thereof.

Storage charges published in this tariff will be assessed per 2,000 pounds, unless otherwise noted.

Storage on export cargo will cease to accrue when cargo is stuffed into a container or loaded aboard a vessel.

Storage will be calculated using daily rates on a calendar month basis with each month being defined as a 30-day period beginning on the first of a given month.

Partial month storage will be calculated on actual days in store and minimums will apply.

The rate for the first partial month's storage and/or the first full month's storage will be at the base tariff rate.

Cargo in storage the second full month will be at the base tariff rate plus 25%.

Cargo in storage the third full month will be at the base tariff rate plus 50%.

Cargo in storage the fourth full month and over will be at the base tariff rate plus 100%.

**RULE 34-110  
LOADING OR UNLOADING TRUCKS  
ISSUED: 15SEP2004  
EFFECTIVE: 01OCT2004**

The Authority requires scheduling in advance of all receipt and delivery of breakbulk cargo by truck. Cargo to be loaded or unloaded on Tuesday through Friday must be scheduled by 3:00 p.m. the preceding day. Cargo to be loaded or unloaded on Saturday, Sunday or Monday must be scheduled by 3:00 p.m. the preceding Friday. Trucks that arrive after their scheduled time slot or without a scheduled time slot will be considered unscheduled and may not be

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**RULES AND REGULATIONS****RULE 34-110, CONT'D.**

serviced immediately. The Authority will make every attempt to serve unscheduled or late trucks during the day of arrival--this cannot be guaranteed. Such unscheduled trucks may need to be scheduled on a subsequent day. The Authority may require overtime if loading or unloading of trucks cannot be performed during straight time. Additional charges for services performed in overtime status are applicable in Rule 34-200.

When cranes are required to load or unload cargo at the Authority and domestic trucks fail to meet their scheduled appointment, standby charges will be assessed at the hourly crane rental rates, plus thirty (30%) percent.

Scheduling is done at the respective terminal where cargo is received.

The scheduling department can be reached at telephone number (800) 382-4577

**RULE 34-111  
LOADING OR UNLOADING RAIL CARS  
ISSUED: 15SEP1999  
EFFECTIVE: 01OCT1999**

All cars furnished by rail carriers will be accepted as cars in good order and will be loaded or unloaded with the exception of improperly loaded cars, which will not be handled at regular tariff rates. The rail carrier will be called and a special contract will be executed covering the unloading of improperly loaded cars. Trash, fastenings, dunnage, paper and refuse will not be cleaned from cars. Trash, fastenings, dunnage, paper and refuse will not be cleaned from cars except by special contract. If rail cars have not been properly cleaned before placing on rail, the rail carrier will be held responsible for contamination and for detention of cars until they are properly cleaned. Any services required by rail carriers will be performed on a cost plus thirty (30%) percent basis.

**RULE 34-115  
NON-RESPONSIBILITY FOR DEMURRAGE OR DETENTION  
ISSUED: 15SEP2001  
EFFECTIVE: 01OCT2001**

The Authority will not be responsible for any demurrage or detention on rail cars, trucks, containers, chassis or vessels, except for any portion of the charge caused by the Authority's own negligence.

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**RULES AND REGULATIONS****RULE 34-120  
QUOTATION OF SPECIAL CHARGES, RULES OR REGULATIONS  
ISSUED: 29OCT1993  
EFFECTIVE: 02DEC1993**

The Authority may quote special charges, rules or regulations to government agencies or charitable organizations. It may also quote special charges on plant or project cargo moving from one shipper to one consignee and on which advance arrangements have been made with the Authority.

The Authority may quote handling/storage charges on volume breakbulk shipments for time increments not to exceed one year.

When such arrangements are made, the terms and conditions of the arrangement will be filed with the Federal Maritime Commission on or before the effective date of the arrangement.

**RULE 34-121  
RECEIPT OF EXPORT BREAKBULK CARGO  
ISSUED: 10DEC2010  
EFFECTIVE: 10JAN2011**

The following information is required for acceptance of export breakbulk cargo upon delivery and is required to be supplied to the Authority on an Export Dock Receipt.

Exporter/Shipper  
Commodity Description  
Number of Pieces  
Weight (gross)  
Measurement/Dimensions  
Identification Marks/Project Cargo  
Exporting Carrier/Vessel and Voyage Number  
Booking Number  
Port of Discharge  
Freight Forwarder and Reference Number  
Hazardous Certificate, When Required  
Miscellaneous Services Required  
Bill to Party and Reference Number

Export Dock Receipt may be sent to the following:

Columbus Street Terminal:	Fax (843) 577-8662
North Charleston Terminal:	Fax (843) 745-6557
Union Pier Terminal:	Fax (843) 577-8771
Wando Welch Terminal:	Fax (843) 856-7035
Veterans Terminal:	Fax (843) 745-6560

**RULE 34-125  
SEGREGATION OF CARGO  
ISSUED: 15SEP1993  
EFFECTIVE: 01OCT1993**

An additional handling charge will be assessed for the segregation of cargo.

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**RULES AND REGULATIONS****RULE 34-130  
SHIPSIDE LOADING OR DISCHARGING  
ISSUED: 10DEC2010  
EFFECTIVE: 10JAN2011**

Advance arrangements must be made with the respective Terminal Manager for shipside loading or discharging between vessels or barges and: rail cars, vessels, barges, non Authority operated breakbulk areas or trucks.

**RULE 34-135  
TARIFF RESTRICTIONS  
ISSUED: 01DEC2012  
EFFECTIVE: 01JAN2013**

Unless specified, the handling and storage charges published in this tariff will not apply on the following:

Pieces or packages that require crane handling.

Marble, slate or stone slabs, less than four (4) inches thick, loose, not boxed or crated.

Commodities named above will be handled by the Authority only under contract arrangements with the owner.

Charges published in this tariff will not apply on commodities that are highly flammable, explosive or otherwise dangerous or of uncertain value except under advance arrangements with the Authority.

Commodities of an objectionable nature or commodities which might contaminate other commodities will only be handled directly between cars or trucks and vessel. Such commodities will not be handled through transit sheds or warehouses.

The charge for the above restrictions will be billed at the published tariff rates for equipment and labor, or the hourly rates for equipment and labor, if rented, plus 30%. Any material used will be billed at actual cost, plus 30%. If forklift(s) are used, a charge of \$50.00 per straight time hour and \$75.00 per overtime hour will apply. (See Rules 34-200 and 34-210.) (This rate will be quoted and filed with the Federal Maritime Commission as per the FMC's applicable rule.)

Charges published in this Tariff shall not apply to High-Value Cargo, which is defined as a single piece or package valued in excess of one million dollars (\$1,000,000). Services relating to High-Value Cargo shall be provided only by written agreement at such charges and with such requirements as agreed by the parties.

All cargo under the control of the South Carolina State Ports Authority will be loaded, unloaded, or handled by the Authority. No others will be allowed to perform such handling or manipulation of cargo without special permission from the Authority. If and when that permission is granted, a charge of \$0.53 per net ton will be assessed against the supplier of those services. (See Rule 34-250 A)

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**RULES AND REGULATIONS****RULE 34-140  
UNCLAIMED OR REFUSED CARGO  
ISSUED: 15SEP2000  
EFFECTIVE: 01OCT2000**

The Authority reserves the right to sell for accrued charges any cargo or equipment which is unclaimed or refused by shippers, consignees, owners or agents after notice has been delivered or mailed to interested parties. The Authority shall comply with the notice requirements in S.C. Code Section 36-7-206 and 36-7-210. If notice is sent by Registered or Certified mail to the last address provided to the Authority, notice shall be deemed delivered on the date of receipt or three days after the postmark thereon, whichever is earlier.

If no response is received by the Authority within ten days after notice is sent to the interested party, or if the party given notice declares abandonment of the cargo or equipment, the Authority has the right to sell the cargo or equipment for accrued charges, or to otherwise dispose of the property, in its discretion. Interested parties shall remain liable to the Authority for all accrued charges, and all costs and expenses of selling or appropriately disposing of the property, less any sales proceeds received by the Authority should it exercise its discretion to sell the property. Abandonment of cargo deemed hazardous under state or federal laws, rules or regulations is forbidden.

Any party abandoning, failing or refusing to remove cargo or equipment after notice shall indemnify and hold the Authority harmless from any and all claims, suits, damages, injuries to persons or property, civil or criminal fines, or legal, regulatory or administrative proceedings, resulting from the presence of the cargo or property on the Authority premises or the Authority's sale or disposal of the same. If any legal, regulatory or administrative proceedings are necessary because of the failure to remove property after notice, the interested party or parties shall be liable to the Authority for all of the Authority's legal costs and expenses arising therefrom, including all attorneys' fees incurred.

**RULE 34-141  
U.S. MILITARY MOVEMENTS, EXERCISES, AND/OR  
DEPLOYMENTS  
ISSUED: 31JAN2014  
EFFECTIVE: 01FEB2014**

The U.S. military must make advance arrangements for the use of the facility with the General Manager prior to cargo delivery. The Authority will assess the following rate whenever any branch of the U.S. military has any such movements at Authority terminals. This rate covers wharfage, receiving, delivery and storage area up to twenty (20) consecutive days. This rate will be assessed per measurement ton at \$4.45. If storage accrues, the rate will be \$0.11 per measurement ton, per day. A measurement ton is forty (40) cubic feet of cargo. See Rule 34-060 for providing billing information.

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# **I. RULES AND REGULATIONS**

## **C. CONTAINER**

**RULES AND REGULATIONS****RULE 34-145  
CONTAINERS AND CHASSIS  
ISSUED: 15APR2005  
EFFECTIVE: 01JUN2005**

The Equipment Interchange Receipt will be furnished and prepared by the Authority to the extent of noting visual damage, excluding running gear, lights, wiring and contents.

All containers and/or chassis received from or delivered to an inland carrier or local drayman are required to move through an inspection and/or holding area designated by the Authority.

The Authority accepts no responsibility for furnishing chassis or any other type of conveyance.

The Authority accepts no responsibility for the condition of containers and/or chassis until such equipment has moved through an inspection station.

CANCEL

**RULE 34-150  
CONTAINER REPAIRING, SERVICING AND CLEANING  
ISSUED: 15SEP2008  
EFFECTIVE: 01OCT2008**

All container repairing, servicing, and cleaning firms conducting operations on Authority facilities shall register with the Authority prior to undertaking such operations and thereafter on July 1 of each year and, in addition, shall comply with the following:

Pay to the Authority a charge of \$265.00 per year for each and every vehicle to be used on Authority facilities for which the Authority will issue an identifying decal authorizing entrance to Authority facilities.

Deposit with the Authority either cash or bond in the amount of \$500.00 any balance of which will be refunded within 30 days after termination of all operations on Authority facilities.

Provide the Authority with copies of certificates of liability insurance covering the operations on Authority facilities showing the maximum limits for bodily injury and property damage.

Mark and identify all vehicles and equipment to be used on Authority facilities and maintain such vehicles and equipment in good condition.

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**RULES AND REGULATIONS**

**RULE 34-150, CONT'D.**

Remove from Authority facilities all vehicles, equipment and material not currently being utilized and all scrap and trash resulting from operations on Authority facilities.

Conduct all operations in accordance with Authority, Coast Guard and OSHA regulations and federal, state and local statutes and only within areas designated by the Authority and refrain from entering other areas without written permission from the Authority.

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# **I. RULES AND REGULATIONS**

## **D. EQUIPMENT**

**RULES AND REGULATIONS****RULE 34-155  
RENTAL OF EQUIPMENT  
ISSUED: 10DEC2010  
EFFECTIVE: 10JAN2011**

The Authority rents or otherwise provides heavy lift and container handling equipment. The use of private heavy lift equipment or container handlers must be approved by the Authority and is subject to the requirements set forth by Rule 34-160 of this tariff.

Heavy lift equipment and container handlers may be rented to support vessel stevedoring operations. As provided by contract, steamship lines may also rent container handlers to support container yard operations. The Authority shall provide a qualified operator for all of its heavy lift equipment and container handlers.

The Authority shall provide adequate equipment and a qualified equipment operator. The operator rented with the equipment shall follow the instructions and signals from the party renting the equipment. The equipment operator shall provide such information as is requested, but what the equipment operator says to the party renting equipment or his agents or employees shall not be considered as orders or instructions.

During the rental period, the equipment operator shall be under the control and supervision of the party renting the equipment. The party renting the equipment shall be responsible for those actions of the equipment operator done in compliance with such party's instructions or signals. Also, such party shall provide qualified signalmen. Upon request, the party renting the equipment shall provide to the Authority the names of the signalmen (including any relief or substitute signalmen).

The party renting the equipment shall be responsible for the result of those actions of the equipment operator done in compliance with such party's instructions or signals. During the rental period, the Authority shall be responsible for its negligence and negligence of its employees and the party renting the equipment shall be responsible for its negligence and negligence of its employees.

If the equipment is a crane, the party renting the crane shall be responsible for determining the safe radius for each lift, and for notifying the equipment operator of the weight of the load to be lifted. The responsibility for the safe positioning of the load within the safe radius for the crane for each lift shall rest upon the party renting the crane.

The party renting the equipment shall return the equipment in the same condition as such party received it from the Authority.

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**RULES AND REGULATIONS****RULE 34-155, CONT'D.**

Rental charges for heavy lift equipment and container handlers as set forth in Rule 34-210 of this tariff shall be calculated to the nearest quarter of an hour. A minimum rental charge may be assessed in accordance with Rule 34-210.

Rental charges include a qualified operator.

Rental charges do not include rigging or re-rigging. When rigging or re-rigging is performed, the charges for crane operator(s) as set forth in Rule 34-200 of this tariff will be assessed against the party requesting the service.

The party making arrangements with the Authority for the rental of equipment will be held responsible for the rental charges.

Requests to rent heavy lift equipment and container handlers shall be directed to the Equipment Scheduling Department at (843)-577-8675 or (843)-577-8750, or (843) 745-6548 for Veterans Terminal.

Requests to rent heavy lift equipment and container handlers shall be made no later than 4:00 p.m. one day prior to the intended day of use. Requests for use on weekends or Mondays should be made by 4:00 p.m. on the preceding Friday.

Request to rent heavy lift equipment: container cranes, Transtainers, gantry cranes and container handlers may be modified or canceled upon the following notice prior to scheduled starting time:

0515 notification for 0700/0800 Start Times  
0700 notification for 1300 Start Times  
1600 notification for 1900/2400 Start Times

If this notice is not given, equipment standby charges will be assessed from the scheduled starting time until work actually begins. Minimum charges will apply.

Any change in an original order constitutes a modification.

Standby charges will be assessed at the applicable rate set forth in Rule 34-200 of this tariff. Standby charges will be calculated to the nearest quarter (1/4) of an hour.

The party renting the equipment may place it on standby when severe weather prevents safe cargo handling or when Ro/Ro cargo is being loaded. The party renting the equipment must advise the Authority when going to a standby status.

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**RULES AND REGULATIONS****RULE 34-155, CONT'D.**

The Authority does not rent container handling equipment for the purpose of loading or unloading containers to or from rail cars. **This service is performed solely by the Authority.**

Any cargo lift exceeding 50,000 lbs., except containers, will be assessed a heavy lift charge (Rule 34-210) in addition to the equipment rental charge. This charge is calculated on the total weight of the lift.

**RULE 34-160  
USE OF PRIVATE CRANES AND/OR CONTAINER HANDLERS  
ON AUTHORITY FACILITIES  
ISSUED: 15SEP2000  
EFFECTIVE: 01OCT2000**

The Authority, as owner and operator of its facilities, also holds itself out to provide adequate cranes and/or container handlers with qualified operators for any stevedoring operations on its facilities. In view of this, the Authority reserves the right to restrict the use of private cranes and/or container handlers on its facilities when, in its opinion, it is in a position to provide an adequate crane and/or container handler for the job to be performed. In such cases, the Authority's cranes and/or container handlers shall be granted priority and first call over private cranes and/or container handlers. In those instances where the Authority does grant permission for private cranes and/or container handlers to use its facilities, the following rules and regulations shall apply:

1. The stevedoring contractor must obtain a permit from the manager of the Authority's heavy lift department prior to bringing the crane and/or container handler on the facilities.
2. The stevedoring contractor must provide the Authority with a copy of a valid Certificate of Unit Test and/or Examination covering the crane and/or container handler at the time of applying for the permit.
3. The Authority's heavy lift department must be notified in advance as to when and where the crane and/or container handler is to be operated. Such notification must be provided by 4 p.m. each day for cranes and/or container handlers working the following day and by 4 p.m. Friday for cranes and/or container handlers working Saturday, Sunday or Monday.

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**RULES AND REGULATIONS**

**RULE 34-160, CONT'D.**

4. The cranes and/or container handlers must meet all the current Bureau of Labor Standards requirements and specifications as published in the Code of Federal Regulations (CFR) and comply with all safety rules and regulations governing the operation of cranes and/or container handlers on Authority facilities.
5. The stevedoring contractor must provide the Authority with a copy of a certificate of insurance providing for commercial general liability insurance of not less than \$5,000,000 for each person and \$5,000,000 for each accident for bodily injury and not less than \$5,000,000 for property damage for each accident.

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# **I. RULES AND REGULATIONS**

## **E. VESSELS**

**RULES AND REGULATIONS****RULE 34-164  
STEVEDORE SCHEDULING  
ISSUED: 31JAN2014  
EFFECTIVE: 01FEB2014**

When more than one stevedoring company is appointed to manage the discharge or loading of a vessel, the Ocean Carrier or its agent must ensure, for reasons of safety in the Port, that the assigned stevedoring companies discharge or load separately and consecutively the cargoes for which they have responsibility, and that the stevedoring companies not discharge or load concurrently. It is the Ocean Carrier's responsibility to establish schedules that prevent concurrent stevedoring operations on the same vessel and to submit those schedule to the Authority for approval.

**RULE 34-165  
DISCHARGE OF BALLAST, RUBBISH OR DUNNAGE  
ISSUED: 25FEB1997  
EFFECTIVE: 28FEB1997**

Discharging ballast, rubbish or dunnage in the slips or channels is prohibited. No vessel will be allowed to discharge ballast at the facilities of the Authority.

Vessels must obey all Authority, local, state, national, and international environmental laws and regulations.

**RULE 34-166  
DISCHARGE OF SEWAGE  
ISSUED: 08NOV2012  
EFFECTIVE: 08NOV2012**

No sewage shall be discharged within the waters of the harbors and seaports of South Carolina by commercial passenger vessels (cruise vessels) calling at South Carolina Ports Authority facilities. Commercial passenger vessels (cruise vessels) calling at South Carolina Ports Authority facilities must at all times be in compliance with federal and international laws, regulations, and standards governing the storage, processing, and discharge of sewage. Failure to comply with the requirements of this rule may result in a non-compliant commercial passenger vessel being barred from future port calls to South Carolina Ports Authority facilities. Any discharge in violation of this requirement must be reported immediately to the South Carolina Ports Authority. Reported violations may result in enforcement actions by appropriate Federal or State authorities.

**RULE 34-170  
VESSELS REQUIRED TO USE TUGS  
ISSUED: 15SEP1998  
EFFECTIVE: 01OCT1998**

All vessels docking or undocking at Authority berths will be required to use tug assistance. Under special circumstances, the Authority's Harbor Master, at his discretion may, but is not required to, waive this requirement on a per case basis. A request to waive this requirement for tug assistance must be received by the Harbor Master personally or by telephone, and by written request delivered by person or by fax at (843) 577-8711, not later than twenty-four (24) hours before the vessel arrives at the Charleston sea buoy. If the vessel is expected to arrive on a Saturday, Sunday, or on a Monday morning, any request to waive tug assistance must be delivered by noon Friday. The written request must set forth the special circumstances upon which the request is based. In the absence of express waiver by the Harbor Master, tugs must be used.

Failure to comply with this Item could result in denial of a berth.

**RULES AND REGULATIONS****RULE 34-175  
VESSELS REQUIRED TO WORK IN OVERTIME  
ISSUED: 15SEP1993  
EFFECTIVE: 01OCT1993**

The Authority may require a vessel to work continuously and expeditiously when deemed necessary for the overall port interest until it completes loading or discharging and any of the expense shall be for the account of the vessel. In lieu of working overtime, a vessel may vacate the berth and await another berth. Vessels refusing to work overtime or to vacate the berth may be ordered moved by the Authority at the vessel's expense.

**RULE 34-180  
VESSELS TO VACATE  
ISSUED: 19JUL2013  
EFFECTIVE: 19JUL2013**

The Authority may order any vessel to vacate any berth when the Authority deems that the continued presence of such vessel at such berth would be a potential hazard to the vessel, the berth, the Authority's facilities, or the rights or property or safety of others, or would unreasonably interfere with the use of the Authority's facilities by others. Such situations include, but are not limited to, the following: when a potential natural disaster such as a hurricane, tornado, earthquake, or flooding, makes the continued presence of the vessel a threat to the vessel and/or the Authority's facilities; when the berth is committed to others under a preferential berth arrangement or other agreement; when the vessel's cargo or other rules represent a hazard to other vessels, cargo or facilities; and when the vessel refuses to work continuously to completion of its loading and/or discharge.

The Authority shall provide written notice (electronic notification, facsimile transmission, etc.) to the steamship line or the ship's agent advising of the requirement to vacate. The notice shall state the time that the berth must be vacated and shall be presented at least three hours prior to said time.

If a vessel fails to promptly vacate as ordered, it shall be responsible for any damage or expense + 12% which may be incurred by the Authority or others as a result of such failure to vacate. The Authority shall have the option, but not the duty, of moving the vessel to another location at the risk and expense +12% of the vessel. If such movement occurs, the vessel shall hold the Authority harmless for any damage or liability it may incur as a result of such movement.

Additionally, failure to comply with an order to vacate will result in a penalty to the vessel of \$1,000.00 per hour for each hour of non-compliance and may result in changes or reassignment of preferred berths. Regular and recurring failure to comply may lead up to the complete revocation of a line's preferential berth privileges.

In the event of breakdown or other failure of a vessel to depart as scheduled, the Authority will not be held liable for any additional costs incurred to other lines awaiting or required to vacate the same berth if said vessel is required to remain berthed for purposes of repair or any other inspections or actions necessary to make the vessel seaworthy again.

## **II. DEFINITIONS**

**DEFINITIONS**

**RULE 34-185**  
**DEFINITIONS**  
**ISSUED: 01SEP2006**  
**EFFECTIVE: 01OCT2006**

**A. General**

Checking - The service of counting and checking cargo against appropriate documents for the account of the vessel.

Dockage - The charge assessed against a vessel for berthing at a wharf, pier, or bulkhead structure or for mooring to a vessel so berthed.

Free Time - The specified period during which a container, chassis or cargo may occupy space assigned to it on terminal property, including off-dock facilities, free of terminal demurrage or terminal storage charges immediately prior to the loading on or subsequent to the discharge off the vessel.

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

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

High Dock - Pier supported cargo working area adjacent to the wharf.

Loading and Unloading - The service of loading or unloading cargo between any place on the terminal and railroad cars, trucks or any other means of conveyance to or from the terminal facility.

Point of Rest - The area of the terminal facility which the Authority assigns for the receipt of inbound cargo from the ship and from which inbound cargo may be delivered to the consignee and that area which the Authority assigns for the receipt of outbound cargo from shippers for vessel loading. Use of dunnage, lashing or any blocking and bracing needed at the point of rest on imports will be the responsibility of and shall be performed by the stevedore. On export breakbulk via Ro/Ro, the Authority will consider a mafi trailer point of rest if available; all lashing to the mafi trailer shall be the responsibility of and shall be performed by the stevedore.

Port Terminal Facilities - One or more structures comprising a terminal unit and including, but not limited to, wharves, warehouses, covered or open storage space, unloading structures and receiving stations used for the transmission, care and convenience of cargo or passengers in the interchange of same between land and water carriers.

Terminal Storage - The service of providing warehouse or other terminal facilities for the storing of inbound or outbound cargo after the expiration of free time, including wharf storage, shipside storage, closed or covered storage, open or ground storage, after storage arrangements have been made.

Ton - A net ton is 2,000 pounds and a gross ton is 2,240 pounds.

(Continued on next page)

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**DEFINITIONS****RULE 34-185, CONT'D.****A. General**, cont'd.

Usage - The use of terminal facility by any rail carrier, trucker, shipper or consignee, their agents, servants and/or employees, when they perform their own car or truck loading or unloading or the use of said facilities for any other gainful purpose for which a charge is not otherwise specified.

Wharfage - A charge assessed against the vessel on all cargo passing or conveyed over, onto or under wharves or between vessels (to or from barge or water) when berthed at wharf or when moored in slip adjacent to wharf. Wharfage is solely the charge for use of wharf and does not include charges for any other service.

**B. Container**

Bundle the HANDLING, BUNDLING, and relocation of up to five flatracks or chassis on a train or motor carrier.

Container Repositioning includes all actions – HANDLINGS, MARRYINGS, GROUNDINGS and

1. WAREHOUSE – The repositioning of a container to and/or from a warehouse.
2. MAINTENANCE – The repositioning of a container to and/or from a third party maintenance vendor.
3. PRE-TRIP – The repositioning of an empty container to and/or from the PRE-TRIP area.
4. ROLLED/SPLIT BOOKING – The repositioning of an export load resulting from a split or rolled vessel booking.
5. INTERMODAL RAIL TRANSFER – The repositioning of a container received or delivered via on-terminal rail to or from the container yard.
6. STANDARD INSPECTION – The DOWNSTACKING required to find an empty container that meets the criteria for a particular commodity. This fee includes the DOWNSTACKING of up to 5 containers or up to 4 rejects.
7. SPECIFIC EMPTY DELIVERY – The request of a specific empty container to be gated out – such as an OFF HIRE.
8. All other on-terminal repositionings required as a result of a customer action or request that are not defined within this schedule of fees.

Deadline Equipment is an empty container or chassis unit that is not roadworthy or useable for its intended purpose.

Delivering is the delivery of a loaded or empty container and/or chassis to an inland carrier or local drayman at any area designated by the Authority. Delivering does not include any other service.

Facilitation – Government / Fumigation includes all actions - HANDLINGS, MARRYINGS, GROUNDINGS, SEGREGATIONS and ADMINISTRATIVE FUNCTIONS - required to facilitate government inspections. This charge also applies the round-trip repositioning of containers requiring fumigation. Inspection and fumigation functions will be performed and billed by third party entities.

Grounding is the physical lifting of a loaded or empty container from a chassis or other type of conveyance to the ground. Grounding does not include any other service.

**DEFINITIONS****RULE 34-185, CONT'D.****B. Container**, cont'd.

Handling is the physical movement of a loaded or empty container and/or chassis from one location to another location at the same terminal. Handling does not include any other service.

Holding Area is any area designated by the Authority for the holding of containers and/or chassis.

Inspection Station is any area designated by the Authority for the inspection of containers and/or chassis.

Intensive Inspection includes all actions – HANDLINGS, MARRYINGS, GROUNDINGS and SEGREGATIONS needed to find an empty container in the stacks that meets the criteria for a particular commodity along with the round-trip repositioning to and from an on-terminal third party vendor area for additional services such as, but not limited to: smoke boxes and container washout.

Intermodal Container Transfer is the lifting and placing of containers (or container/chassis units) upon a rail flatcar which is located on Authority rail facilities, or the removing of containers (or container/chassis units) from rail flatcar which is located on Authority rail facilities. The physical handling required to perform an Intermodal Container Transfer takes place between a rail flatcar and point of rest within the designated Intermodal Container Transfer Facility (ICTF) which is located immediately adjacent to the tracks and does not include intra-terminal drayage or other handling to or from the ICTF.

Marrying is the physical lifting of a loaded or empty container from the ground onto a chassis or other type of conveyance. Marrying does not include any other service.

Non-contract Container Unit Fee is a charge assessed against a non-contract line's containers (loaded or empty) or chassis loaded to or discharged from a vessel of a shipping line which has a contract with or license from the Authority. The charge is assessed when the non-contract line is not subject to or privileged to operate under the terms and conditions of the contract line's contract or license. Import containers that discharge from a vessel will be stevedored to a stack in a specified area in the container terminal by the nominated stevedore. The containers will be married, gated, and delivered by the Authority from the designated stack area. On export containers to be loaded to a vessel, containers will be gated, received and grounded by the Authority and placed in a designated stack area from which the stevedore will handle to the vessel. This fee covers wharfage, usage, and equipment rental to load and discharge containers or chassis to and from the vessel only. **Specifically, this fee does not cover any container services provided for in Rule 34-215 of this Terminal Tariff.**

Non-Vessel Delivery includes all actions- HANDLINGS, MARRYINGS, GROUNDINGS and

1. An empty container that has been received into the gate and subsequently delivered out of the gate by truck or train that does not return within 30 days of gate delivery.
2. Export loaded PIER CONTAINERS or TRANSSHIPPED CONTAINERS that are delivered out of the gate prior to vessel delivery.

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**DEFINITIONS****RULE 34-185, CONT'D.****B. Container**, cont'd.

Per Diem is a daily charge assessed against each empty container or chassis for the use of Authority facilities. Per diem is assessed against all empty containers or chassis carried on the Authority's equipment inventory at the close of each business day.

Rail Drayage includes the DRAYAGE and coordination of moving a container to or from the Authority's terminals and an off-site Tier 1 rail yard.

Receiving is the receipt of a loaded or empty container and/or chassis from an inland carrier or local drayman at any area designated by the Authority. Receiving does not include any other service.

Refrigerated Outlet Fee One (1) day or fractional part thereof of occupying an electrical outlet.

Restow is the handling of a loaded or empty container, chassis or any other piece(s) of equipment from the original cell location to a point of rest on the dock and then back to that same cell location, or another cell location on the same vessel. Restow also is a direct movement of a loaded or empty container, chassis or any other piece(s) of equipment from one bay to another bay. Restow does not include any other service.

Rigging is the use of specialty equipment required to handle OUT-OF-GAGE CONTAINERS during MARRYING, HANDLING, GROUNDING and/or SWITCHING.

Segregating is the physical handling of a number of loaded or empty containers in order to gain access to a specified loaded or empty container. Segregating does not include any other service.

Service Charge is assessed against all loaded containers discharged from a vessel at another port and consigned or delivered to Authority facilities by rail or truck by the steamship line or shipped from Authority facilities to another port by rail or truck by the steamship line for loading aboard a vessel at that port and is in addition to all other applicable charges published in this rule. Service charge will not apply on containers loaded to or discharged from a vessel at Authority facilities.

Service charge will not apply to any steamship line who makes a regular scheduled monthly call at the Port of Charleston.

Shift is the handling of a loaded or empty container, chassis or any other piece(s) of equipment from the original cell location to another cell location within the same bay on the same vessel. Shifting does not include any other service.

Switching is the physical lifting of a loaded or empty container from a chassis or other type of conveyance to another chassis or other type of conveyance or repositioning a loaded or empty container on the same chassis or other type of conveyance. Switching does not include any other service.

**DEFINITIONS****RULE 34-185, CONT'D.****B. Container**, cont'd.

Terminal Demurrage is a daily charge assessed against a loaded container remaining in or on terminal facilities after the expiration of free time unless arrangements have been made for storage. Terminal demurrage is also applicable to loaded containers remaining in or on terminal facilities after the expiration of an authorized storage period.

Transshipped Container is a container landed from a vessel and reloaded on a vessel without being removed from the terminal.

**RULE 34-190  
SYMBOLS AND/OR ABBREVIATIONS  
ISSUED: 15SEP1993  
EFFECTIVE: 01OCT1993**

- A - Addition
- D - Decrease
- I - Increase
- C - Change in wording
- NC - No change
- BC - Billing Code
- a) - Open storage
- b) - Per unit
- c) - Per unit per day

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### **III. GENERAL CHARGES**

**GENERAL CHARGES**

**RULE 34-200  
 LABOR AND OVERTIME CHARGES  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

The following charges apply for personnel performing services for which no specific charges are published in this tariff, per hour (**ONE HOUR MINIMUM CHARGE WILL APPLY**):

SUPERVISORY I

Lead Cargo Handler or Port Police:

B.C. APPLICATION

0689	Straight Time .....	\$	60.00
0690	Overtime.....	\$	90.00
0691	Holidays .....	\$	150.00

SUPERVISORY II

Planner / Coordinator

B.C. APPLICATION

0692	Straight Time .....	\$	64.50
0693	Overtime.....	\$	96.50
0694	Holidays .....	\$	166.00

CONTAINER LABOR

Crane Operator, Container Specialist, Container Handler Operator, Office Clerk and Cargo Handler

B.C. APPLICATION

0719	Straight Time .....	\$	57.50
0720	Overtime.....	\$	86.50
0721	Holidays .....	\$	140.00

BREAKBULK LABOR

Crane Operator, Riggerman, Lift Operator, Office Clerk and Cargo Handler

B.C. APPLICATION

0722	Straight Time .....	\$	57.50
0723	Overtime.....	\$	86.50
0724	Holidays .....	\$	140.00

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**GENERAL CHARGES**

**RULE 34-200, CONT'D.**

STANDBY CHARGES

Container Cranes and Container Handlers

B.C. APPLICATION

0697	Straight Time .....	\$ 177.00
0698	Overtime.....	\$ 266.00
0699	Holidays .....	\$ 443.00

The following charges apply for gangs performing services for which specific charges are published in this tariff and are in addition to the specific charges, per hour:

Hourly rates per man hour will apply until cargo is worked. Once the handling of cargo begins, the following hourly rates will be assessed:

B.C. APPLICATION

0695	One man gang, overtime .....	\$ 90.00
0696	One man gang, holidays .....	\$ 271.00
0700	Two man gang, overtime .....	\$ 115.00
0701	Two man gang, holidays .....	\$ 345.00
0702	Three man gang, overtime .....	\$ 145.00
0703	Three man gang, holidays.....	\$ 434.00
0704	Four man gang, overtime .....	\$ 155.00
0705	Four man gang, holidays .....	\$ 465.00
0706	Five man gang, overtime .....	\$ 172.00
0707	Five man gang, holidays .....	\$ 516.00
0708	Six man gang, overtime.....	\$ 189.00
0709	Six man gang, holidays .....	\$ 566.50

Authorization for overtime must be guaranteed with a cut-off time indicated by the customer, via fax, administrative message, etc., in writing. Billing for overtime, Monday through Friday, will commence at 5:00 p.m. with a minimum of one hour. Cargo which does not arrive at all will be billed at hourly man-hour rates from 5:00 p.m. to guaranteed cut-off time.

A minimum of four (4) hours will be assessed when required to call out personnel or gangs in overtime or on holidays. Any materials required to perform services will be charged for at actual cost plus thirty percent (30%) for purchasing.

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**GENERAL CHARGES**

**RULE 34-205  
 MINIMUM CHARGES  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

Minimum charges for services performed by the Authority are as follows:

All services, not otherwise shown .....	\$ 100.00
Furnishing water.....	\$ 185.00
Handling.....	\$ 100.00
Storage .....	\$ 100.00

A separate inventory record is required for each mark on export cargo and minimum charges are applicable to each inventory record.

A separate loading order is required for each shipment on import cargo and minimum charges are applicable to each loading order. The broker representing the cargo shall be responsible for preparing the loading order. If the Authority prepares the loading order, the charge as published in this tariff for that service will be assessed.

**Minimum charges are also applicable to each invoice, service order or warehouse receipt.**

**RULE 34-210  
 RENTAL OF EQUIPMENT  
 ISSUED: 22MAR2012  
 EFFECTIVE: 22APR2012**

The Authority will rent the following equipment at the charges shown based on availability. Type of equipment may vary by terminal. Weekend use and call outs will be billed for four hours minimum.

B.C. APPLICATION

**Container crane:**

0110	Straight time, per hour.....	\$ 1055.00
	Minimum charge.....	\$ 1055.00
0111	Overtime, per hour .....	\$1,120.00
	Minimum charge.....	\$1,450.00

**Container handling vehicle, including spreader:**

The following billing codes do not apply to rubber-tired gantry cranes (RTG), bridge cranes, or transtainers.

0365	Straight time, per hour.....	\$ 271.00
	Minimum charge.....	\$ 271.00
0366	Overtime, per hour .....	\$ 303.00
	Minimum charge.....	\$ 606.00

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**GENERAL CHARGES**

**RULE 34-210, CONT'D.**

B.C.    APPLICATION

**Rubber-tired Gantry Cranes (RTG) for non-vessel operations use**

Straight time, per hour.....	\$ 287.00
Minimum charge.....	\$ 287.00
Overtime, per hour .....	\$ 319.00
Minimum charge.....	\$ 638.00

**Floating crane, 75 net ton capacity – currently inactive**

0285	Straight time, per hour.....	\$ 860.00
	Minimum charge.....	\$3,440.00
0286	Overtime, per hour .....	\$ 891.00
	Minimum charge.....	\$3,566.00

**Miscellaneous**

0350	Additional charge on lifts <b>exceeding</b> <b>50,000 pounds</b> , except containers per net ton.....	\$ 8.00
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**Sweepers**

0304	Straight time, per hour.....	\$ 169.00
	Minimum charge.....	\$ 169.00
0305	Overtime, per hour .....	\$ 200.00
	Minimum charge.....	\$ 200.00

**Lowboy, 100 Net Ton, per calendar day**

0306	Day 1-7.....	\$ 190.00
0307	Day 8-14.....	\$ 285.00
0308	Day 15-21.....	\$ 380.00
0309	Day 22 and after.....	\$ 570.00

**Heavy Lift Mat**

0299	Per mat, per use.....	\$ 317.00
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**Hydraulic Boom Crane, 60 net ton capacity**

Straight time, per hour.....	\$ 132.00
Minimum charge.....	\$ 264.00
Overtime, per hour.....	\$ 164.00
Minimum charge.....	\$ 327.00

**Front End Loader**

Straight time, per hour.....	\$ 100.00
Minimum charge.....	\$ 200.00
Overtime, per hour.....	\$ 132.00
Minimum charge.....	\$ 264.00

**GENERAL CHARGES**

**RULE 34-211  
 HARBOR MASTER FEE  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

In accordance with S.C. Code of Laws, Sec. 54-3-840, the Authority will levy and collect from all vessels entering into and using the Port of Charleston such fees and harbor or port charges to pay the Harbor Master and port wardens for the services required of them and to defray the necessary expenses attendant upon the execution of the duties devolved upon it in relation to the regulations for the safety and convenience of vessels entering said port and waters, or any of them.

Per Vessel Call..... \$ 127.00

**RULE 34-212  
 DOCKAGE CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

The following dockage charges are assessed against the vessels or barges using Authority facilities:

B.C. APPLICATION

**Vessels or Barges, NOS**

0020 Each 24-hour period or fractional part,  
 per linear foot or fractional part..... \$ 9.90

Minimum charge per 24-hour period or  
 fractional part..... \$ 760.00

**Barges, LASH**

0070 Each barge per 24-hour period or fractional  
 part, per barge..... \$ 125.00

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**GENERAL CHARGES**

**RULE 34-213  
TERMINAL SECURITY SURCHARGE  
ISSUED: 01DEC2013  
EFFECTIVE: 01JAN2013**

The Authority will assess a terminal security surcharge to offset the cost of federally mandated facility security measures. LASH, SEABEE and other barges are exempt only when the barge-carrying vessel (mother vessel) is assessed the Terminal Security Surcharge. The surcharge, which will be invoiced to the steamship line and/or its agent, who own the equipment, will be assessed per terminal call as provided below:

Fully Cellular Container Vessels ..... \$6.00 per container, laden or empty, to or from the vessel **(Note)**

Noncellular and all other vessels, including barges ..... \$3.00 per linear foot overall per call

**Note – Restows are exempt from this surcharge**

## **IV. CONTAINER CHARGES**

**CONTAINER CHARGES**

**RULE 34-215  
 CHARGES ON CONTAINERS AND CHASSIS  
 ISSUED: 31JAN2014  
 EFFECTIVE: 01FEB2014**

The following charges apply on containers or chassis, not exceeding 45 feet in length, 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, owned or leased by the steamship line and are assessed against the vessel.

The marrying, handling, grounding and/or switching of refrigerated containers for the purposes of a pre-trip is considered a maintenance service.

Parties requesting yard work activities must allow 24 hours for completion of the service requested. This does not include weekends or holidays. Only single transactions will be allowed after 1600 hours (4:00 p.m.) unless written authorization from the requesting party for overtime is received.

B.C.      APPLICATION

2270	Receiving containers, per container .....	\$ 61.00
2280	Delivering containers, per container .....	\$ 61.00
2290	Marrying containers, per container .....	\$ 42.00
2300	Grounding containers, per container .....	\$ 42.00
2301	Shift, loaded or empty container, chassis, or piece(s) of equipment , per move per unit .....	\$ 19.00
2302	Restow, loaded or empty container, chassis, or piece(s) of equipment , per move per unit .....	\$ 19.00
2305	Switching containers, per container.....	\$ 42.00
2310	Segregating containers, per container.....	\$ 50.00
2320	Handling containers, per container.....	\$ 42.00
2250	Service charge, per container .....	\$ 190.00
2380	Receiving chassis, per chassis.....	\$ 38.00
2390	Delivering chassis, per chassis .....	\$ 38.00
2400	Handling chassis, per chassis .....	\$ 42.00

(Continued on next page)

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**CONTAINER CHARGES**

**RULE 34-215, CONT'D.**

2335	Non-contract container unit fee, per container or chassis .....	\$ 211.00
2336	Rigging fee, per container or chassis .....	\$ 264.00
1470	Occupying electrical outlet slot for refrigerated containers, per 24-hour calendar day period or fractional part .....	\$ 51.00
1935	Weighing containers, per weighing.....	\$ 12.00
2340	Per diem, per day or fractional part thereof, per empty container or chassis .....	\$ 3.10

No container and/or chassis leases may be terminated on Authority facilities except when such equipment is transferred directly to another steamship line that agrees to accept all charges accruing subsequent to the transfer. The following charges will be assessed against the steamship line requesting the transfer:

B.C. APPLICATION

2345	Containers, per container .....	\$ 38.00
2420	Chassis, per chassis .....	\$ 38.00

Non-vessel Delivery. Applicable to containers without prior or subsequent vessel move via SCSPA Terminals:

APPLICATION

Container arrival and departure via motor carrier .....	\$ 300.00
Container arrival and departure via rail carrier.....	\$ 300.00

**RULE 34-216  
 DEADLINE EQUIPMENT  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

The following charges apply on empty containers or chassis units that stay in a "deadline" status for over fifteen (15) days.

Days 16 – 30, per unit per day	\$ 5.50
Days 31 – 45, per unit per day	\$ 11.00
Days 46 and over, per unit per day	\$ 27.75

These charges will be invoiced to the last known steamship line and/or chassis pool operator for owned, leased, and pool equipment.

These charges are in addition to Per Diem.

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**CONTAINER CHARGES**

**RULE 34-220**  
**FREE TIME, TERMINAL DEMURRAGE**  
**ISSUED: 23MAR2011**  
**EFFECTIVE: 23APR2011**

**FREE TIME**

No free time will be allowed on empty containers and or chassis.

In view of the limited space for storing empty containers, utilization of such space will be strictly under the direction and control of South Carolina State Ports Authority terminal management. All steamship lines seeking to place empty containers on the terminal for storage must request permission from the Terminal Manager or Operations Manager prior to arrival of the containers.

Free time for import loaded containers, on chassis or grounded in the terminal, shall be seven (7) calendar days. Free time for operating reefer containers, on chassis or grounded in the terminal, shall be five (5) calendar days. Free time will begin with the first 12:01 a.m. after receipt.

Free time for export loaded containers, on chassis or grounded in the terminal, shall be ten (10) calendar days. Free time for operating reefer containers, on chassis or grounded in the terminal, shall be five (5) calendar days. Free time will begin with the first 12:01 a.m. after receipt.

Any loaded container on terminal after free time expires will accrue a daily charge payable by the steamship line carrier under the credit terms established in their terminal services contract.

**DEMURRAGE RATE NON-REEFER LOADED CONTAINERS**

The terminal demurrage rate for loaded containers, on chassis or grounded in the terminal, shall be \$10.00 per twenty-foot equivalent unit ("TEU") per day for each day of the first three calendar days of demurrage.

Commencing on the fourth calendar day through the seventh calendar day of demurrage, the demurrage rate for each loaded container will be \$20.00 per TEU per day.

Commencing on the eighth calendar day of demurrage and thereafter, the demurrage rate for each loaded container will be \$30.00 per TEU per day.

Containers exceeding 20' in length will be charged as two TEUs.

**DEMURRAGE RATE OPERATING REEFERS**

Commencing on the first calendar day of demurrage through the fourth calendar day demurrage, the demurrage rate for each operating reefer container will be \$75.00 per container per day.

Commencing on the fifth calendar day of demurrage and thereafter, the demurrage rate for each operating reefer container will be \$150.00 per container per day.

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**CONTAINER CHARGES**

**RULE 34-220, CONT'D.**

LOADED EXPORT CONTAINERS

Loaded export containers delivered to the terminal more than nine (9) days ahead of their vessel's expected arrival date will not be accepted into the terminal without the written approval of the South Carolina State Ports Authority terminal management.

Loaded export containers will also be assessed a handling charge whenever a unit already received into the terminal is rolled to a different liner service and requires repositioning in the terminal.

TRANSSHIPPED CONTAINERS

Prior to discharge, transshipped containers must be booked for the next vessel scheduled to call at the terminal in the appropriate liner service. A handling charge will apply to a transshipped container. Once transshipped containers have landed, demurrage charges will be assessed in the same manner as loaded export containers.

CONTAINER DEMURRAGE CREDIT

Any occurrence which results in the South Carolina State Ports Authority's inability to provide container services for 24 consecutive hours or more will result in a demurrage credit of one day, upon application, to the steamship line's account for affected loaded containers. Additional credit(s) shall be given if the closure or other occurrence continues for any further 24 consecutive hour periods. All applications for demurrage credit must be received within six months of the occurrence. Applications received after six months will be denied. When applying for credit, the individual steamship line must include vessel name, voyage number, date of occurrence and type of occurrence.

COMPUTATION OF TIME

Saturdays, Sundays and Holidays shall be included in the computation of free time, terminal demurrage, and storage.

Holiday Free Day and Terminal Demurrage

If a terminal is closed on a holiday as defined in Rule 34-045 ("Holiday"), then the Authority will extend an extra free day for demurrage at said terminal. If a terminal is open on a Holiday, then the extra free day for demurrage at said terminal shall not apply.

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 Charleston, S.C. 29413-2287



**CONTAINER CHARGES**

**RULE 34-221  
 LATE AND WEEKEND GATE LABOR CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

Operating hours for receipt and delivery of containers are 0700-1800 Monday–Friday, holidays excepted. Steamship lines requiring receipt and delivery of containers during non-operating hours will be assessed the following. Gates may not be ordered one hour at time unless extended at end of day, weekday callouts will be for minimum of 4 hours. Rates are per hour or part thereof. See Rule 34-210 for equipment rental charges where applicable.

B.C.     APPLICATION

- 2510     Weekday gates, per hour - \$506.00  
           Minimum charge - \$506.00
- 2511     Weekend gates, Minimum charge - \$1,851.30 (up to 4 hours)  
           Weekend gates, per hour - \$371.80 (hour 4-8)  
           Weekend gates, per hour - \$506.00 (after 8 hours)

**RULE 34-222  
 HOLIDAY GATE LABOR CHARGES  
 ISSUED: 13DEC2011  
 EFFECTIVE: 13JAN2012**

Customer-requested holiday gate charges will be allocated to the Steamship lines based on participation and total cost. Notices requiring feedback on participation will be sent to the lines prior to each holiday. See Rule 34-045 for applicable holidays.

**RULE 34-225  
 MISCELLANEOUS CHARGES FOR CONTAINERS  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

The following services will be performed by the Authority at the charges shown:

B.C.     APPLICATION

- 1519     Opening and closing containers for USDA inspection, per opening and closing ..... \$   100.00
- 1524     Opening and closing containers per customers' request, per opening and closing ..... \$   100.00

B.C.     APPLICATION

Vanning and Devanning for Customs and/or USDA Inspection

- 1522     Full van inspection, per container ..... \$   850.00
- 1523     Partial inspection, per container ..... \$   425.00
- 1566     Preparation of documents (i.e., Equipment Interchange Receipts, Equipment Interchange Work Orders, etc.), per order ..... \$   100.00
- 9010     Customs facilitation fee, including VACIS exam facilitation, per container inspected..... \$   206.00
- 9011     USDA Inspection fee, per container inspected..... \$   216.00
- 1935     Weighing containers, per container ..... \$    12.00

Scale ticket includes total gross vehicle weight.

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**CONTAINER CHARGES**

**RULE 34-230  
 STEVEDORE USAGE CHARGES FOR CONTAINERS  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

The following stevedore usage charges are assessed against all stevedores using Authority facilities.

B.C.    APPLICATION

0078    Container cargo, per net ton.....\$    0.53

**RULE 34-235  
 WHARFAGE CHARGES FOR CONTAINERS  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

B.C.    APPLICATION

0092    Containers, loaded, per net ton of contents.....\$    4.45

         Containers, empty ..... No charge

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## **V. BREAKBULK CHARGES**

**BREAKBULK CHARGES**

**RULE 34-245**  
**WHARFAGE CHARGES FOR BREAKBULK CARGO**  
**ISSUED: 01DEC2013**  
**EFFECTIVE: 01JAN2014**

B.C.    APPLICATION

0090    Articles not otherwise shown, per net ton.....\$    4.45

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**BREAKBULK CHARGES**

**RULE 34-250  
 STEVEDORE USAGE CHARGES FOR BREAKBULK CARGO  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

The following stevedore usage charges are assessed against all stevedores using Authority facilities:

B.C.    APPLICATION

0080	Breakbulk cargo, per net ton .....	\$	0.53
0079	Direct shipside breakbulk cargo, per net ton .....	\$	1.95

**RULE 34-251  
 USAGE  
 ISSUED: 19JUL2013  
 EFFECTIVE: 19JUL2013**

The following charge will be accessed against all cargo handled on the Authority facilities by outside vendors or operators:

B.C.    APPLICATION

0086	Breakbulk cargo, per net ton.....	\$	0.53
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**RULE 34-255  
 MISCELLANEOUS CHARGES FOR BREAKBULK CARGO  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

The following services will be performed by the Authority at the charges shown:

B.C.    APPLICATION

0910	Attaching labels or tags furnished and prepared by shipper or consignee, per label or tag .....	\$	1.05
0940	Attaching labels or tags furnished and prepared by the Authority, per label or tag .....	\$	2.30
1400	Blocking or bracing corestock, hardboard, plywood or veneer in rail cars, per car.....	\$	188.00
1450	Drayage of steamship line container, coordinated by the Authority per the customer's request, within the terminal(s), in conjunction with stripping/stuffing cargo, includes administrative costs, per container .....	\$	182.75
1475	Equipment washing, per hour, in straight-time.....	\$	105.50

(Continued on next page)

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**BREKBUK CHARGES**

**RULE 34-255, CONT'D.**

1480	Furnishing fresh water, per net ton.....	\$ 5.85
0099	Measuring cargo, per package or unit.....	\$ 12.10
1563	Preparation of documents (i.e., loading order, service order, etc.), per order.....	\$ 100.00
1565	Preparing transfer of ownership, per request.....	\$ 100.00

**B.C. APPLICATION**

1620	Removing and replacing covers on covered gondola cars, per car.....	\$ 155.00
1630	Removing rubbish, per load .....	\$ 400.00
1635	Removing disposal waste material from a vehicle or machine, per vehicle or machine .....	\$ 171.75
1640	Securing chains on rail chain cars, per car .....	\$ 266.00
1660	Servicing vehicles, per vehicle .....	\$ 100.00
1650	Unsecuring rolling stock cargo and cleaning rail cars, per rail car .....	\$ 160.50
1930	Weighing trucks, per weighing .....	\$ 12.10

Scale ticket includes total gross vehicle weight.

If it is necessary to handle cargo in order to perform any of the services listed in this rule, an applicable handling charge will be assessed on that portion actually handled.

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-260  
 ARTICLES, NOT OTHERWISE SHOWN - BREAKBULK CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Loose or in packages:			
Each piece or package not exceeding 100 pounds	3020	\$54.50	\$.55 \$.30a
Each piece or package exceeding 100 pounds	3120	\$27.00	\$.55 \$.30a
On pallets	3130	\$16.25	\$.55 \$.30a

(a) Open storage

**RULE 34-265  
 ACIDS OR CHEMICALS - BREAKBULK CHARGES  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Not otherwise shown	3340	\$17.05	\$.44
In jumbo bags	3360	\$12.65	\$.44
On pallets	3390	\$11.95	\$.44

**RULE 34-270  
 AGGREGATES: ALLOYS, BRICK, CEMENTS, FELDSPAR,  
 GRANITE, GRAVEL, MARBLE, MICA, MORTAR, ORES, SAND,  
 STONE, SULPHUR, OR TALC - BREAKBULK CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2013**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Not otherwise shown	4080	\$17.20	\$.27
In jumbo bags	4100	\$11.50	\$.27
On pallets	4110	\$11.00	\$.27
Blocks, forkliftable only	4105	\$7.75	\$.82

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-275  
 ALUMINUM, BRASS, BRONZE, COPPER, LEAD,  
 MAGNESIUM OR ZINC ARTICLES - BREAKBULK CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2013**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Angles, bars, beams, billets, blooms, cable, cathodes, channels, coils, ingots, pigs, plate, rods, scrap, other than in bulk, sheet, slabs, wire, wire rope or wire strand	3480	\$10.75	\$.31 \$.26a
In lots of 200 net tons or more; one movement one shipper, one consignee on one vessel	3481	\$10.10	\$.31 \$.26a
In lots of 1,000 net tons or more; one movement one shipper, one consignee on one vessel	3482	\$9.50	\$.31 \$.26a

(a) Open storage

**RULE 34-280  
 BOATS - BREAKBULK CHARGES  
 ISSUED: 19JUL2013  
 EFFECTIVE: 19JUL2013**

Length in feet: All boats must be cradled or on boat trailers. Length is calculated on the longest point including the cradle or trailer.

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Each boat 25' and under	3487	\$125.00	\$25.00
Each boat 25'1" through 31'	3488	\$150.00	\$25.00
Each boat 31'1" through 40'	3489	\$300.00	\$25.00
Each boat 40'1" through 50'	3490	\$600.00	\$25.00
Boat masts, cradles or keels	3485	\$200.00	\$25.00

**Ten (10) days free time allowed on import or export.**

**Note:** Above rates are applicable only when boats or boat masts etc. can be forklifted. Rates are per unit (boat, mast etc), storage rates are for open storage per unit per day.

**Note:** Prior arrangements must be made before lifting boats to or from water. This service is performed by stevedoring companies.



**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-285**  
**CARBON ANODE BLOCKS, CATHODES OR ELECTRODES AND**  
**PARTS - BREAKBULK CHARGES**  
**ISSUED: 15SEP2008**  
**EFFECTIVE: 01OCT2008**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
In packages	4760	\$16.25	\$.27
On pallets	4770	\$10.95	\$.27

**RULE 34-290**  
**CLAY - BREAKBULK CHARGES**  
**ISSUED: 01DEC2013**  
**EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
In standard packages	4090	\$15.10	\$.23
In jumbo bags	4092	\$10.10	\$.23
On pallets	4094	\$8.90	\$.23

**RULE 34-295**  
**COTTON OR COTTON LINTERS - BREAKBULK CHARGES**  
**ISSUED: 15SEP2008**  
**EFFECTIVE: 01OCT2008**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
In bales or pallets	4560	\$12.50	\$.30

**RULE 34-300**  
**CRUDE OR SYNTHETIC RUBBER - BREAKBULK CHARGES**  
**ISSUED: 01DEC2013**  
**EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
In packages	4620	\$16.10	\$.25
On pallets	4630	\$12.10	\$.25

**RULE 34-305**  
**FIBER - BREAKBULK CHARGES**  
**ISSUED: 15SEP2008**  
**EFFECTIVE: 01OCT2008**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Synthetic, in packages	4920	\$14.40	\$.32

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-310**  
**FERTILIZER OR FERTILIZER MATERIALS - BREAKBULK**  
**CHARGES**  
**ISSUED: 01DEC2013**  
**EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Not otherwise shown	4780	\$15.00	\$.24
Jumbo bags	4790	\$11.40	\$.24
Pallets	4810	\$10.10	\$.24

**RULE 34-315**  
**FOODSTUFFS - BREAKBULK CHARGES**  
**ISSUED: 15SEP2008**  
**EFFECTIVE: 01OCT2008**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Not otherwise shown, in packages	4940	\$17.00	\$.27
	4941	**\$21.20	\$.27
Not otherwise shown, on pallets	4960	\$10.65	\$.27
	4961	**\$14.90	\$.27
Frozen, in packages*	5020	\$26.85	*
Frozen, on pallets*	5040	\$13.30	*

**\*No Storage Allowed**  
**\*\*USDA Aid Cargo Only – Covers Handling and Wharfage**

**RULE 34-320**  
**GLASS - BREAKBULK CHARGES**  
**ISSUED: 01DEC2013**  
**EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Not otherwise shown, in packages	5120	\$39.15	\$.67
Exceeding 120 inches in outside measurement when the two greatest dimensions are added together, in packages	7100	\$78.30	\$.67

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-325  
 HAZARDOUS COMMODITIES - BREAKBULK CHARGES  
 ISSUED: 03DEC2013  
 EFFECTIVE: 01JAN2014**

Loose or in packages:

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Each piece or package not exceeding 50 pounds	5350	\$70.20	\$1.03 \$.52a
Each piece or package exceeding 50, but not exceeding 100 pounds	5351	\$45.95	\$1.03 \$.52a
Each piece or package exceeding 100 pounds	5352	\$30.30	\$1.03 \$.52a
On pallets	5353	\$21.80	\$1.03 \$.52a

(a) Open Storage

NOTE: where hazardous cargo also falls into another commodity category the greater handling charges of the two will be applied

**RULE 34-330  
 HOUSEHOLD GOODS OR PERSONAL EFFECTS - BREAKBULK  
 CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
In packages	5360	\$45.40	\$.90

See Rule 34-075 - RESPONSIBILITY FOR CHARGES, Page 8

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-335  
 IRON OR STEEL ARTICLES - BREAKBULK CHARGES  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Anchors, angles, bars, beams, billets, blooms, cable, channels, girders, piling, plates, rails, rods, scrap, other than in bulk, sheet, slabs, wire, wire rope or wire strand	5400	\$9.20	\$.21 \$.19a
Coils, ingots, or pigs	5420	\$8.90	\$.21 \$.19a
Barbed wire, fencing or mesh:			
In rolls or packages	5500	\$20.80	\$.27
On pallets	5510	\$14.00	\$.27
Bolts, nails, nuts, screws, spikes or washers:			
In packages	5520	\$20.80	\$.27
On pallets	5540	\$14.00	\$.27
Cast iron ingot molds	5550	\$12.50	\$.26 \$.24a
Pipe or tubing	5560	\$9.20	\$.21
(a) Open storage			

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-340  
 LUMBER AND RELATED ARTICLES - BREAKBULK CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Corestock, doorskins, drawer sides, panels, paneling, plywood, veneer, wood molding, dimension stock, wooden billets, handles, dowels, or staves in packages or bundles for forklift handling	5600	\$10.15	\$.23
Boards: fiber, hard, particle or wall	5615	\$10.15	\$.23
Lumber or Timber, not otherwise shown	5625	\$17.00	\$.23 \$.18a
Lumber or Timber, steel strapped bundles	5660	\$13.55	\$.23 \$.18a
Lumber or Timber, skidded, in steel strapped bundles	5670	\$8.45	\$.23 \$.18a
Lumber or Timber, creosoted	5680	\$19.40	\$.28a

**Lumber will be received or delivered on the basis of bundle count only, and the Authority will not be liable for the board footage, weight, species, quality, or grade said to be contained in such count.**

(a) Open storage

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-345  
 MACHINERY, MACHINES OR PARTS - BREAKBULK CHARGES  
 ISSUED: 01DEC2012  
 EFFECTIVE: 01JAN2013**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
<b>Machinery, Machines or Parts, Fork-lifted or lifted with other SCSPA equipment of similar capacity.</b>	3420	\$14.40	\$.50 \$.25a
<b>Self propelled units, received/delivered by truck to/from point of rest.</b>			
Units up to 50,000 lbs.	3421	\$125.00b	\$25.00ac (days 1-15) \$52.75ac (days 16-30) \$110.00ac (days 31 and greater)
Units 50,001 lbs. and greater	3422	\$125.00b	\$50.00ac (days 1-15) \$110.00ac (days 16-30) \$211.00ac (days 31 and greater)

**Machinery, Machines or Parts, Crane Lifted Only**

Open Storage	3423	See Rule 34-135	\$110.00ac (days 1-30) \$211.00ac (days 31 and greater)
High Dock Storage	3424	See Rule 34-135	\$320.00ac (first day and greater)

**If a mobile unit is driven on or off a conveyance and another piece(s) is forklifted on or off the same conveyance, the piece(s) forklifted will be invoiced at tariff with a minimum charge applicable. \*Storage calculated after expiration of free time.**

- (a) Open storage
- (b) Per unit
- (c) Per unit per day

**RULE 34-350  
 MILITARY MISCELLANEOUS CARGO - BREAKBULK CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Military Miscellaneous Cargo	5834	\$14.40	\$.50 \$.25a

- (a) Open storage

NOTE: where cargo for the U. S. Military also falls into another commodity category the lesser handling charges of the two will be applied

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-355  
 NAVAL STORES OR OILS - BREAKBULK CHARGES  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
In packages	5780	\$16.25	\$27
On pallets	5810	\$11.80	\$.27

**RULE 34-360  
 PAPER OR PAPER ARTICLES - BREAKBULK CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Linerboard, paperboard, pulpboard or milk carton stock in rolls	5840	\$8.15	\$.21
Newsprint, printing or wrapping paper in rolls or on pallets	5900	\$10.00	\$.26

**Note:** The Authority shall not be responsible for any loss of paper resulting from loose bales. Charges for cleaning up and disposing of loose paper will be in addition.

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-365  
 PLASTIC MATERIALS - BREAKBULK CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

Acetate or cellulose flakes  
 Cellulose acetate  
 Nylon, polyester or synthetic polymer  
 Synthetic resin

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Not otherwise shown	5980	\$15.75	\$.26
In drums	5990	\$14.70	\$.26
In jumbo bags	6000	\$10.70	\$.26
On pallets	6010	\$10.25	\$.26
Cellulose film, in packages	6040	\$15.75	\$.26

**RULE 34-366  
 SHIPPER OWNED CONTAINERS - BREAKBULK CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

SOCs or separate shipper  
 owned chassis or bundled  
 flatracks at breakbulk terminals

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Up to and including 20' in length	6100	\$125.00	\$25.00a
Over 20' in length	6101	\$250.00	\$25.00a

(a) Per unit per day. Bundled equipment will count as 1 unit per bundle.

**RULE 34-370  
 TEXTILES OR RELATED ARTICLES - BREAKBULK CHARGES  
 ISSUED: 15SEP2008  
 EFFECTIVE: 01OCT2008**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
In bales or rolls	6230	\$15.80	\$.32
On pallets	6250	\$14.00	\$.27

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**BREAKBULK CHARGES - HANDLING AND STORAGE**

**RULE 34-375  
 VEHICLES, MOTOR AND PARTS - BREAKBULK CHARGES  
 ISSUED: 19JUL2013  
 EFFECTIVE: 19JUL2013**

Ambulances, Automobiles, Buses, Hearses, Jet Skis, Trucks,  
 Motorcycles, Recreational Vehicles, Scooters, Snow/Ice Vehicles, All  
 Terrain Vehicles and Privately Owned Vehicles (POVs)

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Not exceeding 10,000 pounds each	6575	\$50.00b	\$20.00c \$10.00ac
Exceeding 10,000 pounds each	6585	\$125.00b	\$20.00ac
Bus Shells, non-mobile & trailers less than 45' in length	6590	\$125.00b	\$25.00ac
Bus Shells, non-mobile, & trailers 45' up to & including 60' in length	6591	\$187.45b	\$25.00ac
Vehicle Parts	6525	\$14.50	\$.46 \$.23a
Export piggybacked vehicles, per vehicle	6595	\$125.00b	\$25.00ac

**Ten (10) days free time allowed on import or export cargo.**

See Rule 34-075 – RESPONSIBILITY FOR CHARGES

**Minimum storage charges not applicable on billing codes 6575,  
 6585, 6590, 6591 and 6595.**

- (a) Open storage
- (b) Per vehicle
- (c) Storage charge per vehicle per day

**RULE 34-380  
 WOODPULP - BREAKBULK CHARGES  
 ISSUED: 01DEC2013  
 EFFECTIVE: 01JAN2014**

	<u>B.C.</u>	<u>HANDLING</u>	<u>STORAGE</u>
Not otherwise shown	6720	\$8.00	\$.21
Pre-unitized	6730	\$7.20	\$.21

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## **VI. BULK CHARGES**

**BULK CHARGES**

**RULE 34-385  
 ADVANCE ARRANGEMENTS REQUIRED - BULK CHARGES  
 ISSUED: 15SEP1999  
 EFFECTIVE: 01OCT1999**

All users of Authority facilities anticipating the handling, movement, discharge, loading, or transportation of bulk cargoes, must complete and return the Authority's Bulk Cargo Questionnaire and have such operations described in the Questionnaire approved by the Authority prior to booking such cargoes for transport through the Port of Charleston. Such users shall notify the South Carolina Department of Health and Environmental Control of the date and berth of the arrival of any vessel from which bulk cargoes are to be discharged, or upon which bulk cargoes are to be loaded, as soon as such date and berth have been confirmed.

All users of the terminal facilities who are handling bulk cargoes of any nature, whether under air quality operating permits issued in their own name or under the air quality operating permit issued to the Authority, shall be responsible to deal directly with the applicable regulatory authorities in satisfying all requirements, notices, hearings and investigations and inspections of such authorities relating to their bulk handling operations, and in attending and responding to all hearings regarding their operations, and shall appear to defend and shall hold harmless and indemnify the Authority from and against any and all regulatory hearings and proceedings, suits, actions, claims, damages and demands whatsoever kind or nature, whether in law as in equity, and any civil or criminal fines, arising from handling of bulk cargoes. Copies of the Authority's air quality operating permits, including compliance requirements, are available upon request.

**RULE 34-390  
 APPLICATION - BULK CHARGES  
 ISSUED: 15SEP1993  
 EFFECTIVE: 01OCT1993**

The charges, rules and regulations published in this section apply only on bulk cargo. In the absence of specific provisions published in this section, provisions published in the general cargo section will apply.

**RULE 34-395  
 CHARGES - BULK CHARGES  
 ISSUED: 05OCT2010  
 EFFECTIVE: 05NOV2010**

Stevedore Usage:  
 Bulk cargo, per net ton: \$0.35  
 Direct shipside bulk cargo, per net ton: \$0.70

Wharfage:  
 Bulk, per net ton: \$1.75

**Call or email for rate information** for any other service.

Issued By  
 Tariff Manager  
 South Carolina State Ports Authority  
 P.O. Box 22287  
 Charleston, S.C. 29413-2287

## **VII. CRUISE ACTIVITY CHARGES**

**CRUISE ACTIVITY CHARGES**

**RULE 34-405  
 CRUISE VESSELS - CRUISE ACTIVITY CHARGES  
 ISSUED: 15SEP1993  
 EFFECTIVE: 01OCT1993**

Cruise vessels originating or terminating calls at Charleston are assessed one passenger charge for each passenger embarking and one passenger charge for each passenger disembarking.

Cruise vessels calling at Charleston as an intermediate port of call are assessed one passenger charge for each passenger on board and one passenger charge for each additional passenger embarking to join the cruise.

Intracoastal Waterway cruise vessels calling at Charleston on a coastwise visit are assessed one passenger charge for each passenger on board and one passenger charge for each additional passenger embarking to join the cruise.

Intracoastal Waterway cruise vessels originating or terminating calls at Charleston are assessed one passenger charge for each passenger embarking and one passenger charge for each passenger disembarking.

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**CRUISE ACTIVITY CHARGES**

**RULE 34-415**  
**VEHICLE STORAGE - CRUISE ACTIVITY CHARGES**  
**ISSUED: 01JUN2012**  
**EFFECTIVE: 01JUL2012**

B.C.    APPLICATION

**Vehicle storage during cruise activity, space permitting, per vehicle, per day or fractional part:**

1540	Vehicles, up to twenty (20) feet in length.....	\$	17.00
1541	Vehicles over 20 feet in length, buses, RV's. etc...	\$	40.00
1542	CANCEL		

**RULE 34-420**  
**PASSENGER CHARGES - CRUISE ACTIVITY CHARGES**  
**ISSUED: 05APR2012**  
**EFFECTIVE: 05MAY2012**

B.C.    APPLICATION

1550	Passengers embarking, disembarking, or on board vessel at arrival, per passenger for the first day.....	\$	20.00
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Minimum charge if vessel does  
 not load or discharge passengers ..... \$ 1055.00

**Rule 34-425**  
**SECURITY CHARGES - CRUISE ACTIVITY CHARGES**  
**ISSUED: 05APR2012**  
**EFFECTIVE: 05MAY2012**

Regular security is provided by the Authority at no charge to the vessel during straight time hours.

Special security in overtime or gangway watch can be provided at published rates in Rule 34-200.

When the Passenger Terminal is used by non-cruise and non-cargo vessels, all related security costs will be billed to the vessel's representative or agent.

If security or other support service is requested or required on the holidays listed in Rule 34-045, the charges listed in Rule 34-200 covering labor and overtime will apply.

A passenger security surcharge of \$5.00 per passenger, embarking, disembarking, or on board vessel at arrival will be assessed.

A passenger security surcharge of \$2.50 per passenger embarking, disembarking, or on board vessel for each consecutive day in port will be assessed.

A terminal security surcharge will be assessed to the vessel and/or its agent per Rule 34-213, Page 30A.

For further information regarding these charges, please contact the Director of Cruises. Telephone (843) 577-8601 or (843) 577-8107

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 South Carolina State Ports Authority  
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 Charleston, S.C. 29413-2287

## **VIII. COLD STORAGE**

**COLD STORAGE SECTION**

**RULE 34-430**  
**GENERAL APPLICATION - COLD STORAGE SECTION**  
**ISSUED: 15SEP1993**  
**EFFECTIVE: 01OCT1993**

Cold storage and freezer facilities at the Port of Charleston are provided on Authority property by an independent operator licensed by the Authority. For information contact Tariff Manager.

Issued By  
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South Carolina State Ports Authority  
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Charleston, S.C. 29413-2287