



GT USA LLC SCHEDULE OF CHARGES

CANAVERAL CARGO TERMINAL

Version 16

*Version 1 - (WEF June 1, 2015)
Version 16 – Effective Date January 1, 2024*

Schedule A

TARIFF

GT USA LLC SCHEDULE OF CHARGES

1. This Tariff should be read in conjunction with the STC of the Terminal Operator, as updated from time to time.
2. The following defined terms have the meaning given below:

“Authority” means applicable agencies and authorities (including Port Authority) having jurisdiction over the Port, Customs, Immigration, Emigration, and related activities at Port Canaveral:

“Carrier” means any party or parties either owning, nominating, or contracting with the Vessel including, but not limited to, its agent(s), owner(s), operator(s) and/or charterer(s).

“Cargo” means all types of bulk, break bulk, dry bulk or any other forms of Cargo whatsoever, including but not limited to any solid, liquid, live animals, vehicles, loose cargo, an empty Container and whatever is conveyed or to be conveyed in a Vessel.

“CBP” means U.S. Customs and Border Protection.

“CCT” means Canaveral Cargo Terminal, operated by GT USA in Port Canaveral, FL.

“Container” means a demountable and reusable freight-carrying unit designed to be transported by different modes of transportation and having construction, fittings, and fastenings able to withstand, without permanent distortion or additional exterior packaging or containment, the normal stresses that apply on continuous all-water and intermodal transportation. The term includes dry cargo, ventilated, insulated, refrigerated, flat rack, vehicle rack, liquid tank, and open-top containers without chassis, but does not include crates, boxes, or pallet.

“Consignee” means one to whom Cargo is sent as stated on the bill of lading.

“CY” means Container Yard within the boundaries of respective Terminal.

“Dray” means movement between locations inside the Terminal.

“Demurrage” means penalty assessed after free time expires for loaded containers, empty containers, or other cargo while at CCT.

“Handling” means the charges levied for the use of container handling equipment services for (i) Stevedoring; (ii) Re-stows; (iii) Shifting; (iv) Storage; (v) Reefer monitoring; (vi) any other services as may be determined by the Terminal Operator from time to time.

“IMCO” means International Maritime Control Organization.

“IMO” means International Maritime Organization.

“LOA” means Length Overall.

“Marine Services” shall include, but not limited to, provision of sufficient safe depths of water, vessel traffic management, berthing, un-berthing, pilotage, pilot boat, towage, navigation, line handling, and communication services.

“NCB6” means North Container Berth 6.

“OOG” means Out of Gauge.

“OT” means Over Time.

“Port Authority” shall mean Canaveral Port Authority, an independent special taxing district created by the State of Florida.

“Reefer Cargo” means refrigerated Cargo or any temperature controlled unit requiring external power services or monitoring.

“ST” means Straight Time.

“STC” means Standard Terms and Conditions of the Terminal Operator, which may be amended by the Terminal Operator, in its absolute discretion, from time to time.

“Stevedoring” means the physical handling of Container(s) and other Cargo between the Vessel and the CY.

“Services” means all the services normally provided by a container Terminal operator.

“SOLAS” means the Safety of Life at Sea Convention as published by the International Maritime Organization (IMO).

“Terminal” means the Terminal Operator's multi-user container berths and land and premises leased by the Terminal Operator at Port Canaveral pursuant to that certain Marine Terminal Lease and Operating Agreement dated June 23, 2014.

“Terminal Operator” means GT USA LLC, a Florida limited liability company doing business as Canaveral Cargo Terminal (CCT).

“Transshipment” means Container(s) Discharged in the Terminal from a Vessel for the purpose of reshipment to another port. Such Container(s) must not leave the Terminal until the time of reshipment.

“TWIC” means Transportation Worker Identification Credential.

“Vessel” or **“Vessels”** mean(s) any vessel(s) that utilizes the Services and facilities of the Terminal for the Loading, Discharging, storage, handling, or transfer of Cargo.

“VGM” Verifiable Gross Mass as detailed by the International Maritime Organization's (IMO) Safety of Life at Sea Convention (SOLAS).

3. All charges are stated in US Dollars. Unless otherwise specified, charges mentioned are applicable per Container of specified size.
4. Charges for the handling of non-containerized Cargo, hire of equipment, cleaning and/or repairing of Containers, provision of equipment interchange reports or any other service which is not mentioned in this Tariff shall be provided on request. The Carrier shall contact the Port Authority directly to avail all the Marine Services.
5. Each Carrier expecting to berth a Vessel at the Terminal shall give the Terminal Operator a notice of at least 72 hours prior to the arrival of such Vessel and thereafter 48 and 24 hours prior to arrival. The acceptance and berthing of each Vessel must be agreed in advance between the Carrier and the Terminal Operator.
6. The Carrier shall provide the Terminal Operator at least 48 hours prior to the Vessel's arrival all the documents listed below and more fully described in Clause 5 of the STC and furnish such other information as the Terminal Operator or the Authority may request:
 - (a) Cargo stowage plan/legible bay plan/profile.
 - (b) Discharge list.
 - (c) List of Dangerous Cargo, out-of-gauge Cargo and Reefer Cargo control lists when applicable.
 - (d) Dangerous Cargo declaration.
 - (e) Passenger manifest.
 - (f) Customs endorsed export declaration (for each shipment).
 - (g) Cargo Loading list.
 - (h) Instructions for Loading and Discharging.
 - (i) Vessel particulars.
 - (j) BAPLIE if Electronic Data Interchange (EDI) available.
 - (k) Any special berthing requirements.
 - (l) Any other information, which would help us in the process of vessel operation.
7. The Terminal's normal operating hours are Monday through Friday 0800-1200 and 1300-1700, throughout the year except for Holidays and subject to local customs and traditions. Any activity outside of normal working hours will be charged on overtime basis.
8. This tariff is to be applied with the general Port Authority's tariff. All rules and regulations on the Port Authority's Tariff are applicable and any charges not contained or referred to in this tariff will be governed by the Port Authority's Tariff.

9. Terminal Charges

9.1. Stevedoring:

Description	Up to 20'	Over 20'
Discharging/Loading of full container to/from Vessel, with normal spreader, i.e., no wires or special attachments	271	320
Discharging/Loading of empty container to/from Vessel, with normal spreader, i.e., no wires or special attachments	271	320
Discharging/Loading of full container to/from Vessel, with wires or special attachments	488	577
Discharging/Loading of empty container to/from Vessel, with wires or special attachments	488	577
Transshipments of loaded container from/to Vessel	542	641
Restow of container from/to Vessel	542	641
Overtime differential per gang per hour		888
Standby/Detention per gang per hour		2387
Minimum stevedoring expense per vessel call		6578
Import – Lumber	USD	
Lumber vessels working hours: 0700-2200, with meal breaks Straight time hours: 0800-1200 and 1300-1700, overtime differential will be charged outside of these hours		
Discharging to under hook, per cubic meter, straight time	4.55	
Transfer from under hook to place of rest on Terminal, per cubic meter, straight time	1.95	
Overtime differential per gang per hour	932	
Standby/Detention per gang per hour	1338	
Extra labor, per person per hour (min 4 hours)	67	

CY Charges:

Description	Up to 20'	Over 20'
Delivery/Receipt of full container to/from Dray at Gate	25	37
Delivery/Receipt of empty container to/from Dray at Gate	12	20
Handling of full container to/from Truck	74	87
Handling of empty container to/from Truck	37	43
Shifting of full container within Terminal, per move	99	111
Shifting of empty container within Terminal, per move	62	74

9.2. Conditions:

- (a) Item 9.2 (i) (ii) (iii) and (iv) above shall also be applicable to Containers received by road from other ports.
- (b) Shifting of Containers shall be performed only on the request of the Carrier or if it is a mandatory requirement for the operation.
- (c) Shifting/Handling charges will apply wherever shifting is involved for any operation carried out at the request of the Carrier including but not limited to change of Container status, unlisted Containers, handling of Containers received from other Ports, movement of Containers for inspection to and from any Container repair facility or as required by any Authority within the Terminal, affixing/removing seals and labels etc.
- (d) Any requests for stacking containers for Carrier efficiency will incur the corresponding Handling charges.
- (e) Any stacking moves done for Terminal Operation efficiency may incur corresponding Handling charges.
- (f) Container delivered for export but removed from the Terminal without being loaded will be subject to appropriate full gate/Handling charges as per above.
- (g) OOG units that do not require special handling gear will be charged as per above charges with a 50% add-on. OOG units requiring special handling gear will be charged additional as per Section 11 below.
- (h) Any overtime receipt/delivery will be billed as per the labor overtime policies.

10. Hazardous/IMCO Class Cargo

- 10.1.** Only IMCO Cargo that is acceptable by the Authorities is permissible at CCT.
- 10.2.** All IMCO Containers irrespective of class will be levied an additional 100% of the applicable Handling charges.
- 10.3.** The cost of repairs to the Terminal premises, property or equipment or other containers and its Cargo resulting from spilled Cargo and subsequent clean-up operations will be on the Carrier's account. In the event of an emergency requiring standby of fire/security/medical personnel, additional charges will apply.
- 10.4.** Containers with undeclared, poorly stowed, or incorrectly packaged dangerous goods will receive fines at the discretion of the Authority and/or the Terminal Operator.
- 10.5.** Containers with non-labeling, wrong labeling, incomplete labeling, and any International Maritime Dangerous Goods (IMDG) violation which may raise security concerns will receive fines as determined by the Authority.
- 10.6.** There will be no free storage period for IMCO containers.

11. Special Equipment

11.1. Charges:

Description	Up to 20'	Over 20'
Containers requiring Auxiliary Gear (e.g. wires or chains) (To be added to appropriate Container Handling rate)	613	613

12. Refrigerated Containers

12.1. Charges:

Description	USD
Plug in reefer to Terminal power source	43
Monitoring of reefer container, incl electricity, per day, or part thereof	74
Pre-trip inspections (P.T.I.) per Container	124
Reefer electronic download	62

12.2. Conditions:

- The charges shall be applicable per day commencing on date of Ingate or Discharge (Weekends and Holidays included) including monitoring every 12 hours.
- These charges are in addition to the appropriate Container Handling charge and storage.

13. Demurrage Charges

13.1. Charges:

Import - Full Container	Up to 20'	Over 20'
First 7 days	Free	Free
Next 7 days, per day	38	74
Thereafter, per day	50	98
Export - Full Container	Up to 20'	Over 20'
First 10 days	Free	Free
Thereafter, per day	38	74
Transshipment and Empty Container	Up to 20'	Over 20'
First 10 days	Free	Free
Thereafter, per day	20	38
Off Lease / Sale / Lease Termination / Sub Lease	Up to 20'	Over 20'
Administration charge for sub lease / lease termination of container	32	32
Demurrage charge, per day	62	122
Import – Lumber	USD	
First 30 days	Free	
Thereafter, 30 day increments, per cubic meter (cbm)	2.18	

13.2. Conditions:

- Import and Transshipment Container free period will commence from 0800 the day after the date of complete Discharge from the Vessel, not including weekends or holidays.

- b) Export Cargo free period will commence from 0800 the day after the date of receipt at the Terminal gate, including weekends and holidays.
- c) No free time is applicable for IMCO Cargo, and a storage add-on of 100% to above is applicable.
- d) OOG and Refrigerated Cargo will have 3 days as free time for both imports and exports and will be subject to a 50% add-on to above rates.
- e) Containers cannot be terminated or subleased at CCT without the express permission of the Terminal Operator and will need a confirmed acceptance of all charges, including storage as per above, by the party taking over the lease.
- f) Storage of damaged units, loaded or empty, is not permitted at the Terminal unless agreed to by both parties at an agreed charge. This includes containers with visible damaged/leaking content. Any such unit may be subject to emergency cleaning and Handling charges of minimum USD 1,000.

14. Standby Time

14.1. Charges:

Description	USD
Thereafter Per Gang per hour	3064

14.2. Conditions:

- a) These charges are payable in addition to any Labor charges applicable if Gangs are booked and not utilized at 4 hour minimum, except on Sundays or Holidays where the minimum would be 8 hours.

15. Other Charges

15.1. Charges:

Description	Up to 20'	Over 20'
Container cleaning, water, or pressure wash (Including label removal/fixing)	105	135
Container cleaning, including chemicals, (Including label removal/fixing)	567	793
Affixing/Removal of IMCO Labels/Placards – Charges per label (Appropriate Shifting Charges also applicable as extra)	37	37
Placing of new high security seal on container, seal included (Appropriate Shifting Charges also applicable as extra)	28	28

Fitting or Removing Tarpaulins (Tarpaulins to be provided by Carrier)	62	124
Inspection/Survey of empty containers (Appropriate Shifting Charges also applicable as extra)	50	97
External Inspection/Survey of Full container for Customs Inspection or by any other Authority (Vacais or visual)	62	124
Weighing of containers on STS Cranes, only during vessel ops, does not meet SOLAS VGM requirements	124	248
Weighing of containers for gross weight on Reach Stacker, does not meet SOLAS VGM requirements	13	13
Security Charge for loaded containers and bulk or breakbulk (per piece)	6	6
Unload pallets or unitized cargo from container/trailer	210	358
Load pallets or unitized cargo into container/trailer, subject to additional fees if blocking and/or bracing is required	210	358
Cross dock pallets or unitized cargo from one container to another, subject to additional fees if blocking and/or bracing is required	240	378
Knockdown flat racks - any size	65	
Unbundling Chassis, per chassis	205	
Surcharge on HAZMAT operations (Min. USD 200)	10% of 3 rd Party charges	
Shore Power access (not related to vessel), up to 20kw	\$50 /day	
Discharge / Load break bulk or loose materials into a 20' container or flat rack, does not include receiving in-gate, securing materials, seal or documentation	273	
Discharge / Load break bulk or loose materials into a 40' container or flat rack, does not include receiving in-gate, securing materials, seal or documentation	423	

Import – Lumber	USD
Handling (loading trucks) per metric ton	4.37
Dunnage, if required for truck loading, per truck	15.30
Recouping (restack, recover, etc.) per hour per person	67

15.2 Conditions:

- a) Terminal Operator may charge for other Services not listed above
- b) All above charges are subject to the appropriate shifting charge as applicable
- c) All above charges, may be subject to overtime

16. Terminal Labor & Equipment Rental Charges

16.1. Charges:

Description	ST (USD)	OT (USD)
TWIC Escort – per hour (requires 4 hours minimum)	52	77
Security – Access Control / Gangway watch (requires 4 hours minimum)	52	77
Security/Admin – Terminal Security & Administration for any non-GT USA Customer's vessel required to berth at NCB6, per 24-hour day per LOA in feet, regardless of Terminal status, Gangway Security may also apply	3.01	3.01
Gangman, general Terminal labor - per hour (requires 4 hours minimum)	67	100
Reach Stacker Rental - per hour (at NCB6) (includes operator and requires 4 hours minimum)	231	263
Reach Stacker Rental - per hour (out of NCB6) (includes operator and requires 4 hours minimum)	361	383
Reach Stacker Rental - per day (includes operator)	2307	2554
Forklift (6MT) Rental – per hour (at NCB6) (includes operator and requires 4 hours minimum)	105	133
Forklift (6MT) Rental – per hour (out of NCB6) (includes operator and requires 4 hours minimum)	158	200
Extended Gate beyond normal working hours, contiguous to normal gate hours – per hour (Terminal labor)	n/a	371

Extended Gate beyond normal working hours, non-contiguous to normal gate hours – per hour (includes Terminal labor and requires 4 hours minimum)	n/a	595
CBP Agricultural or CET Inspection at designated inspection area that requires handling of more than 10 boxes, cartons, bags, packages etc. or stripping, handling, and restuffing pallets (more than 6), or for non-palletized cargo or manually handling of shifted cargo will be charged based on commodity, labor, time, and equipment requirements, subject to Terminal Shifting and Reefer Plug fees, if applicable – per container	Cost dependent on intensity of inspection	Cost dependent on intensity of inspection
Maintenance & Repair Labor - per hour (OT requires 4 hours minimum related to fresh call for service – work started on ST and part of a continuous repair that runs into OT will be charged in 1/2 hour increments until completion)	73	97
Import - Lumber	ST (USD)	OT (USD)
TWIC Escort – per truck, paid in cash at time of entry	52	77

16.2. Conditions:

- a) Requests for equipment rental and/or services must be made no later than 1500 hrs ET the business day prior to service date.

17. **Administration**

17.1. Charges:

Description	USD
Change of designation (import/export to Transshipment or vice-versa - full or empty) change of bay plan, misdeclaration in port of discharge, per container	37
Reprinting of any document/Rebilling of Invoices	124
Non-conformance of any procedure, per occurrence	247
Computer data amendment at Carrier's request	124
Customs manifest or documentation submission, per trip	62
Administration Fee, miscellaneous billing	62
Hazardous Declaration	124

17.2. Conditions:

- a) Terminal Operator may charge for other Services not listed above
- b) Other levied charges, including, but not limited to, port fees, governmental imposed fees, ILA royalties, port tonnage assessment, container tonnage assessment, etc., will be for the account of the Carrier

18. This section intentionally left blank

19. Misdeclaration of Cargo Weights

The Terminal Operator will not permit its equipment to be used in any way to lift, move, or transport a Cargo unit weighing in excess of the safe working load. Should the Terminal Operator's equipment be used in handling an overweight Cargo unit, the Carrier causing such unauthorized use, shall be held liable for all losses, claims, demands and suits for damages including death and personal injury, legal and court expenses, directly or indirectly resulting from such use. Misdeclared Cargo units tendered to the Port Authority /Terminal Operator will be rejected and a fine of USD500 per unit or any other charges shall be applicable as may be determined by the Terminal Operator and/or Authority from time to time.

20. Congestion Surcharge

- 20.1.** Terminal reserves the right to assess a surcharge as a result of congestion due to factors beyond GT USA's control, such as but not limited to, longshoremen's strikes, trucking strikes or weather conditions which affect the entire port area or a substantial portion thereof.

21. Method of Payment

- 21.1.** All charges are due at time of service, unless other prior arrangements have been made - cash, money order, or cashier's check accepted, i.e., no personal checks or credit cards accepted.
- 21.2.** All invoices are due on presentation, unless otherwise agreed in writing. The Terminal Operator reserves the right to apply interest at the rate of (1%) per month on any invoice or part thereof remaining unpaid beyond the due date.
- 21.3.** In the event of failure to pay on the date specified above and without prejudice to the rights available under Clause (21.2) above, the Terminal Operator shall have a lien over all Containers and Cargo and all documents in respect of moneys due. Container Storage Charges will continue to accrue if Cargo remains on Terminal. If the payment is not made in full within one month of the lien being exercised, the Terminal Operator shall have the right of sale over all the property, either by direct sale or public auction and may dispose of the proceeds of sale in satisfaction of the charges due to him.

21.4. The respective Carrier will indemnify the Terminal Operator and will pay to the Terminal Operator full charges, compensation for all damages suffered by the Terminal Operator, in the event the Consignee is in breach of its obligation to pay the charges stated herein.

21.5. Wherever not specifically mentioned, all the charges are payable by the Carrier.

22. Standard Terms and Conditions of the Terminal Operator

22.1. Use of the Terminal facilities and Services managed and operated by the Terminal Operator shall constitute express consent to the STC of the Terminal Operator, as may be amended from time to time.