

Governing Rates, Rules & Regulations of Marine and Port Services Provided by the Canaveral Port Authority

TARIFF NO. 16

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Revision History

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SECTION 100 LEGAL NOTICES**RULE 100: CONSENT OF TERMS OF TARIFF**

The use of the waterways and facilities under the jurisdiction of Canaveral Port Authority ("CPA"), such waterways and facilities referred to herein as "Port Canaveral" or the "Port", shall constitute a consent to the terms and conditions of this Tariff, and the rules and regulations of the CPA, as the same exist at the time of each such use; and such use shall evidence an agreement on the part of the agents, and other users of such waterways and facilities, to pay all charges specified in this Tariff (unless otherwise provided by written agreement with CPA or reduced/waived as provided herein), and be governed by all of said Tariff terms, conditions, rules and regulations.

RULE 105: GOVERNING AUTHORITY AND JURISDICTION

Governing Authority: The Canaveral Port District is an independent special taxing district and political subdivision of the State of Florida. CPA has jurisdiction over and control of Port Canaveral including all wharves, sheds, warehouses, terminals, slips and upland areas and all other property owned or operated by it. It has the power to fix and regulate rates, charges, rules and regulations for the use of these facilities. The administration, operation and maintenance of Port Canaveral is governed by a duly elected Board of Commissioners and are under the direct supervision of a Port Director appointed by said Board of Commissioners.

Jurisdiction: Jurisdiction for any action whether in law or equity and whether founded in contract or in tort, brought by any user against CPA arising from or incidental to the user's operations on CPA property and/or its use of CPA's services or facilities shall lie exclusively in the Circuit Court of the Eighteenth Judicial Circuit in and for Brevard County, Florida. Use of CPA's facilities or receipt of its services by any user shall constitute that user's consent to jurisdiction and venue in accordance with this Rule and shall constitute that user's waiver of jurisdiction or venue in any other location or forum. This Rule does not apply to any action by any user against CPA which may be instituted pursuant to an Act of the Congress of the United States that expressly designates the jurisdiction in which such action shall be prosecuted, and from which CPA would not have sovereign or eleventh amendment immunity.

RULE 110: APPLICATION OF TARIFF

The rates, rules and regulations contained in this Tariff shall apply equally to all users of and all traffic on the waterways and facilities owned, operated, and under the jurisdiction of CPA; except where inconsistent with express provisions of leases or agreements with CPA for use of facilities. CPA shall be the sole judge as to the application and interpretation of this Tariff and supplements hereto.

Fees including, but not limited to, wharfage, dockage, harbor master and line handling may be waived, reduced, or absorbed by the Port Director, if in the best interest of CPA. The Port Director shall also have the authority to implement other changes to this Tariff if it is determined such action is necessary for competitive purposes and/or the efficient use of the facilities. If changes remain in place for a period of twelve (12) months and are expected to remain permanent thereafter, they will be submitted to the Board of Commissioners as a tariff revision for its approval.

RULE 111: WAIVER OF CHARGES FOR DECLARED EMERGENCY

Upon declaration of an emergency by the President of the United States or the Governor of the State of Florida affecting the State of Florida, or for a natural disaster suffered by another state or country served by shipping line customer(s) of Port Canaveral, the Port Director may reduce or waive dockage and/or wharfage charges up to an amount not to exceed five thousand dollars (\$5,000.00) in support of humanitarian relief efforts where supplies, materials, labor, shipping and related assistance are donated on a voluntary basis or resources are provided at reduced rates by governmental or charitable agencies or organizations.

In order to qualify for a reduction/waiver of dockage and/or wharfage charges, the carrier must furnish a manifest and certified statement as required by [Rule 115](#) identifying those items that qualify for a reduction/waiver. In addition, the Port reserves the right to access documentation and the carrier agrees to comply with all conditions as described in [Rule 1100](#).

RULE 115: VESSEL REPORTS AND CONTROLS REQUIREMENTS

All agents requesting a berth for a vessel at a Port Canaveral commercial wharf shall, as far in advance as possible but at a minimum twenty-four (24) hours prior to docking, make application to the Harbormaster specifying the date and time of docking. The application shall include information regarding the approximate date and time of departure as well as the nature and quantity of cargo to be handled. The name, registration, and enrollment of the vessel must be provided. Failure to make proper application could result in a delay in the vessel's arrival.

All vessels requesting a Port Canaveral commercial wharf shall notify the Harbormaster of their estimated time of arrival. Deviations or subsequent changes to scheduled arrival times shall also be reported. Such notices shall be given by all vessels as far in advance as is reasonably feasible in order to facilitate ship movements, coordination, and arrangement of port services for incoming vessels.

Agents and vessels requesting use of a Port Canaveral commercial wharf shall contact the Harbormaster upon arrival in order to ascertain the vessel's pre-assigned berth. The Harbormaster shall regulate and supervise the berthing of all vessels.

Full capacity and continuous twenty-four (24) hour vessel operations may be required at the discretion of the Harbormaster in order to facilitate Port operations and efficiency. Refusal or failure to fully comply with a continuous operations request may result in an order for the vessel to vacate the berth.

CPA reserves the right to order a vessel moved from its berth to a more suitable location including anchorage in the event of a disruption of the vessel's power or any other hindrances of its loading or unloading capabilities which impedes the vessel's ability to discharge or take on cargo pending necessary repairs.

CPA shall retain full authority to move or cause to be removed any vessel at any time and for any reason as deemed appropriate by the Harbormaster. The Harbormaster shall have absolute authority to arbitrate disputes and to direct masters, agents, and others having charge of vessels.

Before departing from a Port Canaveral commercial wharf, all vessels shall notify the Harbormaster Office of the vessel's departure time and obtain departure approval. Such notice shall be as far in advance of the actual departure time as is reasonably feasible in order to facilitate vessel movement and coordination; however, all such notices shall be made at least two (2) hours prior to departure.

The Agent, or others having charge of the vessel, shall direct and cause to be reported to CPA's Finance Department all cargo or passengers loaded or discharged from such vessel or passengers in transit for non-homeported vessels. Such report(s) shall be submitted within five (5) business days of sailing or completion of cargo operations and in the form of copies of the ship's manifest, bill of lading or a certified statement providing the number of units, commodities, weights, dimensions (if required) and all other information which CPA deems necessary for the purpose of conducting audits to determine the accuracy of reports filed, compilation of commercial statistics or for other purposes. Failure to provide the requisite reports within the designated time period shall result in a \$25.00 per business day penalty assessed to and payable by the ship's agent unless expressly waived in whole or in part by the Port Director.

RULE 120: EMERGENCY SHIP MOVEMENT POLICYSee [Addendum E](#)**RULE 125: MOU BETWEEN THE CANAVERAL PORT AUTHORITY AND THE
NAVAL ORDNANCE TEST UNIT CONCERNING SHIP
MOVEMENT PRIORITY**See [Addendum D](#)**SECTION 200 GENERAL INFORMATION****RULE 200: BUSINESS HOURS**

The normal administrative business hours of the CPA shall be from 8:00 a.m. to 5:00 p.m. Monday through Friday, except the following holidays: Martin Luther King Jr Day, Presidents Day, Good Friday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving, Christmas and New Year's. Work performed at hours other than stated will be subject to overtime charges.

RULE 205: LOCATION

Port Canaveral is located in Brevard County on the east coast of Florida, approximately five to six miles north of Cocoa Beach at Latitude: 28°24'26"N; Longitude: 80°30'49"W. The Port is bordered on the north by the Cape Canaveral Air Force Station and the Banana River and bordered on the south by the City of Cape Canaveral. The main harbor channel is orientated in an east - west direction, extending from the Atlantic coast to the Banana River. The harbor contains three turning basins. Starting from the east (oceanward) they are: the Trident Turning Basin, the Middle Turning Basin, and the West Turning Basin. The basins are connected by the Inner Reach Channel and the West Access Channel which form the south boundary of each basin.

RULE 210: HARBOR ENTRANCE

Entrance to the harbor from the Atlantic Ocean is through a channel 500 feet wide and 46 feet deep. The entrance from the Intracoastal Waterway (Indian River) is by a canal 125 feet wide and 12 feet deep, running due east across Merritt Island for approximately four miles, to a lock measuring 600 feet by 90 feet.

RULE 215: TURNING BASINS

Information about the harbor's three turning basins:

Trident Turning Basin: Approximately 1,600 feet wide by 1,800 feet long basin with an access channel that tapers in width from 650 feet at the north end, to 400 feet at the south end, -41 foot depth. The access channel has an authorized depth of -46 feet.

Middle Turning Basin: Approximately 2,260 feet long basin (including channel). 1,800 feet wide at the north end, 2,600 feet wide at the south end, -35 foot depth east and north portion, -43 foot depth west and south portion, 1,400 foot diameter turning circle located in the south west corner.

West Turning Basin: Trapezoidal basin which measures 2,750 feet wide at the widest point in the north, 1,400 feet wide at the narrowest point near the existing corner cut off, 1,650 feet long between Cruise Terminals 5 and 10, -35 feet CPA maintained depth, 1,725 foot diameter turning circle in the south east quadrant. At the north side is the Cruise Terminal 5 Basin, 650 feet wide by 800 feet long, -35 foot depth.

RULE 220: BERTHING FACILITIES

Port Canaveral has berths located on both the north and south sides of the harbor. Cruise facilities are separated from cargo facilities. Each cruise terminal is supported by a separate, secured parking facility. Information including dock space and depth of berth is provided below. A Port Facilities map is available on CPA's website at <http://www.portcanaveral.com/about/publications>. For further information contact the Harbormaster. See [Addendum C](#) for contact information.

North Side Berthing Facilities:**CARGO**

Six (6) berths available. Two (2) general cargo berths, North Cargo Berth ("NCB") 1 and NCB 2, are located on the Middle Turning Basin. NCB 3 and NCB 4 are located on the north edge of the channel between the West Turning Basin and Middle Turning Basin. NCB 5 and NCB 6 are located on the diagonal entrance to the West Turning Basin. Ship to shore cranes are available on NCB 6. A roll-on/roll-off (RO/RO) ramp is located adjacent to NCB 1. Future NCB 8 will be located in the northernmost section of the West Turning Basin.

CRUISE

Four (4) berths available. Four (4) cruise terminals, CT 5, CT 6, CT 8 and CT 10, are located in the West Turning Basin. They serve home ported and port of call cruise vessels.

South Side Berthing Facilities:**CARGO**

Four (4) berths available. The four (4) berths are located on the south edge of the channel across from the Middle Turning Basin. The south cargo berths are noted as South Cargo Berth ("SCB") 1, SCB 2, SCB 3 and SCB 4.

CRUISE

Three (3) berths available. Three (3) cruise terminals, CT 1, CT 2 and CT 3, are located on the south edge of the channel across from the Middle Turning Basin. They serve home ported and port of call cruise vessels.

RECREATION

Six (6) public boat ramps are available along with parking for ingress and egress to the Atlantic Ocean. There are four (4) private marinas offering boat repairs and fuel.

RULE 225: WATER AND FUEL BUNKERING FACILITIES

All berths have facilities for supplying fresh water. On the south side, SCB 3, CT 1 and SCB 4, have bunkering facilities. On the north side, NCB 1, NCB 2, as well as CT 5, CT 6, CT 8, and CT 10, have bunkering facilities.

RULE 230: STORAGE FACILITIES

A variety of storage facilities are available including dry, refrigerated, freezer, foreign trade zone warehousing, specialized facilities including dry bulk silos and liquid bulk tanks, and paved open storage. Please contact the Business Development Department for a list of storage facilities.

RULE 235: CONTAINER FACILITIES

Container facilities are located at NCB 5 and NCB6 on the north side of Port Canaveral. NCB 6 is serviced by two (2) ship to shore cranes.

RULE 240: RAILROAD FACILITIES

The Port is served by the Florida East Coast Railroad through the Cocoa rail car facility and by Norfolk Southern via a multi-purpose terminal in Titusville.

RULE 245: FOREIGN TRADE ZONE #136

CPA is the Grantee for Foreign Trade Zone #136 encompassing all of Brevard County. Please refer to Foreign Trade Zone #136 Zone Schedule on CPA's website at <http://www.portcanaveral.com/tariffs> or contact the Business Development Department for further information.

RULE 250: GENERAL RESTRICTIONS AND LIMITATIONS

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

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

RULE 255: REAL ESTATE FACILITIES

Contact the Real Estate Department for information regarding leasing of property and facilities owned and operated by CPA. See [Addendum C](#) for contact information.

RULE 260: RECREATION FACILITIES

Contact the Recreation Department for information regarding recreational facilities owned and operated by CPA including Exploration Tower and Jetty Park. See [Addendum C](#) for contact information.

SECTION 300 MARINE OPERATIONS: RULES AND REGULATIONS**RULE 300: HARBORMASTER**

The Port Director shall designate the Harbormaster and such other personnel deemed necessary for the execution and compliance with this Tariff and the operational rules and regulations for Port Canaveral. See [Addendum C](#) for Harbormaster contact information. The duties of the Harbormaster include:

1. Scheduling of vessel arrivals, departures and assigning berths in coordination with the Canaveral Pilots Association, ship's agent and the local military establishment to provide for maximum safety and to reduce the possibility of incidents which could endanger personnel, damage property or the environment.
2. Coordinating the priority of vessel movements with the U.S. military when potential conflicts arise in scheduling. See [Addendum D](#) for Ship Movement Priority.
3. Coordinating marine safety and security procedures for Port Canaveral with the Canaveral Pilots Association, the U.S. military, U.S. Coast Guard, U.S. Army Corps of Engineers, the Port Facility Security Officer, and representatives or agents of vessel owners.
4. Processing of billing information.
5. Tracking the arrival and departure of vessels within the Port.
6. Scheduling vessel usage of berths, anchorages, or other facilities within the Port.
7. Ordering and enforcing a vessel, at its own expense and risk, to vacate or change position at a berth, anchorage, or facility in order to facilitate navigation, commerce or Port security, to protect persons, vessels or property, to prevent unauthorized use of Port facilities, or to facilitate dredging of channels or berths.
8. Designating Port facilities for the loading or discharging of vessels.
9. Monitoring waterside areas for threats to navigational safety and security and making notification to the Facility Security Officer on security related issues.

10. Issuing written orders of compliance and notices of violation under this Tariff.

VESSEL MOVEMENTS PENALTIES:

1. Failure to Vacate or Change Position: Any vessel that unnecessarily delays in moving under an order to vacate or change position may be penalized in an amount not exceeding \$1,000 for each hour or fraction thereof, plus 150 percent of the demurrage costs incurred by a waiting vessel, until the order is complied with.
2. Obstructing or Resisting Harbormasters: If any person, master, consignee, agent, wharfinger or wharf owner, lessee of a wharf or other person shall oppose or resist the Harbormaster or the Duty Harbormaster in the execution of their duty, or disobey any order given by either of said officers as to the manner of removing or adjusting the rigging of any vessel under the control of such person, he or she shall be guilty of a misdemeanor of the second degree, punishable as provided per Florida Statutes.

FAILURE TO NOTIFY HARBORMASTER:

Any master of a vessel who shall fail to report to the Harbormaster for a berth at the wharves on arriving in Port shall be guilty of a misdemeanor of the second degree, punishable as provided per Florida Statutes.

RULE 305: DUTY HARBORMASTER

The Port Director may appoint Duty Harbormaster(s) to provide a 24/7 contact for vessel owners, operators, agents, or masters in the absence of the Harbormaster, and to ensure compliance with this Tariff and the operational rules, regulations of the Port. The Duty Harbormaster(s) may be hailed on VHF Channels 12 or 16 by the call sign "Canaveral Harbormaster". See [Addendum C](#) for additional contact information. The duties of the Duty Harbormaster shall include those as outlined in the above Rule. When a situation arises where the Duty Harbormaster is unable to resolve it satisfactorily, or it is outside the responsibilities designated to the Duty Harbormaster by this Tariff, contact shall be made with the Harbormaster or the Port Director for resolution.

RULE 310: RESERVATIONS FOR CRUISE VESSELS

CPA will accept requests for advance reservations for cruise ships on a "first come, first served basis" or by contract and will protect a day or dates for berths and other specialized facilities as needed. Advance arrangements are to be made by the ship's agent with the Harbormaster. Notwithstanding the above, CPA reserves the right, through the Harbormaster, to assign berths and/or change the assignment of berths already reserved for the best utilization of Port facilities taking into account any and all elements which CPA, in its sole discretion, chooses to consider in order to achieve the best berth and facilities utilization and is in the best interests of the Port. Ships requiring berths due to weather, medical or any other request should contact the Harbormaster as soon as possible. CPA shall not be responsible for delays to vessels in berth or seeking berth or be responsible for damages resulting from delays to vessels, regardless of cause.

RULE 315: RESERVATIONS FOR VESSELS OTHER THAN CRUISE

CPA reserves the right to provide preferred berthing by written contract and to liner services that maintain a regular schedule. All vessels shall be assigned berthing facilities by the Harbormaster on a first come, first served basis, upon submission of a completed Berthing request. All vessels shall be assigned to berths in the order of arrival at the sea buoy and in which they declare themselves as ready to commence work immediately upon arrival at berth. Notwithstanding the above, CPA reserves the right through the Harbormaster to assign berths and/or change the assignment of berths already reserved for the best utilization of Port Canaveral facilities taking into account any and all elements which CPA, in its sole discretion, chooses to consider in order to achieve the best berth and facilities utilization and is in the best interests of the Port. Cargo vessels loading or unloading are limited to seventy-two (72) hours at berth when another vessel is awaiting the same berth with a confirmed berth application. The Harbormaster may make an exception to this Rule to allow continued berthing. CPA shall not be responsible for delays to

vessels in berth or seeking berth or be responsible for damages resulting from delays to vessels, regardless of cause.

RULE 320: CHANGE OF LOCATION OF VESSELS

Any vessel, boat, barge or other watercraft, must at all times have on board a person in charge with authority to take such action in any actual emergency as may be necessary in order to facilitate common navigation or commerce or for the protection of other vessels or property. The Port Director or Harbormaster is hereby authorized and directed to order and enforce the removal or change of location of any vessel, boat, barge or other watercraft at its own expense, to such place as the Port Director or Harbormaster may direct, for the purpose of facilitating navigation or commerce, or for the protection of other vessels or property, and it shall be unlawful for the Master, owner or agent of such vessel to fail, neglect or refuse to obey any such orders of the Port Director or Harbormaster.

If there is no responsible person available, or if the person in charge refuses to shift the vessel as directed, the CPA may have the vessel shifted at the risk and expense of the vessel owner or operator.

RULE 325: PILOT CONTROLS AND REGULATIONS

All pilots or deputy pilots must be licensed or indentured by the State of Florida Pilot Commission. It is required for foreign vessels and all coastwise vessels, except those United States coastwise vessels which have on board a pilot licensed by the United States Government. If a vessel is sailing to a foreign port or arriving from a foreign port, it will have to engage a pilot licensed or apprentice pilot indentured by the State of Florida Pilot Commission for Port Canaveral, Florida, even though a United States licensed pilot is on board. All pilot service herein provided shall be by contractual arrangement running solely between the pilot engaged by the vessel and the vessel, its agents and owners. CPA and the State of Florida Pilot Commission are not part of a contract arrangement.

In accordance with Florida Statute 310.141, a state licensed pilot is required for all vessels that require over seven (7) feet of draft whether docking or undocking at Port Canaveral.

All Port pilots, including those holding a United States license, shall obey the directions given by the Port Director, Harbormaster in all particular instances as to vessel movement on the waters under jurisdiction of the CPA, either inbound or outbound, berthing, re-berthing, with regard to any vessel movement coordination and safety issues concerning these vessel movements. Any party failing to so obey any such direction of the Port Director or Harbormaster shall lose their privilege to operate as a pilot at Port Canaveral, and such may be enforced by injunction or otherwise.

Pilotage services are provided in Port Canaveral by the Canaveral Pilots Association. See [Addendum C](#) for contact information. For information regarding pilot(s) licensed by the United States Government, please contact the Harbormaster Office.

RULE 330: DECK WATCH

All vessels moored to CPA operated wharves shall maintain a live deck watch and monitor VHF Channels 12 and 16 with the capability of communicating in English. The Port Director may require any vessel berthed at private leaseholds to maintain a live deck watch and have an English speaking person to monitor VHF Channels 12 and 16.

RULE 335: LIGHTS

All vessels, while within the jurisdictional waters of Port Canaveral, shall display proper navigation lights between sunset and sunrise and during periods of restricted visibility (fog, rain, haze, etc.) in accordance with the U.S. Coast Guard Navigation Rules. The use of flashing, occulting, or revolving lights is prohibited except where expressly allowed by law.

RULE 340: MOORING

The master and crew of each vessel shall, at all times, ensure that their vessel is secured to the wharf utilizing mooring lines in sufficient number, positioning, strength, and condition. The crew shall tend to their vessel's mooring lines for the duration of the vessel's dockage as needed in order to accommodate for changes in weather conditions, changes in tide, and passing vessels. Additionally, all vessels must comply with any mooring arrangement recommendations as given by the Harbormaster, and/or Duty Harbormasters.

RULE 345: UNDER KEEL CLEARANCE AT BERTH

Any vessel berthed alongside any dock or seawall within Port Canaveral shall at all times maintain an under keel clearance of at least six (6) inches between the lowest protrusion of the vessel and the sea bottom regardless of tidal conditions.

RULE 350: SPEED

It shall be unlawful for vessels or other watercraft to proceed at a speed which will endanger other vessels or structures or to cause wake damage.

RULE 355: ANCHORAGE

It shall be unlawful for any person, firm or corporation whether as principal, servant, agent, employee or otherwise, to anchor any vessel, barge, boat or other watercraft of any kind in any of the turning basins or channels in Port Canaveral without permission from the Port Director except in cases of actual emergency. Vessels anchoring under emergency conditions will report to the Port Director and the Canaveral Pilots Association immediately with a full statement of the circumstances. Violators will be charged \$500 per day or any portion thereof, or twice the dockage charge, which would be applicable to the vessel, whichever is greater. Vessels authorized by the Port Director to anchor in Port Canaveral will be charged the dockage charge which would be applicable to that vessel.

RULE 360: COLLISION / ALLISION

In the event of a collision between two (2) vessels or an allision between a vessel and any wharf, dock, pier or other structure, a written report of such incident shall, be immediately reported to the Harbormaster for determination and instructions. A written report of such collision/allision made by the master, owner or agent involved is required to be furnished to the Port Director within twenty-four (24) hours after the collision/allision. In the event of a collision/allision where a vessel is under way and proceeding to the open sea with no need of repair, said report may be mailed by the master, owner or agent of said vessel from the next port which it enters.

RULE 365: ENGINE IMMOBILIZATION

Masters, owners, or agents of vessels intending to immobilize the main engines of their vessels at CPA wharves shall submit a formal immobilization request to the Harbormaster a minimum of forty-eight (48) hours in advance of said vessel's estimated time of arrival. In the event that another vessel requires berthing at an immobilized vessel's berth for the purpose of actively working cargo, the Harbormaster will require the immobilized vessel to shift. All charges associated with said shift shall be at the expense of the Master, owner, or agent. In order to accommodate such shifts, as well as potential emergency movements, an immobilized vessel shall have a sufficient number of crew onboard and also towing lines rigged on the offshore side of the immobilized vessel's bow and stern.

RULE 370: OBSTRUCTION OF NAVIGATION

No substance that will form an obstruction to navigation or become a nuisance shall be deposited in the waters of Port Canaveral.

RULE 375: SALVAGE OPERATION

Prior to the commencement of salvage operations, individuals and/or businesses desiring to perform salvage operations within the waters of Port Canaveral will be required to furnish CPA with a performance bond ensuring that the salvage operation will be performed expeditiously and to the satisfaction of federal, state, and local authorities. The Port Director is authorized to determine and fix the amount of the required performance bond on a case by case basis.

RULE 380: UNDERWATER DIVING OPERATIONS

Underwater diving operations are prohibited within the confines of Port Canaveral except when authorized by the Harbormaster. Those involved with an authorized dive operation must notify the Harbormaster immediately prior to commencing diving operations, as well as at the conclusion of diving operations. Additionally, those involved with an authorized dive operation must have personnel onsite at the dive site that will monitor VHF Channel 12, as well as display proper dive flags throughout the duration of the dive. Furthermore, authorized diving operations must comply with all standing U.S. Coast Guard policies and regulations.

For purposes of this Rule the confines of Port Canaveral are defined as including all water east of the Barge Canal Lock through the Jetties to the Atlantic Ocean.

This Rule does not apply to waters under the control of the United States Navy, United States Army Corps of Engineers, or to the U.S. Coast Guard.

RULE 385: HOT WORK

Hot work is prohibited on CPA wharves except when authorized by the Cape Canaveral Fire Department. For information on obtaining a hot work permit, please contact the Harbormaster Office.

SECTION 400 FACILITIES**RULE 400: ABANDONED CARGO**

Any cargo on which charges have not been collected within ninety (90) days shall be considered abandoned cargo. CPA reserves the right to remove any or all such property to another part of the premises or remove it and place it in storage off of CPA premises at the risk and expense of the owner. CPA may retain possession of the property until all charges have been paid. In any instance, when the Port Director determines final abandonment of cargo, such cargo may be disposed of by CPA.

RULE 405: CLEANLINESS

All vessels, their owners or agents, and all other users of CPA property, facilities or equipment, shall be held responsible for keeping CPA's property, facilities and equipment in a clean and orderly manner to the satisfaction of CPA. CPA's property includes, but is not limited to, its berths, piers, adjacent aprons and gutters, drains and drainage facilities, entryways and roadways. Failure to comply with this requirement, or to make reasonable progress within twenty-four (24) hours of receipt of notice thereof, will result in the user being charged \$500 for each calendar day or portion thereof the property, facility or equipment is not cleaned. In addition to such charge, CPA reserves the right to do any required cleaning and charge the user the cost of such cleaning plus 20%.

RULE 410: DAMAGES TO PORT PROPERTY OR PROPERTY OF OTHERS

Users of CPA facilities shall be held responsible for all damage to property, facilities and equipment caused by them, their employees, agents or contractors, or resulting from the use of CPA property and facilities. CPA's property includes, but is not limited to, its berths, piers, adjacent aprons and gutters, drains and drainage facilities, entryways and roadways. It is the responsibility of the users to immediately notify the

Port Control and the Harbormaster of damages to property, facilities, or equipment caused by or arising out of their use and to confirm same in writing within three (3) working days.

Any damages caused by the vessel to the wharf or equipment for any reason shall be the responsibility of the master and the owner of the ship causing the damage. CPA shall be able to detain the ship until it has received satisfactory guarantee for payment of the amount of the damage caused or a reasonable estimate thereof.

All repairs of damage to buildings, structures, equipment, etc. will meet current building and safety codes and shall be completed to CPA's satisfaction. CPA reserves the right to repair said damages and bill the user the cost of such repair plus 20%. Failure to notify the Port of damages to the facilities will result in the user being charged the cost of such repairs plus 50%.

**RULE 415: MAXIMUM LOAD / HEIGHT OF CRANE CARGO IN SHEDS ON
WHARVES AND FACILITIES**

CPA reserves the right to specify the maximum load that may be placed on its wharves and facilities, and the manner in which single heavy pieces shall be moved over said wharves and facilities and also reserves the right to specify the maximum height to which any commodity may be stacked or piled. A formal request for approval of such crane and heavy lift cargo movements shall be submitted to the Harbormaster Office and the Engineering Department a minimum of 2 business days in advance of said movement. Upon receipt of the request, an engineering analysis will be completed to determine if the wharves and facilities can support the weight of a crane lift, cargo, handling or transport equipment, either individually or combined, CPA will charge \$300.00 for the engineering analysis (inclusive of a \$25 administrative fee), to either the crane operator, agent, stevedore, or tenant. Crane service companies must be permitted to conduct business at Port Canaveral per [Rule 1215](#) and carry insurance coverage in accordance with the Insurance Supplement, [Addendum A](#).

RULE 420: SIGNS

Painting signs on structures belonging to CPA is prohibited without prior approval. Signs to be erected on the Port shall be furnished by the Port users and erected or placed by the user after the Port Director has approved the design material and size of said signs. All signs shall be uniform and are subject to CPA sign regulations.

RULE 425: VEHICLES ON FACILITIES

It shall be unlawful for the owner or operator of any automobile, truck, trailer or other vehicle to allow same to remain parked on any dock, wharf, restricted area or roadway of the Port for a period longer than is necessary for loading or unloading. Any vehicle in violation of this Rule may be towed away and stored at the owner's expense at cost plus 20%. CPA shall assume no responsibility for charges or damages for removal and/or storage. Parking will be administered by code enforcement officers in accordance with CPA rules and regulations.

RULE 430: WHARF OBSTRUCTION

Stevedore's tools, appliances and equipment, vehicles, cranes or any other material or object, including cargo when not actively loading or unloading, will not be permitted to remain or be stored on the aprons wharves, wharf premises, driveways, roadways, or other locations that would hamper normal Port operations without prior approval of the Port Director. If removal is ordered and the removal order is not adhered to, such material will be removed and stored at the owner's costs plus 20%.

SECTION 500 SECURITY, SAFETY AND ENVIRONMENTAL**RULE 500: DISCHARGING / THROWING TRASH, REFUSE AND/OR GARBAGE INTO WATERWAYS**

It shall be unlawful for any person, firm or corporation to deposit, place or discharge into the waterways of Port Canaveral either directly or through private or public sewers, any sanitary sewage, garbage, dead animals, gaseous liquid or solid matter, petroleum product, calcium or carbide, trade waste, tar or refuse, or any other matter, which is capable of producing floating matter or scum on the surface of the water, sediment on the bottom of the waterways, or the odors and gasses of putrefaction. In addition, all applicable federal, state and local laws, rules or regulations pertaining to air and water pollution shall be rigidly observed.

Vessels discharging oil from bilges or tanks into the waters of Port Canaveral will be reported to the U.S. Coast Guard. All vessels, their owners or agents, and all other users of CPA facilities, shall be held responsible for any such discharges caused by them.

CPA reserves the right to undertake any assessment or corrective action deemed necessary or prudent to protect public health or property. The cost of assessment and corrective action plus 50% will be assessed to vessel causing such discharge.

RULE 505: EMERGENCIES

Anyone who becomes aware of an emergency within the jurisdictional boundaries of the Port should call 911 or notify the Port Control Center- see [Addendum C](#) - while taking such measures as may be appropriate.

In case of fire on board a vessel docked in Port or on the wharf at which the vessel is berthed, such vessel shall sound repeated long blasts of its whistle or siren, each blast to be from four (4) to six (6) seconds duration, to indicate a fire.

RULE 510: EXPLOSIVES

Explosives and hazardous or highly inflammable commodities or material may be handled over or received on the wharves or other facilities of CPA by special arrangements with and at the option of the Port Director. Handling of such commodities or material shall be conducted in accordance with all applicable federal, state and local laws, ordinances, rules and regulations and approved by the Cape Canaveral Fire Department and U.S. Coast Guard.

RULE 515: HAZARDOUS MATERIALS

All Port users/tenants will be held responsible for compliance with all applicable federal, state and local laws, ordinances, rules and regulations regarding the transportation, storage, disposal, use and handling of hazardous materials. Any user/tenant transporting, storing, disposing, using or handling hazardous material shall indemnify and hold CPA harmless from all damages, claims, and expenses including attorney fees resulting from the presence of such material at or near the Port Canaveral. No provision or rule relieves or limits the violators' liability for its own negligence.

RULE 520: INCLEMENT WEATHER

Port Canaveral is not a suitable refuge for either hurricanes or tropical storms. Port Canaveral is a port of significant national and regional importance and efforts must be taken to mitigate damage which may be caused by severe weather. All Port Canaveral waterway tenants and users must comply with storm preparation directives and evacuation orders given by CPA, the U.S. Coast Guard, Brevard County Sheriff's Office, and Canaveral Fire Rescue.

Vessels greater than 500 gross tons desiring to remain in the Port during a hurricane or tropical storm must request and receive permission from the U.S. Coast Guard Sector Jacksonville. CPA may require vessels greater than 500 gross tons that have been approved by the U.S. Coast Guard to remain in Port to shift berths for operational or safety reasons.

Recreational and commercial vessels less than 500 gross tons are ineligible to apply to remain in Port and shall be removed from the waters of the Port, prior to setting Hurricane Condition ZULU by the U.S. Coast Guard, at the expense of the vessel owner or operator.

The CPA may issue penalties to vessel owners or operators for violations of this Rule in an amount not to exceed the amount prescribed in subsection 313.22(3), Florida Statutes.

Additionally, all tenants and users of Port Canaveral wharves and facilities shall be responsible for adequately securing all cargo, materials, and equipment that may cause personal injury and/or property damage in the event of a hurricane, tropical storm, or any other severe weather event. In the event any cargo, materials, or equipment are not stored and secured in accordance with requirements issued by the CPA, the CPA may take appropriate measures to secure the items and charge the tenant or user at cost plus 20%.

The CPA assumes no responsibility or liability for any injury or damage to persons, property, cargo, materials or equipment resulting from hurricanes, tropical storms or other severe weather events.

RULE 525: LOITERING

Loitering in or around restricted areas of the CPA shall be prohibited. Unauthorized presence within a restricted area constitutes a breach of security.

RULE 530: MARPOL ANNEX V

All persons including vessel owners, agents, stevedores, truckers, chandlers, ship repairers, oil vendors, tenants of CPA and any public or private firm entering CPA property shall comply with the U.S.C.G. (PL 100-220) MARPOL Annex V code regarding disposal of plastic, vegetable and medical waste. Contact CPA forty-eight (48) hours in advance of vessel arrival for list of A.P.H.I.S. approved reception facilities.

RULE 535: NO SMOKING

It shall be prohibited for any person to smoke or light any match upon Port wharves or in the immediate vicinity of vessels containing, loading or discharging explosives or dangerous cargo and/or any other area where such is prohibited by CPA, the Cape Canaveral Fire Department, or the U.S. Coast Guard.

RULE 540: NUISANCE DISCHARGE CREATED BY VESSELS

No vessel shall permit excessive smoke, cleaning of boilers, blowing tubes, or otherwise create nuisance discharge conditions while in Port Canaveral.

RULE 545: OIL SPILL RESPONSE READINESS

All firms and governmental entities transporting and handling petroleum based fluids within Port Canaveral, or over any wharf or bulkhead must provide a current Discharge Prevention and Response Certificate as required by section 376.065, Florida Statutes and demonstrate the number of trained personnel and containment and recovery equipment, as required by a response, and as identified in the Federal Pollution Act of 1990, is adequate for the performance of their respective Port operations. Should such firms or entities utilize its membership in the Port Canaveral-Brevard County Spillage Cleanup Committee, Inc. to demonstrate compliance for any part of these requirements, such membership must be maintained in good

standing. Contact the Port Canaveral Environmental Department, see [Addendum C](#). Each firm or entity must also must have insurance coverage based upon the circumstances of response in accordance with the Insurance Supplement, [Addendum A](#).

RULE 550: REMOVAL OF WASTE AND CONTAMINATED OILS

Contact the Harbormaster Office for a list of firms to contact for such service.

RULE 555: RESTRICTED ACCESS AREAS AND SECURE / NO TRESPASS ZONES

CPA has designated secure and restricted areas within the Port in accordance with Florida Statute 311.12. These areas shall be clearly marked and indicate that unauthorized access is prohibited and constitutes a breach of security. In addition, security zones are established 100 yards around all tank vessels, cruise ships, and military pre-positioned ships within the port jurisdictional area and shall be enforced in accordance with the provisions of Florida Statute 327.461.

RULE 560: RESTRICTIONS REGARDING WASTE DISPOSAL PRACTICES FOR PASSENGER VESSELS

All passenger vessels operating from, or calling on, Port Canaveral are expected to abide by the waste disposal guidelines within the Cruise Industry Waste Management Policy outlined in the Memorandum of Understanding (MOU) between the International Council of Cruise Lines (ICCL) [now known as the Cruise Lines International Association (CLIA)], Florida-Caribbean Cruise Association (FCCA) and the Florida Department of Environmental Protection (FDEP) as subsequently amended and any other applicable international, federal, state and local environmental regulations. The MOU is available on the FDEP website (see <https://floridadep.gov/sites/default/files/cruiselineMOU12-06-01.pdf>). Waste disposal guidelines are available on the Cruise Lines International Association (CLIA) website.

RULE 565: SECURITY DISTANCES BETWEEN VESSELS

Security zones are established 100 yards around all tank vessels, cruise ships, and military ships while the vessels are within the jurisdictional waters of the CPA. Entry into these zones is prohibited except as authorized by the U.S. Coast Guard. Security zones shall be in effect whether the vessel is in transit or at berth.

RULE 570: SECURITY SERVICES

The CPA may require Port tenants or users to provide security services to monitor cargo or other property under their care, control, or management. This shall include, but not be limited to, all cargo and properties encompassed by a tenant leasehold or site-specific facility security plan.

Port Tenants, clients, or users, regulated by the U.S. Coast Guard under the purview of a site-specific facility security plan, shall be wholly responsible for providing security services in accordance with the provisions of their site-specific plan.

Organizers of a special event or any activity for which there is an anticipated or actual need for enhanced or specialized security services shall be required to provide adequate security services, as determined by CPA, for the duration of such event or activity at the organizers sole cost and expense CPA reserves the right to charge the organizer for providing such enhanced or specialized security services, in the event adequate security services are not provided by the organizer, as determined by CPA.

Security services required by this Rule will be provided by a contract provider of security services permitted by the CPA per [Rule 1215](#). Such services shall be in accordance with the requirements of Chapter 493 of the

Florida Statutes as amended. Security Services shall carry insurance coverage in accordance with the Insurance Supplement, [Addendum A](#).

RULE 572: SECURITY SURCHARGE

A surcharge will be billed to offset cost of compliance with Federal, State and Local security regulations and laws in the amount of 1% of total dockage charged for all vessels berthing at CPA maintained facilities with an LOA over 100 feet (excluding cruise/passenger vessels). This surcharge will be assessed in addition to all other fees within the tariff.

RULE 575: SOLICITATION

It shall be unlawful for any person to solicit or carry on any business on CPA property without first obtaining authorization from the Port Director and will be subject to having required occupational licenses.

SECTION 600 DOCKAGE: RULES AND RATES**RULE 600: BASIS OF CHARGE**

Dockage shall be based on the length overall of the vessel or the highest gross registered tonnage. Length overall is the linear distance as expressed in feet of the extreme length of the vessel. Lloyd's Register of Shipping shall be used in determining the length overall of a vessel. If vessel is not in Lloyd's registry, then the vessel will be required to show a Certificate of Registry. However, the CPA reserves the right to admeasure any vessel when deemed necessary and use such admeasurements as the basis for dockage.

RULE 605: DURATION OF CHARGE

Dockage is calculated per twenty-four (24) hour period or part thereof and begins when the first line is secured to make fast a vessel to a wharf, pier, or bulkhead structure or to another vessel so berthed and is terminated when the last line is released. Dockage is based on straight running time and shifting from one adjoining berth to another shall not interrupt the straight running time, so long as a minimum of one (1) mooring line remains on dock for the entirety of the shift.

RULE 610: DOCKAGE CHARGES EXCEPT GOVERNMENT AND CRUISE VESSELS

Over	But not more than	Charge per 24-hour day per LOA, in feet
0	225	\$2.71
226	250	\$3.21
251	275	\$3.79
276	300	\$4.08
301	325	\$4.24
326	350	\$4.57
351	375	\$4.99
376	400	\$5.22
401	425	\$5.69
426	450	\$6.21
451	475	\$6.84
476	500	\$7.14
501	525	\$7.64
526	550	\$7.94

Over	But not more than	Charge per 24-hour day per LOA, in feet
551	575	\$8.67
576	600	\$9.25
601	625	\$10.44
626	650	\$10.84
651	675	\$11.15
676	700	\$11.65
701	725	\$11.96
726	750	\$12.30
751	775	\$12.51
776	800	\$13.24
801	825	\$14.05
826	850	\$14.44
851	& Over	\$15.23

RULE 615: DOCKAGE CHARGES GOVERNMENT VESSELS

For U.S. Government owned public vessels regularly based, visiting and/or operating from Port Canaveral and in Port either frequently or infrequently:

Per gross registered tonnage, per 24-hour day or fraction thereof	\$0.32
U.S. Navy vessels or foreign naval vessels making infrequent visits of short duration for recreation or open house, will be on a space available basis with prior written approval	NO CHARGE

Government vessels, not engaged in commerce, may be granted an exemption or reduction in rates at the discretion of the Port Director.

RULE 620: DOCKAGE CHARGES CRUISE VESSELS

Charge per linear foot, per 24-hour day or fraction thereof	\$14.02
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620.1 One (1) Day Gaming Vessels

One (1) day gaming vessels homeported at Port Canaveral with 200 or more sailings per year	\$1.02 per 24-hour day per LOA, in feet
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RULE 625: DOCKAGE CHARGES BUNKERING

All vessels calling at Port Canaveral for purpose of bunkering only and remaining on berth for less than twenty-four (24) hours will be charged dockage at 75% of the current Tariff rate or the minimum dockage rate, whichever is greater.

RULE 630: DOCKAGE FOR TUG AND BARGE BUNKERING

Tugs and barges engaged in bunkering only for cruise and cargo vessels will be charged dockage at 75% of the current Tariff rate or the minimum dockage rate, whichever is greater.

RULE 635: COMMERCIAL LAYBERTH

Upon application to and acceptance by the Port Director for a layberth rate, and subject to availability of a suitable berth, vessels that are in Port for reasons other than for cargo or cruise operation:

Days 1-7 will be charged dockage at a rate of 100% of the current Tariff rate.

Days 8-30 will be charged dockage at a rate of 75% of the current Tariff rate.

Requests for layberth must be submitted to the Port Director by the ship agent, in writing, within seventy-two (72) hours of the vessel's departure from Port Canaveral. Vessel lay-up in excess of thirty (30) days shall be by contract only.

RULE 640: CRUISE REFURBISHMENT

Upon application to and accepted by the Port Director and subject to availability of a suitable berth, cruise vessels in Port for refurbishment prior to commencement of or resuming cruise operations from Port Canaveral will be charged dockage at the rate of 75% of the current Tariff rate unless expressly waived in whole or in part by the Port Director.

RULE 645: MINIMUM DOCKAGE

The minimum dockage invoice will be as follows:

Per 24-hour day or fraction thereof	\$297.19
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RULE 650: DOCKAGE FOR UNAUTHORIZED BERTHING

Any vessel berthed in an unauthorized manner or shifted without approval of CPA shall be subject to dockage in an amount equal to twice the current Tariff rate.

The Port Director may issue a written exemption to this Rule, and may impose further restrictions, up to and including banning vessel docking, berthing, or mooring for safety, security, environmental or severe weather conditions that threaten the Port's infrastructure, commerce, or the navigational channel. Violations will be subject to penalties and will be enforced by appropriate authorities and the Harbormaster.

RULE 655: DOCKAGE AT OTHER CPA MAINTAINED FACILITIES

All vessels greater than 100 feet LOA docking at CPA maintained facilities not specifically authorized by lease, permit, or agreement with CPA, excluding vessels engaged in commercial fish dealing operations as defined by the Charter for the Canaveral Port District, will be charged dockage at a rate of 25% of the current Tariff commercial layberth rate. Please contact the Business Development Department for a list of CPA maintained facilities.

SECTION 700 WHARFAGE: RULES AND RATES

RULE 700: BASIS OF CHARGE

Wharfage shall be based on units categorized and rates provided below. Where applicable, fractional tons will be used when calculating cargo tonnage subject to wharfage rates. Manifest weight totals expressed in pounds will be converted to fractional tons. For example, if the manifest indicates 2,500 pounds, then

tonnage for purposes of charging wharfage rates will be computed at 1.25 tons. Amounts less than one (1) ton will be charged as fractional tons, for example, 500 pounds will be charged as .25 tons.

Where wharfage is denoted as weight or measurement (W/M), rates shall be charged on the basis of weight (per ton) or measurement (per 40 cubic feet), whichever produces the greater revenue. The number of cubic feet in the measure is determined using the number of cubic feet which could be contained within the largest 6-sided box (having all right angles) required to contain the cargo had the cargo been shipped in such a rectangular box.

RULE 705: CARGO WHARFAGE

Rates per ton of 2,000 lbs. (fractional tons apply) except as otherwise noted:

All Items not otherwise specified (NOS)	\$3.30
Aggregate, construction related, NOS, bulk	\$0.90
Aluminum, ingots or billets	\$2.30
Automobiles and Motorcycles, New, Each	\$5.46
Automobiles / Motorcycles less than 10,000 lbs., Used, Each	\$6.85
Bananas/plantain	\$1.67
Bulk, dry, NOS	\$0.90
Bunkers (excluding LNG) via pipeline, barge or by tank truck at Port Authority docks per bbl. (42 gal)	\$0.15
Cement	\$0.90
Citrus pellets	\$0.49
Containers/Empty, Each	\$2.19
Containers/Loaded, Each	\$30.88
Dry cargo, bagged and palletized, for use by the construction industry	\$1.96
Dry cargo in supersacks	\$1.61
Fertilizer, Bulk	\$0.89
Fresh fruit, vegetables, NOS	\$2.41
Gypsum Drywall	\$2.10
Hardboard, plywood, veneers, fence, posts, logs-finished/unfinished, processed, unprocessed	\$2.72
Juices, including concentrates and single-strength, and related products	\$2.06
Kraft liner board (in rolls), knockdown boxes/cartons/fiberboard, wood-pulp (baled/rolled)	\$1.99
Lumber-finished/unfinished, processed/unprocessed per 1,000 board feet (MBF)	\$2.74
Machinery, manufactured equipment or parts, NOS (W/M)	\$7.75
Meat, poultry, fish, fresh or frozen	\$2.63
Paper-newsprint	\$2.47
Petroleum, petroleum by products loaded or unloaded through pipeline per bbl. (42 gal.)	\$0.15
Pumice	\$1.02

Recycled bins, empty, used for the transportation of juice and related products exported out of Port Canaveral	No charge
Salt	\$1.22
Sand and sand products	\$1.00
Steel and Iron products, NOS	\$2.12
Steel and Iron, reinforced or rebar	\$2.40
Trucks, buses, tractors, trailers, road building equipment, oil/water drilling equipment (new or used) (self-propelled or towed), 10,000 lbs. gross or greater, Each	\$24.32
Waste paper/corrugated medium in compressed bales, old newspapers (ONP), white/color paper, envelopes/cloth/fabric/ clothes (compressed bundles or bales)	\$2.29
Yachts & Boats up to 25' LOA	\$1.21
Yachts & Boats greater than 25' LOA	\$1.85
Other commodities and volume discounts	By Contract

NOTE: Any cargo loaded in vehicles/trailers are subject to separate wharfage charges and must be listed separately with separate weights, on manifests or cargo reports.

RULE 710: DELIVERY OF BUNKERS/PETROLEUM PRODUCTS BY BARGE/TRUCK

Vessel bunkers arriving by barges or trucks which are being delivered to vessels moored to any CPA wharf or bulkhead will be charged the bunkers wharfage as specified in [Rule 705](#).

Failure to report delivery of bunkers/petroleum products will result in the following charges: Wharfage cost owed plus twenty percent (20%) inclusive of administrative fees and investigation costs.

RULE 715: PASSENGER WHARFAGE

For ships engaged in three (3) night cruises or longer:

Passengers embarking from shore to ship (including security charge), per person	\$9.60
Passengers disembarking from ship to shore (including security charge), per person	\$9.60

For ships engaged in cruises of two (2) nights or less:

Passengers embarking from shore to ship, per person	\$4.42
Passengers disembarking from ship to shore, per person	\$4.42

For visiting cruise ships, not homeported at Port Canaveral:

For Passengers in transit (including security charge), per person	\$9.60
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Steamship Company officials riding on their own vessels shall be exempt from passenger wharfage charges.

RULE 720: MINIMUM WHARFAGE

Unless otherwise specified in individual items, the minimum for any one shipment will be as follows:

Wharfage	\$62.95
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RULE 725: SHIP'S STORES

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

SECTION 800 STORAGE: RULES AND RATES
RULE 800: OVERFLOW PROPERTY RENTAL

Upon written approval by CPA, permitted stevedores, steamship agents and existing tenants may use overflow property for the purpose of marshaling and processing containers, break-bulk and other types of cargoes in connection with the loading and/or unloading of vessels. Overflow property maybe used for a minimum period of fifteen (15) days to a maximum period of ninety (90) days. Minimum overflow property size is ½ acre. Such use shall be at the rates provided below and is subject to availability of space and approval of cargo types and volumes. Applications must be made at least two (2) business days in advance of the requested time period. Applications, protocols and a listing of available locations are available from the Business Development Department.

Property Type	Per 30-Day Period, Per Acre
Unimproved Property	\$1,400.00
Semi-improved Property (Gravel)	\$1,800.00
Improved (Paved)	\$2,500.00

NOTE: Property Rental is subject applicable Florida state sales tax.

Use of overflow property may be immediately terminated if the Port Director determines, in his/her sole discretion, that the occupancy or use is in violation of any provision of this Tariff. Users will be responsible for paying double the listed rates for failure to timely vacate the property in accordance with a termination notice issued under this Rule or upon expiration of the approved use period.

RULE 820: NON-SHIPMENT BY WATER

Cargo delivered on the Port and not loaded on a vessel berthed at Port Canaveral and subsequently moved inland from the Port is subject to wharfage ([Section 700](#)). Failure to report will result in the following charges: wharfage cost owed plus an amount equal to twenty five percent (25%) for administrative fees.

SECTION 900 CONTAINER TERMINAL: RULES AND RATES
RULE 900: STEVEDORING CHARGES

Description	Up to 20'	Over 20'
Discharging or Loading of one full container to and from vessel	\$ 230	\$ 270
Discharging or Loading of one empty container to and from vessel	\$ 150	\$ 190
Transshipments of loaded container to and from vessel	\$ 450	\$ 530
Restow of container to and from Vessel	\$ 450	\$ 530

RULE 905: TERMINAL CHARGES

	Description	Up to 20'	Over 20'
i	Delivery/Receipt of full container to/from Dray at Gate	\$ 30	\$ 40

ii	Delivery/Receipt of empty container to/from Dray at Gate	\$ 20	\$ 25
iii	Handling of container to/from truck	\$ 70	\$ 80
iv	Handling of empty container to/from truck	\$ 40	\$ 45
v	Shifting full container within terminal, per move	\$ 90	\$ 100
vi	Shifting empty container within terminal, per move	\$ 60	\$ 70

905.1 CONDITIONS

- a. Items i, ii, iii, and iv above shall also be applicable to Containers received by road.
- 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 request for stacking containers for Carrier efficiency will incur the corresponding handling charge.
- e. Any stacking moves done for Terminal Operations efficiency may incur corresponding handling charge.
- 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. Out of gauge (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 an additional fee in accordance with [Rule 910](#).
- h. Any overtime receipt/delivery will be billed as per the labor overtime policies.

905.2 HAZARDOUS/IMCO CLASS CARGO

- a. Only IMCO (Inter-governmental Maritime Consultative Organization) Cargo that is acceptable by applicable authorities is permissible at CPA.
- b. All IMCO Containers irrespective of class will be levied an additional 100% of the applicable handling charge.
- c. 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.
- d. Containers with undeclared, poorly stowed or incorrectly packaged dangerous goods will receive fines at the discretion of the Port Authority and/or the Terminal Operator.
- e. 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 Port Authority.
- f. There will be no free storage period from IMCO containers.

RULE 910: SPECIAL EQUIPMENT CHARGES

Description	Up to 20'	Over 20'
Containers requiring Auxiliary Gear (e.g. wires or chains)	\$ 525	\$ 525

RULE 915: REFRIGERATED CONTAINER CHARGES

Description	
Plug in reefer to Terminal power source	\$ 45
Electrical power to reefer container per day, or part thereof	\$ 70
Pre-trip inspections (P.T.I.) per container	\$ 110

915.1 CONDITIONS

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

RULE 920: STORAGE CHARGES

Description	Up to 20'	Over 20'
Import – Full Container		
First 5 days	Free	Free
Next 5 days, per day	\$ 35	\$ 65
Thereafter, per day	\$ 45	\$ 85
Export – Full Container		
First 7 days	Free	Free
Thereafter, per day	\$ 35	\$ 65
Transshipment and Empty Container		
First 7 days	Free	Free
Thereafter, per day	\$ 20	\$ 35
Off Lease / Sale / Lease Termination / Sub Lease		
Administration of charge for sub lease/lease termination of container	\$ 30	\$ 30
Storage, per day	\$ 55	\$ 110

920.1 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 holiday.
- Export Cargo free period will commence from 0800 the day after the date of receipt at the Terminal gate, including weekends and holidays.
- No free time is applicable for IMCO Cargo, and a storage add-on of 100% to above is applicable.
- OOG and Refrigerated Cargo will have three (3) days as free time for both imports and exports and will be subject to a 50% add-on to above rates.
- Containers cannot be terminated or subleased at CPA 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. Any such termination/sublease will also be subject to a \$25/container charge.
- 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 \$1,000.

RULE 925: STANDBY TIME CHARGES

Description	
Thereafter Per Gantry Gang per hour	\$ 2,800

925.1 CONDITIONS

- a. These charges are payable in addition to any Labor charges applicable if Gangs are booked and not utilized.

RULE 930: CRANE RENTALS

The CPA reserves the right to provide either directly or pre-authorized (permitted) crane(s) for stevedoring operations throughout all Port facilities. As such, and when the CPA is in the position to provide adequate crane(s) for a specific operation, the CPA reserves the right to restrict the use of privately owned and operated cranes on Port facilities, except when granted permission by the Port Director or his/her designee. When granted permission by the Port Director, or his/her designee, for a private crane to operate on Port facilities, reference [Rule 415](#).

930.1 CPA CRANE DESCRIPTIONS

	Crane Description
CPA 1	Post Panamax STS Crane / North Cargo Pier 6
CPA 2	Post Panamax STS Crane / North Cargo Pier 6
CPA 10	Mobile Harbor Crane / North Side Cargo Piers

*For additional crane details see [Addendum C](#) for Cargo Operations contact details.

930.2 CPA CRANE RENTAL FEE

Monday through Friday, 0800 – 1200 and 1300 – 1700 (minimum 4 hours):

Equipment Type	Rate
Container / Bulk Crane (Mobile Harbor Crane) Standby Time	\$ 400.00
Container / Bulk Crane (Mobile Harbor Crane)	\$ 700.00
Container Crane (STS Gantry) Standby Time	\$ 400.00
Container Crane (STS Gantry)	\$ 700.00
Mobilization / Demobilization (1 hour each)	\$ 350.00

Monday through Friday, 1700 – 0800 hours, meal hours and Saturdays, Sundays and holidays (minimum 4 hours):

Equipment Type	Rate
Container / Bulk Crane (Mobile Harbor Crane) Standby Time	\$ 450.00
Container / Bulk Crane (Mobile Harbor Crane)	\$ 750.00
Container Crane (STS Gantry) Standby Time	\$ 450.00
Container Crane (STS Gantry)	\$ 750.00

NOTE: Above rates include CPA certified Operator and Technical Crew.

930.3 CPA CRANE RENTAL REQUESTS / CANCELLATIONS**REQUESTS**

Request for use of CPA Crane(s) shall be made no later than 1400 hours on the business day prior to the intended use. Requests for use on weekends or Mondays must be made on the prior business day by 1400 hours. Contact CPA Cargo Operations team for all crane requests.

CANCELLATIONS

Requests to modify or cancel reservations may be made by providing a four (4) hour notice to the CPA Cargo Operations Department. If sufficient notice is not provided, the party making the rental arrangement shall be subject to a minimum charge of two (2) hours for standby time.

RULE 935: OTHER CHARGES

Description	Up to 20'	Over 20'
Container cleaning (including label removal/fixing)	\$ 110	\$ 145
Affixing/Removal of IMCO Labels/Placards, per label (Shifting Charges also applicable)	\$ 35	\$ 35
Placing of new seal on container (Shifting Charges also applicable)	\$ 15	\$ 15
Fitting or removing tarpaulins (tarpaulins to be provided by carrier)	\$ 60	\$ 110
Inspection/Survey of empty containers (Shifting Charges also applicable)	\$ 50	\$ 90
Inspection/Survey of full containers for Customs Inspections or by any other authority (VACIS or visual)	\$ 60	\$ 110
Weighing of containers on STS Cranes	\$ 110	\$ 210
Knockdown flatracks – any size	\$ 50	
Commission on HAZMAT operations (Min. \$200)	15% of 3rd Party Charges	

935.1 CONGESTION SURCHARGE

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

SECTION 1000 MISCELLANEOUS: RULES AND RATES**RULE 1000: CARGO / MILITARY LINE HANDLING**

Only CPA employees shall be permitted on all wharves, berths and piers owned by CPA for the purposes of handling lines. However, for the purpose of safety and security reasons, active duty military personnel will be permitted to handle the lines of any U.S. Navy or U.S. Coast Guard vessel. Lloyd's Register shall be used in determining the length overall of the vessel.

It is the responsibility of the Agent of Record to notify CPA two (2) hours prior to vessel arrival, shift, departure and/or cancellation for the purpose of line handling.

When CPA is requested, or required to perform the service of handling lines, a charge shall be assessed as follows:

**Cargo/Military Vessels docking or undocking Monday through Friday,
0800 through 1700 hours:**

Over	But not More than	Charge per Movement per LOA
0	275 ft.	\$0.69
276	585 ft.	\$0.80
586 ft. & over		\$0.84

Stand by Time, regardless of time of day, per hour ➤ Stand by Time shall be charged beginning 60 minutes after the original scheduled time for arrival, departure or shift.	\$241.44
For use of vehicle tying up	\$64.81

**Cargo/Military Vessels docking and undocking Monday through Friday,
1700 through 0800 hours and Saturdays, Sundays and Holidays:**

Over	But not More than	Charge per Movement per LOA
0	275 ft.	\$1.00
276	585 ft.	\$1.03
586 ft. & over		\$1.11

Stand by Time, regardless of time of day, per hour ➤ Stand by time shall be charged beginning 60 minutes after the original scheduled time for arrival, departure or shift	\$241.44
For use of vehicle tying up	\$64.81

NOTE: Vessels utilizing steel cables for mooring will be charged an additional 10% over current line handling rates.

RULE 1005: CRUISE VESSEL LINE HANDLING

Only CPA employees shall be permitted on all wharves, berths and piers owned by CPA for the purposes of handling lines. Lloyd's Register shall be used in determining the length overall of a vessel. It is the responsibility of the Agent of Record to notify the CPA two (2) hours prior to vessel arrival, shift, departure and/or cancellation for the purpose of line handling. As shown in the tables below, homeported cruise vessels will be billed at 75% of the current Tariff rates. If the vessel fails to meet the minimum definition of Rule, the full rate will be assessed retroactively.

When the Port is requested, or required to perform the service of handling lines, a charge shall be assessed as follows:

Cruise Vessels docking or undocking Monday through Friday, 0800 through 1700 hours:

Over	But not more than	Charge per Movement	Homeported Vessel Charge per Movement
0	400 ft.	\$306.53	\$229.90
401	650 ft.	\$508.22	\$381.17
651	900 ft.	\$733.78	\$550.34
901 ft. & over		\$813.19	\$609.89
Standby Time, regardless of time of day, per hour		\$241.44	\$181.08
For use of vehicle tying up		\$64.81	\$48.61

Cruise Vessels docking or undocking Monday through Friday, 1700 through 0800 hours and Saturdays, Sundays and Holidays:

Over	But not more than	Charge per Movement	Homeported Vessel Charge per Movement
0	400 ft.	\$447.86	\$335.90
401	650 ft.	\$744.88	\$558.66
651	900 ft.	\$1,072.05	\$804.04
901 ft. & over		\$1,222.93	\$917.20
Standby Time, regardless of time of day, per hour		\$241.44	\$181.08
For use of vehicle tying up		\$64.81	\$48.61

RULE 1010: HARBORMASTER FEES

Harbormaster fees will be assessed against all commercial vessels entering the main ship channel and bound for loading, unloading or berthing at commercial piers unless otherwise provided by lease or contract. Vessels shifting to non-adjointing berths will be charged as a new voyage and subject to additional Harbormaster fees unless at the direction of the Harbormaster.

Vessels up to 500 gross registered tons	\$127.01
501 – 2000 gross registered tons	\$211.65
Over 2000 gross registered tons	\$296.32
Passenger vessels making daily cruises	\$42.35

RULE 1015: FRESH WATER

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

For vessels other than homeported cruise ships, per ton (240 gallons)	\$2.41
For homeported cruise ships, per ton (240 gallons)	\$1.98
The minimum invoice for fresh water charges per vessel shall be	\$29.15
Hookup fee	\$67.41
Water fitting not returned, each	\$154.29

*Note: Water usage will be rounded to the tens of gallons for all meters six inches and larger before conversion to tons.

RULE 1020: MEDICAL EMERGENCY VESSEL CALL

Any medical emergencies will be charged one (1) line handling fee and one (1) harbormaster fee if less than one (1) hour stay.

RULE 1025: AUTOMOBILE PARKING FEES

Port Canaveral has designated areas for parking privately-owned vehicles at cruise ship facilities with rates as follows:

Parking, per day (includes arrival and date of departure)	\$17.00
Oversize Vehicle Parking, per day (includes arrival and date of departure)	\$29.00

CPA reserves the right to charge rates other than those above for premium or preferred parking, incentives, prepaid parking, crew parking or vendor parking.

RULE 1030: TERMINAL USE FEE

CPA reserves the right to assess a terminal use fee when deemed necessary. Among the determining factors when assessing this fee will be the extraordinary nature and/or value of cargo, the dimensions and/or weight of the cargo, and the measures required to ensure transit through the terminals with minimal disruption of other terminal operations. CPA will advise the affected parties of this fee prior to the cargo transiting its terminal, including an estimate of the monetary amount to be assessed. This fee will be in addition to all other charges assessed by CPA, unless CPA decides otherwise.

SECTION 1100 FINANCE: RULES AND RATES**RULE 1100: ACCESS TO RECORDS**

All vessels, their owners or agents, and all other users of the waterways and facilities shall be required to permit access to manifests of cargo, passenger, railroad documents and all other documents requested by the Port Director, for the purpose of audit for ascertaining the correctness of reports filed or for securing necessary data to permit correct estimate of charges.

RULE 1105: PAYMENT OF BILLS

All charges under this Tariff are due as they accrue and are payable upon presentation of invoices payable in U.S. funds only. The CPA reserves the right, in any event of delay or failure to pay invoices as presented, to

demand payment of charges in advance before further services will be performed or facilities used or before freight, upon which charges have accrued will be delivered.

The CPA does not recognize the numerous shippers and consignees and cannot attempt to collect or assist in collecting wharfage and similar bills, which may be passed on to the shippers and consignees by the vessel, its owners or agents, and said bills must be paid when presented regardless of when the vessel, its owners or agents are reimbursed.

The CPA reserves the right to estimate and collect all charges in advance which may accrue against a vessel, its owners or agents, or against the cargo loaded or discharged by a vessel, or from other users of the facilities. Use of the facilities may be denied until such advance payments or deposits are made.

Steamship Agents are responsible for collection and payment of all charges to the Port Authority unless application and approval for direct billing has been authorized by the Finance Department.

All vessels landing goods on the wharves or piers, or receiving goods by pipeline, or delivering or receiving goods from vessels while said vessels are berthed at a wharf, dock or pier on the waterways, thereby contract to pay and are responsible for the wharfage charges on such goods at the rates provided herein.

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 the Tariff shall be provided on request. The Carrier shall contact the Port Authority or applicable terminal operator directly to avail all the Marine Services.

RULE 1107: DIRECT BILLING

Charges under the Tariff will be billed and collected in accordance with [Rule 1105](#). CPA will consider a request from an operator or user of Port facilities that desire direct billing. The operator or user will complete a written application to the Finance Department that includes a demonstration of financial responsibility. Applicants may be required to post and maintain indemnity bonds or other acceptable financial security up to their maximum annual liability as determined by the CPA pursuant to [Rule 1200](#). The CPA reserves the right to suspend or cancel authorization for direct billing previously granted to operators or users who violate any provision of this Tariff.

RULE 1110: UNPAID CHARGES

All bills unpaid on the 30th calendar day following the day on which the invoice was issued, or the debt was due are delinquent. Delinquent accounts shall incur (as liquidated damages) a late charge of one and one-half percent (1-1/2%) for each month, eighteen percent (18%) per year, simple interest, on any portion of said bill which remains delinquent.

RULE 1115: VIOLATIONS AND DELINQUENT LIST

In addition to the other remedies provided by the rules and regulations of the CPA for violation of these Tariff terms and conditions, the carrier, vessel, owner, shipper, receiver, agent and/or other user who shall violate any of the terms and conditions of this Tariff or who shall fail to pay any bills hereunder when presented, shall be placed on a delinquent list. Any accounts with an outstanding balance over sixty (60) days will receive a cash basis letter and those accounts will remain on a cash basis for all future activity until their account is within sixty (60) days. If an account receives more than three (3) cash basis letters within a twelve (12) month period, it will become necessary for that account to post a bond as set forth in this Tariff, and will continue to carry a bond for twelve (12) months from the date of the third cash basis letter. If an account on cash basis fails to comply with the above, they will be denied the use of Port facilities by the CPA until such violation is corrected or until said charges due are paid, as the case may be.

Nothing herein shall act to preclude the CPA from exercising any and all of its legal remedies at any time to recover accounts or monies due.

RULE 1120: RETURNED CHECKS

A \$40.00 charge will be billed for any check returned for any reason.

SECTION 1200 BUSINESS PERMITS AND INSURANCE: RULES AND RATES**RULE 1200: POSTING OF FINANCIAL SECURITY**

CPA may require all Port users to post financial security while doing business in Port Canaveral. Users may be given the option of posting an indemnity bond, a cash deposit, or an irrevocable letter of credit enforceable in the United States, collectable in US Dollars, drawn on a bank that is subject to the regulatory and enforcement authority of state and/or federal regulatory authorities, and subject to review and approval by the Finance Department.

All indemnity and payment bonds or letters of credit required to be obtained pursuant to this Tariff shall protect CPA from and against all losses, costs, damages, expenses or injury incurred and sustained by CPA due to: (a) failure of the user to pay to CPA, when due, any and all Tariff or other charges that have accrued at Port Canaveral (whether relating to the furnishing of services or materials to the user, its principals, agents, servants, or employees; or, due to injury to property of Port Canaveral; or, stemming from the use of Port Canaveral and its facilities by the user, its principals, agents, servants or employees; or otherwise); or (b) non-compliance by the user, its principals, agents, servants or employees with applicable laws, ordinances, rules and regulations of the federal, state and local governmental units or agencies (including but not limited to the terms and provisions of all procedures and policies of CPA), as amended from time to time; or (c) any act, omission, negligence or misconduct of user, its principals, agents, servants or employees in Port Canaveral (whether causing injury to persons or otherwise).

In the event that CPA utilizes the security for any reason outlined herein, then user will be required to replenish the security in the same or increased amount and in a timeframe established by the Port Director.

RULE 1205: INSURANCE

A comprehensive Insurance Supplement attached hereto as [Addendum A](#) and incorporated herein by reference is an integral part of this Tariff. Users of the Port facilities are responsible for having knowledge of its existence and content and are required to adhere to its provisions.

RULE 1210: LIABILITY FOR LOSS OR DAMAGE

CPA shall not be responsible for personal injuries, death, loss or damage to freight or property of others occurring on its property or facilities in the absence of negligence on the part of the CPA.

The CPA does not generally provide services for handling cargo or processing cruise vessel passengers and shall not be responsible for any injury to persons arising from services provided by franchised and/or permitted entities, tenants, Port users or other contracted or independent third-party service providers at Port Canaveral except in instances where injury results from negligence of the CPA.

RULE 1215: PERMITS TO OPERATE

No person, firm, corporation or other business entity as described in the designated categories as set forth in this rule may operate at Port Canaveral unless and until there shall first have been obtained from the CPA a permit authorizing such activity. Exempt from permit requirements are 1) those entities whose sole function on the Port is to fulfill the requirements of U.S. government regulatory agencies; 2) CPA approved

and retained vendors, their subcontractors and suppliers, while performing tasks called for while under their contract with the CPA; and 3) governmental entities. The following rules and regulations governing licensing are issued pursuant to Article IV of the Charter for the Canaveral Port District. These rules and regulations are promulgated to establish a standard licensing procedure by which the CPA can exercise its lawful control of the orderly development of port operations. See [Addendum C](#) for contact details.

A. PERMITTING PROCEDURE

Applications for Permits to Operate shall be submitted to the CPA using the form prescribed by CPA. Applications shall be accompanied by the fee specified below, a Certificate of Insurance that includes the applicable insurance specified in Insurance Supplement, [Addendum A](#), and documentary evidence in support of applicant's eligibility. The failure to fully and accurately complete the application will result in rejection of the application. No permit to operate may be interpreted as an exclusive right to operate at Port Canaveral.

Permits are issued annually commencing January 1 of each year. The permit fee will be applied on a calendar year basis. All firms must submit a check for the nonrefundable application fee plus the applicable initial fee with their application for permit to operate in Port Canaveral. New accounts applying during the calendar year may have the initial fee prorated to a maximum of 50% of the applicable permit fee. Proration will be done on a monthly basis. For businesses engaged in multiple categories, a separate application and fee is required for permit. Accounts in arrears will not be allowed to renew and may face reinstatement procedures. Permits will be considered lapsed if not renewed by January 15 and subject to reinstatement. Accounts subject to reinstatement must pay the initial application in addition to the annual fee prior to being reinstated.

The acceptance of a Permit to Operate shall signify agreement of the permittee to be governed by tariffs, policies, rules and regulations of the CPA. No Permit to Operate shall be transferred or assigned to or otherwise used by any person other than the named Permittee. Any person, firm, corporation or other business entity properly acquiring a business from a Permittee hereunder may qualify for a license, depending upon the financial strength, background and experience of the successor entity, by conforming to the application procedures of this rule. The requirement to apply for a new license may be waived at the discretion of the CPA if the CPA determines the new entity is competent, financially sound and capable to perform the duties of Permittee.

B. PERMIT TO OPERATE CATEGORIES AND FEES:

Description	Nonrefundable Application Fee	Initial Fee	Annual Renewal Fee
Crane Services including rentals and heavy lift providers	\$347.78	\$1,970.77	\$1,970.77
Cruise Ship Embarkation and Shore Services	\$347.78	\$869.46	\$869.46
Mobile Fuel Vendor/Petroleum Products Provider/Bunker Barge Service/Waste Oil Disposal Service	\$347.78	\$2,550.40	\$1,304.19
Sanitary Waste Removal Service	\$347.78	\$2,550.40	\$1,304.19
Stevedoring Service	\$347.78	\$1,970.77	\$1,970.77
Steamship Agency	\$347.78	\$869.46	\$869.46
Franchise Steamship Agency – providing services for cruise vessels exceeding 20,000 GRT	\$347.78	\$2,550.40	\$1,970.77
Security Services	\$347.78	\$869.46	\$869.46
Tug Services	\$347.78	\$2,318.54	\$2,347.52

RULE 1216: RESTRICTED ACCESS BADGE

Each individual requesting a Restricted Access Port Canaveral Badge for entering secure/restricted areas is required, per Coast Guard Regulation 33 CFR 105 (215), to take the Coast Guard mandated Maritime Security Awareness course. At the end of the training, the individual must print out their certificate of completion and bring it, along with the completed badge application to the Badging office.

Restricted Access Badges, annual fees:

Initial, renewal or replacement port badge for TWIC Holders	No fee
Initial, renewal or replacement port badge Non-TWIC Holders	\$25.00

SECTION 1300 DEFINITIONS**1300.1 AGENT**

The vessel representative responsible for collection of payment for all charges assessed on a vessel in which they file a Vessel Berthing Request and provide accurate manifest documentation.

1300.2 BERTH DAY

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

1300.3 BUNKERING

The process by which a ship takes on fuel from either a pipeline, tank barge or tank truck.

1300.4 CARGO

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 or full container and whatever is conveyed or to be conveyed to or from a vessel.

1300.5 CARRIER

Any party or parties owning, nominating or contracting with the vessel including, but not limited to, its agent(s), owner(s), operator(s) and or charterer(s).

1300.6 CONSIGNEE

One to whom cargo is sent as stated on the bill of lading.

1300.7 CONTAINER

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.

1300.8 DEFINITION OF VALID CODES

See [Addendum B](#).

1300.9 DOCKAGE

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

1300.10 DRAY

Movement between locations inside the terminal.

1300.11 FACILITY SECURITY PLAN

A plan developed to ensure the application of security measures designed to protect the facility and its servicing vessels or those vessels interfacing with the facility, their cargoes, and persons on board at the respective MARSEC Levels pursuant to all applicable laws including but not limited to 33 Code of Federal Regulation 101.105, et seq.

1300.12 FREE TIME

The specific period during which cargo may occupy space assigned to it on terminal property free of terminal storage charges immediately prior to the loading or after discharge of such cargo on or off a vessel.

1300.13 HARBORMASTER

The individual designated by the Port Director to ensure execution and compliance with this Tariff and the operational rules and regulations for Port Canaveral and whose duties include those specified in [Rule 300](#) of this Tariff. The term as used herein shall mean and refer to the Harbormaster or his/her designee.

1300.14 HOMEPORTED CRUISE VESSEL

A cruise vessel operating from a cruise terminal in Port Canaveral is considered a Homeported Cruise Vessel if it offers at least twelve (12) regularly scheduled voyages that originate from and end at Port Canaveral for at least five (5) months within a twelve (12) month period.

1300.15 LINER SERVICE

Vessels making regularly scheduled calls for the receipt and delivery of cargo or passengers.

1300.16 POINT OF REST

The area on the terminal facility which is assigned for the receipt of inbound cargo from the ship and from which inbound cargo may be delivered to the consignee. It is also the area which is assigned for the receipt of outbound cargo from shippers for vessel loading.

1300.17 PORT DIRECTOR

The individual appointed by the duly elected Canaveral Port Authority Board of Commissioners to directly oversee and supervise the administration, operation and maintenance of Port Canaveral. The term as used herein shall mean and refer to the Port Director or his/her designee.

1300.18 PORT TERMINAL FACILITIES

One or more structures comprising a terminal unit, and including but not limited to warehouses, covered and/or open storage space, cold storage plants, grain elevators and/or bulk cargo loading and/or unloading structures, landings and receiving stations used for the transmission, care and convenience of cargo and/or passengers in the interchange of same between land and water carriers or between two (2) water carriers with access to wharves.

1300.19 STEVEDORING

Stevedoring is the physical handling of cargo between the vessel and the Port Terminal Facilities.

1300.20 TARIFF

A publication including all revisions, amendments and schedules containing the rates, charges, rules, regulations, and practices of any person carrying on the business of furnishing wharfage, dock, warehouse, or other marine terminal services or facilities in connection with a common carrier by water in the United States or its possessions.

1300.21 TERMINAL STORAGE

A service of providing warehouse or other terminal facilities whether on-port or inland facility, 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, bonded storage and refrigerated storage, after storage arrangements have been made.

1300.22 TON

A unit of weight of 2,000 pounds.

1300.23 TRANSSHIPMENT

Cargo discharged in the Port from a vessel for the purpose of reshipment to another port. Such cargo must not leave the Terminal until the time of reshipment.

1300.24 VACIS

Vehicle and Cargo Inspection System (VACIS) exam is one of the holds by US customs for importing goods.

1300.25 VESSEL

Except as otherwise provided in individual items, the term "vessel" means floating craft of every description and shall include in its meanings the "owners and agents" thereof, and those utilizing the services and facilities of the Port for loading, discharging, storage, handling or transfer of cargo.

1300.26 VESSEL BERTHING REQUEST

The process of granting permission for a vessel to use a specified berth during a specific timeframe.

1300.27 VESSEL ETA AND ETD

The terms ETA and ETD when used to berth vessels at Port Canaveral shall be defined as follows:

ETA – Estimated Time of Arrival:

This is the estimated time the first line from the ship is secured to the dock.

ETD – Estimated Time of Departure:

This is the estimated time the first line from the ship is released from the dock.

1300.28 WEIGHT OR MEASURE

Where wharfage is denoted as weight or measurement (W/M), rates shall be charged based on weight (per ton) or measurement (per 40 cubic feet), whichever produces the greater revenue. The number of cubic feet in the measure is determined using the number of cubic feet which could be contained within the largest 6-sided box (having all right angles) required to contain the cargo had the cargo been shipped in such a rectangular box.

1300.29 WHARF

A structure built on the shore extending into deep water, so that vessels may be moored alongside to load or unload cargo or passengers.

1300.30 WHARFAGE, CARGO

A charge assessed for the use of CPA wharves in the receiving and delivering of cargo to ships, barges, or other watercraft, including cargo received or delivered to barges, lighters, or other watercraft lying alongside such vessels, or taken from or delivered to the water. Wharfage charges are assessed against the vessel for each movement of the cargo over the wharf. All cargo received on or off the wharf is due wharfage. Wharfage will be collected on the cargo whether or not it is loaded aboard a vessel. CPA reserves the right to determine billing classification of all cargo. Wharfage charges are solely the charge for using the wharf and do not include charges for any other service. Please refer to Wharfage – Rules and Rates in [Section 700](#) of this Tariff.

1300.31 WHARFAGE, PASSENGER

A charge assessed for all manifested cruise passengers on a vessel, other than a crewmember, embarking to, disembarking from, or in-transit on a cruise ship. Passenger wharfage is solely the charge for use of a wharf and does not include charges for any other service.

* * * * *

ADDENDUM A: INSURANCE SUPPLEMENT

The rates and charges published in this Tariff do not include any amounts for insurance coverage. Insurance required by the owner and/or consignee of cargo to protect their respective interests shall be carried by the owner and/or consignee.

The phrase “Required Policy” means each policy of insurance required to be maintained by user under the terms of this Tariff. Each Required Policy must be placed in writing by a company or companies satisfactory to CPA but in all events by a company or companies having a current A.M. Best Company General Policyholders Rating of A+ or A and with an A.M. Best Company Financial Rating of not less than XII (or similar rating by a comparable service selected by CPA should A.M. Best Company cease providing such ratings) and be licensed to do business in Florida or, if the aforesaid is not available, by a company qualified to do business as a non-admitted insurer in Florida under current Florida surplus lines requirements.

All persons or firms leasing CPA property and/or conducting business operations on CPA owned land, in accordance with a permit to operate granted by CPA, shall be required to provide evidence of insurance coverage. Such insurance must name Canaveral Port Authority as an additional insured on commercial general liability and any excess policies (at no expense to CPA) with the provision that such coverage will not extend to actions resulting from CPA’s own negligence. A certificate of such insurance or certified copy of the insurance policy must be provided to the Finance and Risk Management Department and kept up-to-date in full force and continuous effect throughout the lease, permit or franchise period. The acceptance and/or approval of the company's insurance shall not be construed as relieving the company from any liability or obligation arising out of the work performed by said company.

Insurance requirements and exceptions are authorized by CPA Policy POL-2016-001-RSK-3 – Insurance Requirements.

Except as otherwise provided in any written agreement between the user and the CPA, every user of CPA must, to the fullest extent allowed by law, indemnify, defend, and hold harmless the CPA as follows:

- (a) **Marine Terminal Operations:** When CPA is performing marine terminal operations (as defined by Federal Law), each user INDEMNIFIES and HOLDS HARMLESS the Canaveral Port Authority, its trustees, officers, agents and employees (collectively, the “Indemnified Persons”), against all costs and expenses, including, without limitation, attorneys’ fees and costs of investigation and defense, as well as legal liability, whether from suit, judgment, settlement or otherwise arising out of any or all claims for injury to any person or property, including but not limited to injuries resulting in death, arising from, or caused by, or incident to any wrongful or negligent act or omission of the user, its agents, invitees, servants and employees upon CPA property, or arising or resulting from any defective or unsafe condition for which the user is responsible, or of any apparatus, equipment or other property of the user, or in any other manner arising out of any action or inaction of the user.
- (b) **Other Operations:** In all situations other than when CPA is performing marine terminal operations (as defined by Federal Law), each user INDEMNIFIES and HOLDS HARMLESS the Indemnified Persons, against all costs and expenses, including, without limitation, attorneys’ fees and costs of investigation and defense, as well as legal liability, whether from suit, judgment, settlement or otherwise arising out of any or all claims for injury to any person or property, including but not limited to injuries resulting in death, arising from, or caused by, or incident to any wrongful or negligent act or omission of the user, its agents, invitees, servants and employees upon which the user is responsible, or of any apparatus, equipment or other property the user, or in any other manner arising out of any action in inaction of the user. **IN ADDITION THE COVENANTS AND AGREEMENTS CONTAINED IN THIS PARAGRAPH ARE VALID AND ENFORCEABLE REGARDLESS OF WHETHER ANY INDEMNIFIED PERSON IS NEGLIGENT OR WHETHER ANY INDEMNIFIED PERSON**

ADDENDUM A: Insurance Supplement (cont'd)

WAS IN ANY MANNER RESPONSIBLE FOR THE NEGLIGENT OR WRONGFUL ACT OR OMISSION OR THE DEFECTIVE OR UNSAFE CONDITION WHICH MAY HAVE CAUSED THE INJURY OR CLAIM.

- (c) **Indemnity for Noncompliance with Insurance Requirements.** User INDEMNIFIES and HOLDS HARMLESS the CPA from any loss it may suffer due to user's failure to comply with any insurance requirements contained in this Tariff or any other agreement between user and the CPA including the requirement for obtaining waivers or subrogation, and due to any insurance coverage being invalidated because of user's failure to comply with the terms, conditions and warranties of any Required Policy outlined herein.

MINIMUM INSURANCE REQUIREMENTS FOR ALL USERS

Except as otherwise provided in any written agreement between the user and the CPA, every user of CPA property must comply with the following insurance requirements:

- (a) **Commercial General Liability Insurance:**

Coverage shall include, as a minimum: Premises Operations, Products and Completed Operations, Contractual Liability, Personal Injury Liability, Broad Form Property Damage. The Canaveral Port Authority as an additional insured and contain an endorsement waiving all rights of subrogation against the CPA and their respective agents and employees. The minimum limits acceptable shall be listed in the below chart.

- (b) **Worker's Compensation and Employer's Liability:** User must maintain Worker's Compensation Insurance to protect against claims under Florida Worker's Compensation laws, as well as, all Federal Acts applicable to user's operations on CPA property, including but not limited to U.S. Longshoremen and Harborworkers Act, Jones Act and Federal Employers' Liability Act (F.E.L.A.). The limit of liability for such coverage must at least meet applicable statutory requirements and Alternate Employer endorsement for the CPA must be included in each policy. Additionally, each policy must contain an endorsement waiving all rights of subrogation against the CPA and their respective agents and employees.

User must maintain Employers' Liability Insurance for personal injury, bodily injury, or death to any employee of user who may bring a claim outside the scope of Florida Worker's Compensation laws or Federal Acts applicable to user's operations on Port Canaveral property. This insurance must contain all endorsements necessary to cover maritime operation and, where applicable, stevedore and longshore operations, including original admiralty benefits and damages under the Jones Act and benefits and damages under the U.S. Longshoremen and Harborworkers Act. Additionally, each policy must contain Alternate Employer endorsement for the CPA and an endorsement waiving all rights of subrogation against the CPA and their respective agents and employees.

- (c) **Automobile Insurance:** User must maintain Automobile Liability Insurance coverage on all its owned, rented or hired vehicles used for commercial purposes that enter Port Canaveral. Each policy with respect to commercial vehicles must contain an endorsement waiving all rights of subrogation against CPA and their respective agents and employees.
- (d) **Umbrella/Excess Liability Insurance:** User may carry Umbrella/Excess Liability Insurance that contains a follow form provision to meet coverage requirements. The Canaveral Port Authority (CPA) reserves the right to request Umbrella/Excess Liability Insurance based on the scope and complexity of a user's operation. Such policy must name the Canaveral Port Authority as an additional insured and contain an endorsement waiving all rights of subrogation against the CPA and their respective agents and employees.

ADDENDUM A: Insurance Supplement (cont'd)

- (e) **Waiver of Subrogation:** The CPA and user agree to waive any and all rights of recovery, claims, actions or causes of action against the other, its agents, officers and employees for any injury, death, loss or damage that may occur to any Person or CPA property, or any personal property of such party on CPA, by reason of fire, windstorm, earthquake, flood or any other risks, or any other cause which is insured under the insurance policy or policies that either party is required to provide or maintain under this Tariff, to the extent and only to the extent of any proceeds actually received by CPA or user, respectively, with respect thereto, regardless of cause or origin, including negligence of either party hereto, its agents, officers or employees, and each party covenants that no insurer will hold any right of subrogation against the other. If such waiver is not obtained, the party failing to do so indemnifies the other party for any claim by an insurance carrier arising out of subrogation.

ADDITIONAL INSURANCE REQUIREMENTS

Except as otherwise provided in any written agreement, the CPA reserves the right to request additional insurance coverage based on the nature, scope and complexity of the user's operations. This may include but is not limited to:

- (a) **Liquor Liability Insurance:** If user is engaged in any way in the sale of alcoholic beverages, either for consumption or sale of alcoholic beverages on CPA property. **Garage Keeper's Liability Insurance:** If user is engaged in any way in the performance of automobile valet services.
- (b) **Protection & Indemnity Insurance:** If user operates a vessel calling at Port Canaveral, user must maintain Protection and Indemnity (P&I) Insurance Coverage in form and substance acceptable to CPA.
- (c) **Stevedore's Legal Liability Insurance:** If user is engaged in any way in the performance of stevedore services and/or operations on or in connection with the facilities of Canaveral Port Authority.
- (d) **Longshore and Harborworkers Insurance:** If user is engaged in any way in the performance of stevedore services and/or operations on or in connection with the facilities at Port Canaveral.
- (e) **Terminal Operators Liability Insurance:** If user is engaged in any way as an operator of Terminal Facilities on or in connection with the facilities of Canaveral Port Authority.
- (f) **Pollution Liability Insurance:** If the user is engaged in any way in handling or transporting hazardous materials, abatement or clean-up of waste materials, or in other industrial activities as designated by the CPA.

ADDENDUM A: Insurance Supplement (cont'd)

CATEGORY OF PORT BUSINESS AND REQUIRED INSURANCE

CATEGORY	GENERAL LIABILITY	WORKER'S COMPENSATION (WC) / EMPLOYER'S LIABILITY (EL)	COMMERCIAL AUTOMOBILE LIABILITY	OTHER
CRANE SERVICES	\$1,000,000 per occurrence \$2,000,000 General Aggregate to include property damage, personal injury, bodily injury or death and Riggers Liability endorsement.	WC: Per State of Florida Statutory Limits. USL&H & Jones Act as required. EL: \$1,000,000 per occurrence for personal injury, bodily injury, or death to any employee and applicable maritime, stevedore and longshore operations endorsements.	\$1,000,000 Combined Single Limit	Umbrella/Excess Liability \$2,000,000 per occurrence Protection and Indemnity Insurance and/or Hull Coverage (for Floating Crane operations) \$1,000,000 per occurrence Pollution Liability \$1,000,000 per occurrence
CRUISE EMBARKATION AND SHORE SERVICES	\$1,000,000 per occurrence \$2,000,000 General Aggregate	WC: Per State of Florida Statutory Limits. USL&H & Jones Act as required. EL: \$1,000,000 per occurrence for personal injury, bodily injury, or death to any employee and applicable maritime operation endorsements	\$300,000 Combined Single Limit	
MOBILE FUEL VENDOR / PETROLEUM PRODUCTS PROVIDER / BUNKER BARGE / WASTE OIL DISPOSAL SERVICE	\$1,000,000 per occurrence \$2,000,000 General Aggregate	WC: Per State of Florida Statutory Limits. USL&H & Jones Act as required. EL: \$1,000,000 per occurrence for personal injury, bodily injury, or death to any employee and applicable maritime operation endorsements.	\$1,000,000 Combined Single Limit	Protection and Indemnity Insurance and/or Hull Coverage (for barge operations) \$1,000,000 per occurrence Pollution Liability \$1,000,000 per occurrence
SANITARY WASTE REMOVAL SERVICE	General Liability \$1,000,000 per occurrence \$2,000,000 General Aggregate	WC: Per State of Florida Statutory Limits. EL: \$1,000,000 per occurrence for personal injury, bodily injury, or death to any employee and applicable maritime operation endorsements	\$1,000,000 Combined Single Limit	Pollution Liability \$1,000,000 per occurrence

ADDENDUM A: Insurance Supplement (cont'd)

CATEGORY	GENERAL LIABILITY	WORKER'S COMPENSATION (WC) / EMPLOYER'S LIABILITY (EL)	COMMERCIAL AUTOMOBILE LIABILITY	OTHER
STEVEDORING SERVICE	General Liability \$1,000,000 per occurrence \$2,000,000 General Aggregate to include property damage, personal injury, bodily injury or death.	WC: Per State of Florida Statutory Limits. USL&H & Jones Act as required. EL: \$1,000,000 per occurrence for personal injury, bodily injury, or death to any employee and applicable maritime, stevedore and longshore operations endorsements.	\$1,000,000 Combined Single Limit	Umbrella/Excess Liability \$5,000,000 per occurrence Stevedores Legal Liability \$1,000,000 per occurrence Pollution Liability \$1,000,000 per occurrence
STEAMSHIP AGENCY	General Liability \$1,000,000 per occurrence \$2,000,000 General Aggregate	WC: Per State of Florida Statutory Limits. USL&H & Jones Act as required. EL: \$1,000,000 per occurrence for personal injury, bodily injury, or death to any employee and applicable maritime operation endorsements.	\$300,000 Combined Single Limit	
*FRANCHISE STEAMSHIP AGENCY	\$1,000,000 per occurrence \$2,000,000 General Aggregate	WC: Per State of Florida Statutory Limits. USL&H & Jones Act as required. EL: \$1,000,000 per occurrence for personal injury, bodily injury, or death to any employee and applicable maritime operation endorsements.	\$300,000 Combined Single Limit	
SECURITY SERVICES	\$1,000,000 per occurrence \$2,000,000 General Aggregate	WC: Per State of Florida Statutory Limits. USL&H & Jones Act as required. EL: \$1,000,000 per occurrence for personal injury, bodily injury, or death to any employee and applicable maritime operation endorsements.	\$300,000 Combined Single Limit	Law Enforcement Legal/Security Guard Professional Liability \$1,000,000 per occurrence
TUG SERVICES	\$1,000,000 per occurrence \$2,000,000 General Aggregate	WC: Per State of Florida Statutory Limits. USL&H & Jones Act as required. EL: \$1,000,000 per occurrence for personal injury, bodily injury, or death to any employee and applicable maritime, stevedore and longshore operations endorsements.	\$300,000 Combined Single Limit	Umbrella/Excess Liability \$2,000,000 per occurrence Protection and Indemnity Insurance and/or Hull Coverage \$1,000,000 per occurrence Pollution Liability \$1,000,000 per

ADDENDUM A: Insurance Supplement (cont'd)

CATEGORY	GENERAL LIABILITY	WORKER'S COMPENSATION (WC) / EMPLOYER'S LIABILITY (EL)	COMMERCIAL AUTOMOBILE LIABILITY	OTHER
				occurrence

ADDENDUM B: DEFINITION OF VALID CODES

ABBREVIATION	DEFINITION
BBL	Barrel
GAL	Gallon
GRT	Gross Registered Tonnage
KGS	Kilograms
LBS	Pounds
LOA	Length Overall in Feet
MBF	Thousand Board Feet
NOS	Not Otherwise Specified
ST	Short Ton (2,000 lbs)
W/M	Weight/Measure

CURRENCY:	
%	Percent
\$	All amounts in U.S. Dollars (USD)

ADDENDUM C: CONTACT LIST

DEPARTMENT	PHONE NUMBER	EXT
Brevard Sheriff's Office - Port Canaveral	321-868-1113	
Business Development Department	321-783-7831	211
Canaveral Pilots Association	321-783-4645	
Canaveral Port Authority – Main Office	321-783-7831	
Cape Canaveral Fire Department	321-783-4424	
Cargo Operations	321-783-7831	342
Director, Environmental Plans & Programs	321-394-3256	
Emergency	911	
Environment Department	321-783-7831	256
Exploration Tower	321-394-3405	
Harbormaster/ Duty Harbormaster	321-783-7832	329
Jetty Park	321-783-7111	
Permits to Operate	321-783-7831	224
Petchem Towing	321-783-7147	
Port Control Center (24 hours)	321-394-3281	
Real Estate Department	321-783-7831	261
Recreation Department	321-783-7831	357
Seabulk Towing	321-784-4358	
Tenant Relations Department	321-783-7831	247
U.S. Coast Guard (<i>Officer of the Day</i>)	321-868-4200	
U.S. Customs Port Canaveral	321-783-2066	
U.S. Dept. of Agriculture	321-783-3766	
U.S. Immigration & Naturalization Service	1-800-375-5283	

MEMORANDUM OF UNDERSTANDING
BETWEEN THE
CANAVERAL PORT AUTHORITY
AND
THE NAVAL ORDNANCE TEST UNIT

CONCERNING

SHIP MOVEMENT PRIORITY IN PORT CANAVERAL

I. INTRODUCTION

The commercial shipping interests of Port Canaveral and the operational mission of Naval Ordnance Test Unit (NOTU) are vitally important to both organizations. Because of this fact it is important that a system of ship movement priorities be maintained.

II. PURPOSE

The system of ship movement priorities will facilitate vessel scheduling in and out of Port Canaveral with consideration given to the requirements of each vessel for adherence to an established sailing schedule, pilot or equipment requirements, and/or navigational requirements such as tide restrictions, channel clearance restrictions, or visibility restrictions.

In creating the system of ship movement priorities, both organizations acknowledge and accept the others' reasons for their respective required vessel movement priorities, and that equitable access to Port Canaveral is assured under this system.

III. MAJOR CONSIDERATIONS

In establishing the system of ship movement priorities, these major considerations are recognized by both parties:

1. Emergency ship movements, either military or civilian, require top priority.
2. Because of the requirement of passengers to meet pre-arranged schedules for onward transportation, foreign port berth commitments, and Customs and Immigration clearance, cruise liner schedules are time critical in order to be competitive. This industry is of utmost economic importance to the Canaveral Port Authority and the Central Florida tourism industry.
3. Scheduling of Navy test ships sponsored by NOTU and supported by 45th Space Wing involves precise coordination of the services of many people in many diverse geographical locations. Navy test ships include submarines conducting Demonstration and Shakedown Operations (DASO) with attendant support ships and Navy sponsored ships (surface ships and submarines) conducting special tests critical to the national defense interest. Movement of these naval units in adherence to a scheduled test is mission critical.

ADDENDUM D: MEMORANDUM OF UNDERSTANDING: The Naval Ordnance Test Unit (cont'd)

Memorandum of Understanding
Canaveral Port Authority and Naval Ordnance Test Unit
Page 2

4. Military or civilian cargo vessels may require their movement to be scheduled because of tidal considerations or special labor requirements.

IV. SHIP MOVEMENT PRIORITY

Priority	Description
1	Emergency ship movements necessary to prevent loss of life or limit serious loss of property or to meet other military or civil emergencies.
2	Scheduled navy test ships (DASO submarines with support ships and naval units conducting special tests) and scheduled cruise liners.
3	Navy test ships which are off schedule and regular scheduled military ships.
4	Cruise Liners which are off schedule and regular scheduled civilian ships.
5	Other military or civilian ships which have time sensitive cargo or operations or have tide restricted movements.
6	All other vessels on a first come first served basis.

With respect to implementing the ship movement priority system, the following guidelines are established for both parties:

1. The Canaveral Port Authority Operations will keep NOTU Port Operations up-to-date regarding existing cruise line schedules.

2. For the purpose of ship movement priority, schedules of Navy test ships are considered firm once the unit arrives in Port Canaveral to begin operations. Navy test ships departure times for scheduled underway operations are normally between the hours of 0630 and 0730 with the exception of departure for the launch phase of a scheduled DASO. The departure times for the DASO submarine and launch area support ship are governed by range operational constraints and, therefore, vary with each operation. Canaveral Port Authority Operations will normally attempt to avoid scheduling cruise liners to enter or leave port from 0630 to 0730 when a designated Navy test ship is operating out of Port Canaveral. During the time a scheduled Naval unit is undergoing or supporting Navy tests, it will be assigned a priority 2 status. Should emergent circumstances dictate that a cruise liner or Navy test ship must enter or leave port during the same period, the conflict shall be resolved through liaison between NOTU Port Operations and Canaveral Port Authority Operations to achieve a mutually acceptable arrangement.

ADDENDUM D: MEMORANDUM OF UNDERSTANDING: The Naval Ordnance Test Unit (cont'd)

Memorandum of Understanding
Canaveral Port Authority and Naval Ordnance Test Unit
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3. Whenever a scheduled cruise liner or Navy test ship gets off schedule by more than thirty (30) minutes, it will lose its priority 2 status and become a priority 3 or 4 as appropriate. Should a conflict arise between movements of a cruise liner and a navy test ship movement priority will be determined by mutual agreement between NOTU Port Operations and Canaveral Port Authority Operations. Normally a higher priority consideration shall be given to the vessel whose estimated time of arrival at entrance to the buoyed channel or estimated time of departure from port occurs first. Unusual situations may infrequently arise where politically important people onboard either off-schedule cruise liners or Navy test ships require immediate entry to or departure from the port. Under these circumstances, a deviation from the priority designation may be necessary. These special situations will be handled on a case-by-case basis between NOTU Port Operations and Canaveral Port Authority Operations.

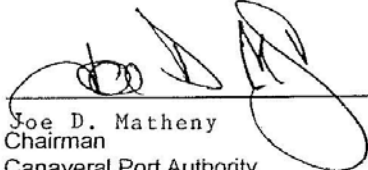
4. The time separation between ships entering and/or leaving Port Canaveral should be that interval deemed necessary by the Canaveral Pilots Association for the safety of the vessels concerned. Under no circumstances will the arrivals/departures of ships be scheduled such that a meeting situation would occur inside the buoyed channel of Port Canaveral.

5. In order to meet U.S. Navy Operational requirements a Priority 1 ship movement will immediately go into effect when an emergency involving U. S. Naval Warships requiring immediate departure of a Naval vessel occur. NOTU shall arrange for immediate tug assistance. Should there be any conflict, it shall be resolved through liaison between both parties to achieve a mutual acceptable arrangement.

V. CANCELLATION

This Memorandum of Understanding may be cancelled by either party, for any reason, with 60 days written notice to the other party.


H. L. Sheffield
Commanding Officer
Naval Ordnance Test Unit
Date: 26 JAN 00


Joe D. Matheny
Chairman
Canaveral Port Authority
Date: 1/19/00

ADDENDUM E: EMERGENCY SHIP MOVEMENT POLICY

TO: Masters, Pilots, Towboat Companies, Steamship Agents and All Others Concerned:

1. All vessels, unless prevented by conditions or special requirements of the vessel, will be turned around upon entering the turning basin and will be berthed headed seaward.
2. All vessels, civilian and military, will provide wire ropes from the bow and stern with eyes that can be reached by tugs coming alongside. Pilots will make sure wires are in proper position before leaving vessel.
3. The ship or ship's agent will immediately report any spillage of oil on the wharf or on the water and the extent of the spill to the Port Operations Manager and Port Control at (321) 394-3281. If spillage is considerable, all cargo operations must stop and vessel prepared to undock.
4. All vessels will undock and proceed to outer anchorage when so ordered by the CEO or his designee in the event of:
 - a) A severe oil spillage;
 - b) Fire is discovered on board a vessel laden with petroleum, explosives or a quantity of dangerous cargo;
 - c) Vessel is in jeopardy due to conditions on shore; or
 - d) Extreme weather conditions.
5. Tugboats proceeding to a vessel with petroleum or explosives and through oil will stop smoking on board and put out cooking fires, burners and pilot lights.
6. Ships discovering fire on board or close by on shore will sound repeated long whistle blast signals and use every other available means to report the fire.
7. Emergency movement of ships will be made with an able sea watch without waiting for return of other ship's personnel.

CANAVERAL HARBOR SAFETY REGULATIONS

All ships discharging petroleum products in Port Canaveral will observe all requirements relating to petroleum discharge as set forth in [33CFR156](#): "Navigation and Navigable Waters: Oil and Hazardous Material Transfer Operations".