

PORT SECURITY FEES AT U.S. PORTS

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ANCHORAGE

Port Facility Security Fees		
Cargo Vessels	Per ton of cargo	\$0.58
Non-Cargo Vessels	Per Gross Registered Ton	\$0.12
Passenger	Per embarking or disembarking passenger	\$1.00
Port of Anchorage Tariff No. 7 , Item 270, effective January 1, 2011		

CORPUS CHRISTI AUTHORITY, PORT OF

Security Surcharge

Approved by Port Commission on March 8, 2011: Security Surcharge of 7.5% effective April 1, 2011 on all wharfage and dockage

Item 301: Harbor Safety Fee (R) (1-1-14)

All commercial ships and barges entering or operating in the Authority's Waterways shall be assessed a Harbor Safety Fee (HSF), as provided herein, to assist in defraying the administration, maintenance and operation expenses of a fire response vessel and marine patrol vessels, including personnel and equipment. For the purposes of the Harbor Safety Fee, the "Authority's Waterways" means, collectively, the Corpus Christi Ship Channel, the La Quinta Channel, the Jewel Fulton Canal and the Rincon Canals.

For commercial ships and barges entering the Authority's Waterways the HSF is as follows:

Ships.....\$1,153.00

Barges.....\$ 132.00

The HSF for entering the Authority's Waterways will be billed upon departure.

For commercial cargo barges that are in the Authority's Waterways for a period of thirty (30) consecutive days or more without leaving the Authority's Waterways, an HSF of \$530.00 will be assessed for each continuous 30-day period. The HSF for each continuous 30-day period will be billed monthly.

If any marine firefighting services should be rendered by Authority to any ship or barge, or rendered for the protection of bulkheads, piers, wharves, landings, appurtenances or other property of third persons, such services, including the labor and materials used, shall be charged to the vessel receiving such services, or to the owner of such bulkheads, piers, wharves, landings, approaches, buildings, appurtenances or other property, in accordance with the fees to be quoted by the Port Authority.

GEORGIA PORTS AUTHORITY Georgia Ports Authority, [Tariff 5, Rule 34-189](#). Effective March 14, 2014

The Authority will assess a terminal security surcharge to offset the cost of federally mandated facility security measures. The surcharge will be assessed as provided below, in full, regardless of any other agreements:

Fully Cellular Container Vessels	\$6.25 per container, laden or empty, to or from the vessel (Note)
Noncellular and all other vessels, including barges	\$3.15 per linear foot overall per call
<p>Note 1: Restows are exempt from this surcharge. Note 2: This surcharge is assessed to the line owning/leasing/transporting the container, or its agent. Note 3: This surcharge is assessed to the vessel or its agent. Note 4: Vessels which are in lay berth status will be assessed one-half of the LOA rate. Note 5: Naval vessels on liberty calls will not be assessed this surcharge. Note 6: Fully cellular vessels calling at the Authority's Ocean Terminal to discharge and / or load breakbulk cargo shall be assessed one-half of the LOA rate listed above while berthed at Ocean Terminal, provided said vessel also discharges and / or loads containers at the Authority's Garden City Terminal.</p>	

GULF SEAPORTS MARINE TERMINAL Conference

The Gulf Seaports Marine Terminal Conference (GSMTC) announced October 25, 2004, that it would file notice with the Federal Maritime Commission of its intention to impose a **security fee** for vessels and cargo utilizing U.S. Gulf of Mexico Ports. The GSMTC, a self-described "Federal

Maritime Commission sanctioned conference,” consists of 20 U.S. Gulf public port agencies, from Florida to Texas.

GULF SEAPORTS MARINE TERMINAL CONFERENCE Participating Members	
Board of Commissioners of the Port of New Orleans	Brownsville Navigation District of Cameron County, Texas
Board of Commissioners of Lake Charles Harbor and Terminal District	Port of Port Arthur Navigation District of Jefferson County, Texas
Greater Baton Rouge Port Commission	Tampa Port Authority
Orange County Navigation & Port District, Orange, Texas	Port of Corpus Christi Authority (1)
Mississippi State Port Authority at Gulfport	Panama City Port Authority
Board of Commissioners of the Port of Beaumont, Navigation District of Jefferson County, Texas	Port of Pensacola
Port Commission of the Port of Houston Authority of Harris County, Texas	Brazos River Harbor Navigation District, Freeport, Texas
Board of Trustees of the Galveston Wharves	Port of Pascagoula, Pascagoula, Mississippi
Alabama State Docks - Port of Mobile	Manatee County Port Authority
South Louisiana Port Commission	St. Bernard Port, Harbor and Terminal District
Note: (1) Port of Corpus Christi Authority (see above) elected to act independently of the GSMTC in setting security fees.	

Criteria set by the GSMTC for security fees are the following:

- A fee must be transparent and based upon provable security expenses; there should be no profit component.
- Only costs associated with post-9/11 security-related expenses should be recoverable in any proposed fee.
- Proceeds from state and federal grants will have to be excluded from cost recovery mechanisms.
- Fees assessed only against cargo will not be equitably distributed, because of all-inclusive rates and container rates ports negotiate with carriers, which typically include port handling charges.
- Consideration must be given to the commercial implications of any proposed fee.
- The initial fee should be introduced and explained as a fee which will be adjusted as required to meet rising security expenses.
- A security fee should be a minimum fee; members that can justify higher fees should be permitted to do so.
- A security fee should be a surcharge assessed in addition to tariff charges.
- After a fee has been agreed upon; it should be fully implemented, or not implemented at all, by individual members. If members begin negotiating or discounting the minimum fee, it will undermine the entire effort.
- Vessel owners and operators can be expected to resist efforts to assess fees against their vessels, and will claim that they are being double charged, since they also have security responsibilities under ISPS.

The conference felt that *“fees assessed only against cargo would not be equitably distributed, because of all-inclusive rates and container rates for vessels, which typically include port charges.”* For this reason, it decided to *“divide the fee between vessels and cargo interests.”* Accordingly, it decided that security surcharge would be assessed against vessels and barges as a percentage of total dockage charged, and as a tonnage fee against cargo, with the exception of containers, which would be assessed on a per unit basis.

Effective October 1, 2013, the fees now stand at:

Vessels: 8.5% of total dockage assessed per port call.
Cargo

• Breakbulk: 18 cents per ton
• Dry bulk: .04 cents per ton
• Liquid bulk: .04 cents per ton
• Containers: \$3.750 per loaded box
• Vehicles: \$1.00 per vehicle
Passengers: \$1.00 per passenger.

JACKSONVILLE PORTS AUTHORITY [Jacksonville Port Authority Terminal Tariff No. 2013](#), effective Oct. 9, 2013. Section 31-245. Security Fees:

Vessel Type	Charge
Vessels with 200 or more containers (see note), loaded to or discharged from vessel, empty or loaded, per container or unit:	\$6.25
All other vessels (including vessels loading or discharging less than 200 containers (see note), loaded or empty) per linear foot based on vessel LOA (length overall):	\$3.15

MARYLAND PORT ADMINISTRATION (PORT OF BALTIMORE): [2013 Maryland Port Administration Price/Rules Schedule 22](#). (Effective October 16, 2013) Rule: 34-030 SECURITY CHARGES. The Administration will assess security charges to offset the cost of federally mandated security measures. The surcharge will be assessed as provided below:

Cruise Vessels with Passengers	\$1.50 per embarking, debarking, or in-transit passenger
Container vessels and barges with containers	\$6.50 per loaded container
Non-Container vessels and all other vessels and barges	\$2.50 per linear foot (LOA) per Port Call

NEW YORK TERMINAL CONFERENCE. [Marine Terminal Schedule No. 011408](#) Revised Date: April 4, 2014

Security charge of \$4.00 per loaded container, loaded and /or discharged, only once on transhipped containers, will be assessed the carrier. A security charge of \$0.20 cents per ton of 2000 lbs. will be assessed the carrier on break bulk cargo loaded and/or discharged. Effective May 19, 2014

NORTH CAROLINA STATE PORTS AUTHORITY: [Terminal Tariff No. 7](#) Effective: October 15, 2013. **SECTION II SECURITY SURCHARGE Item 97 –**

Item 98 – APPLICATION: The security surcharge described herein shall apply to all vessels, barges (working or in lay berth) or containers arriving or departing on fully cellular container vessels that utilize the facilities of the North Carolina State Ports Authority at the Ports of Morehead City and Wilmington, North Carolina.

Users of North Carolina State Ports Authority services or facilities, who withhold, refuse or otherwise fail to pay properly assessed security surcharges, at the sole discretion of the Ports Authority, may be denied service or required to deposit estimated port charges in advance of using port authority facilities or receiving services.

Port	Morehead City	Wilmington
Fully Cellular Container Vessels (excluding containers being restowed)	\$6.00 per container, laden or empty, to or from the vessel	\$5.00 per container, laden or empty, to or from the vessel
Other than Fully Cellular Container Vessels ¹	\$3.15 per linear foot based upon registered LOA	\$3.15 per linear foot based upon registered LOA

NORTHWEST MARINE TERMINALS ASSOCIATION: The Northwest Marine Terminal Association has operated continuously since 1939, under an Agreement approved by the Federal Maritime Commission subject to provisions of Section 15 of the Shipping Act of 1916, the Shipping Act of 1984 and more recently the Ocean Shipping Reform Act of 1998. Its members include the ports of Anacortes, Astoria, Bellingham, Everett, Grays Harbor, Kalama, Longview, Olympia, Port Angeles, Portland, Seattle, Tacoma and Vancouver, USA

The following ports have implemented security fees:

- **Port of Anacortes** – Minimum Port Security Fee - \$275 per eight hour shift.. See [Port of Anacortes Marine Terminal Tariff No. 11](#), Item 46. Effective July 1, 2013.
- Port of Astoria – Minimum Port Security fee: **\$540** per vessel per day effective August 1, 2013. See [Port of Astoria Terminal Tariff No. 10](#).
- **Port of Everett** - Port Security Fee – Per day per vessel: \$425.00. See [Port of Everett Terminal Tariff No. 300](#), Item 249. Effective July 1, 2013.
- **Port of Gray's Harbor** – Minimum security fee: \$320 per eight (8) hour period, or portion thereof., effective April 1, 2013. See [Port of Grays Harbor Terminal Tariff No. 1](#), Sub-Rule 650.
- Port of Longview – Minimum Port Security Fee - \$575 per vessel per day, excluding cruise vessels and domestic barges. Effective June 29, 2013.. See [Port of Longview Terminal Tariff No. 8](#) Item 832
- **Port of Olympia** [Port of Olympia Terminal Tariff No. 10](#) Item 162.. Effective July 1, 2013.

C. Municipality Security and/or Port Contract Security shall be charged at cost plus 15% (see item 187.0).

D. Excepting service contracts, the minimum security fee shall be \$575.00 per vessel per 24-hour period. After the first 24-hours, up to two periods of berth occupancy of 8-hours or less will be billed at one-third of the full rate (\$191.67) on the final day of occupancy. An additional security fee shall not be assessed when a vessel departs the port within 60 minutes of a subsequent security period.

E. Military cargo, due to the nature of its purpose and content, may be subject to increased levels of security and thereby additional security charges may be imposed. Charges will be assessed only for actual costs incurred by the Port for services related to the safeguarding and movement of military cargo to and from the Port.

- **Port of Port Angeles** – \$238.50 per vessel, per 8 hour period or portion thereof. Effective January 1, 2014... See [Port of Port Angeles Terminals Tariff 200](#), Item 325..
- **Port of Portland** – Security fees effective July 1, 2013:

Tariff Item	Item Description	Unit of Measure	Rate
1040.010	Security Identification Card Fee	Per Card Issued	\$20.00
1040.000	Port Security Fee – Non Container Vessel	Per Dockage Day Per Vessel	\$800.00
1040.021	Port Security Fee –Container vessels	Per Full Container - Import/Export	\$5.00

Source: [Port of Portland Terminal Tariff No. 8.](#)

- **Port of Seattle** – Security fee of \$325 per vessel per day (Does not apply to passenger vessels). Effective April 25, 2014 See [Port of Seattle Terminal Tariff No. 5](#), Item 1450.
- **Port of Tacoma** - Security Fee: All rates are per vessel or barge, the fee is \$54 per officer per hour. Effective January 1, 2014 See [Port of Tacoma Terminals Tariff No. 300](#), Item 139.000
- **Port of Vancouver, USA** – Minimum Port Security Fee - \$400.00 per vessel per day. Effective June 29, 2012. See [Port of Vancouver Terminal Tariff No 6](#), Item 247

PALM BEACH: [Port of Palm Beach Tariff No. 19A](#) (January 1, 2014) Item 561 Security Fees. The security fee will be assessed against vessels and barges as a percentage of total dockage charges, and as a tonnage fee against cargo, with the exception of containers, which will be assessed on a per unit basis. The security surcharge will be assessed in addition to all other fees which may be due under this Tariff as follows:

DOCKAGE	6% of dockage fee
WHARFAGE	
Breakbulk	\$0.10/short ton
Bulk	\$0.02/short ton
Liquid Bulk	\$0.02/short ton
Containers, including ISO tanks	\$2.25 per unit
PASSENGERS	\$1.50 per embarking day cruise passenger

PORT EVERGLADES: [Port Everglades Tariff No. 12](#), Security Fees Item No. 1066, Effective Date: October 1, 2011

VESSELS (per 24 hour period of fraction thereof)	
Cargo Vessels (other than pure car carriers)	\$.0158 per GRT
Pure Car Carrier	\$.0118 per GRT
Lay-In Vessels (other than Navy, Coast Guard, and U.S Government Research Vessels)	\$.0158 per GRT or \$.283 per lineal foot (whichever is greater)
Lay-In Vessels – Navy, Coast Guard, and U.S. Government Research Vessels	\$.0127 per GRT or \$.230 per lineal foot
YACHTS(less than 6 hours on berth)	
Up to 100 lineal feet	\$8.65
101 to 200 lineal feet	\$16.85
200 to 300 lineal feet	\$25.50
301 to 400 lineal feet	\$31.15

CARGO	
Break Bulk Cargo	\$.173 per ton
Dry Bulk Cargo	\$.035 per ton
Liquid Bulk Cargo	.\$.0051 per barrel
Containers/Trailers	\$ 3.50 per full or empty container/trailer
Vehicles	\$ 1.73 per unit

SAN DIEGO [Tariff No. 1-G](#), Item 0757 (Effective July 11, 2013)

SECURITY SERVICES

A Terminal Security Plan has been established for cargo and cruise ship operations at the Port of San Diego to fulfill the requirements set forth in Title 33 Code of Federal Regulations Part 128. Commercial cargo and passenger vessels using District berths and passenger terminal facilities shall follow the provisions of the Terminal Security Plan. Commercial cargo and passenger vessels and other terminal operators and tenants will be assessed charges for the cost of additional security guard services furnished by the District to meet federal regulatory requirements, plus a service charge of fifteen percent (15%) of the cost of such security guard services.

SOUTH CAROLINA STATE PORTS AUTHORITY, [Terminal Tariff No. 8](#), Rule 34-213, (Effective January 1, 2013).

The Authority will assess a terminal security surcharge to offset the cost of federally mandated facility security measures. The surcharge, which will be invoiced to the steamship line and/or its agent, who own the equipment, will be assessed as provided below:

Fully Cellular Container Vessels	\$6.00 per container, laden or empty, to or from the vessel (Note)
Noncellular and all other vessels, including barges	\$3.00 per linear foot overall per call
Note – Restows are exempt from this surcharge	

STOCKTON [Terminal Tariff No. 5](#), Section VIII, Item 900 Terminal Security Fee (Subject to Note)

Pursuant to the establishment of the Office of Homeland Security in 2001 and the passage of the Maritime Transportation Security Act of 2002, effective March 1, 2005 the Port of Stockton will assess a fee of \$.1638 per deadweight ton on vessels calling at port wharves in order to defray expenses associated with the following mandated security measures.

1. Visitor and vehicle screening
2. Security patrols
3. Establishing restricted areas
4. Personnel identification

5. Access control

6. Installation of surveillance equipment

This fee is exclusive to vessels and does not cover additional services such as watchmen required during the loading or discharge of certain cargoes or as mandated by governmental or law enforcement authority

VIRGINIA INTERNATIONAL TERMINALS, [Schedule Of Rates No. 1 Item 650 Virginia Port Authority Security Surcharge.](#)

Surcharge Rates . Effective January 1, 2012	
Fully Cellular Vessels	\$6.25 per container for the account of the steamship line
Breakbulk from Fully Cellular Vessels:	\$ 0.25 cents per short ton for the account of the steamship line
Vehicles	\$ 7,500.00 flat annual fee to lessee
Non-Container Vessels and All others including barges	\$3.09 per linear foot for the account of the steamship line

WILMINGTON, DE [Port of Wilmington, Delaware, Tariff.](#) Issued February 17, 2014

Rule: 34.45 (C) ISSUED: March 15, 2009 LAST UPDATE: February 17th, 2014 EFFECTIVE: February 17th, 2014 **SECURITY FEES**

The following Security Fees will be assessed against all cargo discharged or loaded at the Port:

Commodity	Security Fee
Break Bulk	\$0.18 per net ton
Vehicles	\$0.33 per unit
Full Containers - only	\$1.06 per container
Liquid Bulk	\$0.07 per net ton
Dry Bulk	\$0.07 per net ton
Livestock	\$0.43 per unit
General Cargo	\$0.18 per net ton

For ships or barges in Lay-Up or inactive status with no cargo operations, the applicable Security Fee will be 2% of the Dockage Fee charged against that ship or barge.

A Security Fee of \$1.34 per passenger, embarked upon arrival or departure, will be assessed against each cruise ship docking at the Port.