

Port of Houston Authority

Tariff No. 14

*Rates, Rules and Regulations
Governing the
Fentress Bracewell Barbours Cut
Container Terminal*

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CHECK SHEET

Pages contained in this tariff identify the extent of revisions of each such page. The list of pages set forth below reflects the current status of all pages in the tariff.

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Original Page No. 6

SUBJECT **DEFINITIONS**

SUBRULE NO. 010

Gross Registered Tonnage

Tonnage of the vessel as shown in Lloyd's Register of Shipping; however, the Port Authority reserves the right to admeasure any vessel where deemed necessary, and use such measurement as the basis of the charge.

SUBRULE NO. 011

Handling

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

SUBRULE NO. 012

Holidays

As applied within this tariff, the term "holidays" includes the following named days.

New Year's Day
Martin Luther King's Birthday
Presidents Day (3rd. Monday -Feb)
Texas Independence Day
Good Friday
Memorial Day
Emancipation Day
Independence Day
Labor Day
Veteran's Day
Thanksgiving Day
Christmas Day

Holidays falling on Sunday will be observed the following Monday.

SUBRULE NO. 013

Lash/Seabee Transit Barges

Barges engaged in foreign, coastwise or intercoastal trade that are designed for carriage aboard a mother ship and do not receive or discharge cargo within Houston Ship Channel.

SUBRULE NO. 014

Liner Service

Vessels making regularly scheduled calls for the receipt and delivery of cargo and passengers at this port.

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SUBJECT	DEFINITIONS
SUBRULE NO. 015	
<u>Loading & Unloading</u>	The service of loading or unloading cargo between any place on the terminal and railroad cars, trucks, lighters or barges or any other means of conveyance to or from the terminal facility.
SUBRULE NO. 016	
<u>Marginal Tracks</u>	Railroad tracks on the wharf apron within reach of ship's tackle.
SUBRULE NO. 017	
<u>Navigation District or Port Authority</u>	Reference herein to the "District" or "Navigation District" or "Harris County-Houston Ship Channel Navigation District" or "Port Authority" means the Port of Houston Authority.
SUBRULE NO. 018	
<u>Overtime</u>	Work performed on Saturdays, Sundays or Holidays, or during the meal period of 12:00 noon to 1:00 p.m.
SUBRULE NO. 019	
<u>Pallet</u>	The term "pallet" when applicable in this tariff in connection with unit loads, means expendable pallets constructed in such a manner to permit normal handling with fork-lift trucks and without damage to the cargo.
SUBRULE NO. 020	
<u>Point of Rest</u>	The areas of the terminal facility which are assigned for (1) the tender of delivery to the consignee of inbound cargo after delivery from the vessel and (2) the receipt of outbound cargo from the shipper prior to loading on the vessel.
SUBRULE NO. 021	
<u>Rehandle</u>	Handling a container after its first point of rest, including, without limitation, transfers, swings, and fumigations.

SUBJECT	DEFINITIONS
SUBRULE NO. 022	
<u>Ramp Point</u>	The term "Ramp Point" used in this tariff refers to the designated area within the Terminal where loaded or empty containers can be unloaded or loaded by the rail carriers or their agents from the rail flat-car and accomplish physical exchange with the railroad on the one hand and the steamship line or his authorized agent on the other.
SUBRULE NO. 023	
<u>Shed and/or Wharf Use Hire</u>	A charge assessed against a vessel for loading or discharging cargo, and utilizing either (1) a wharf shed or shed, and/or (2) the wharf for the assembly or distribution of 100 tons or more of such cargo.
SUBRULE NO. 024	
<u>Shipside</u>	The location of cargo within reach of ship's tackle or in berth space, in accordance with the customs and practices of this port.
SUBRULE NO. 025	
<u>Straight Time</u>	Wage scale applicable to work performance during the hours: 8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM Except: Saturdays, Sundays and Holidays.
SUBRULE 025A	
<u>Swings</u>	The service of taking a container off a chassis and putting it onto another chassis.
SUBRULE NO. 026	Cancel
SUBRULE NO. 027	
<u>Terminal Storage</u>	The service of providing warehouse or other terminal facilities for the storage 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.

SUBJECT

DEFINITIONS

SUBRULE NO. 028

Throughput Charge

The charge for services performed in connection with both export and import containers, including (for both) inspection and interchange of container and chassis, and for export containers, tender to point of rest (either grounded or on wheels), and subsequent placement to stevedore's chassis of grounded containers, and, for import containers, receipt of same from stevedore, removal from chassis to ground position, and subsequent rehandling to chassis.

SUBRULE NO. 029

Transhipped Cargo

Cargo landed from a vessel and reloaded on a vessel without being removed from the wharves.

SUBRULE NO. 030

Ton

A unit of weight of 2,000 pounds.

SUBRULE NO. 031

**Rubber Tired Gantry
(RTG) Crane**

Common term name of wheel mounted yard crane equipment for use in loading and unloading containers to or from the point of rest in the yard park.

SUBRULE NO. 032

Traffic

- (1) INTRACOASTAL TRAFFIC: All traffic among or between interior points served by canals and rivers and such points or ports and any other point or port in the United States.
- (2) COASTWISE TRAFFIC: All traffic between ports on the same coast.
- (3) INTERCOASTAL TRAFFIC: All traffic between ports on different coasts.
- (4) IMPORT TRAFFIC: All traffic moving from ports outside the Port of Houston to the Port of Houston.
- (5) EXPORT TRAFFIC: All traffic moving from the Port of Houston to ports outside the Port of Houston.

SUBJECT

DEFINITIONS

SUBRULE NO. 033

Unitized

The term "unitized" when applicable in this tariff in connection with loading and unloading, means shipments of commodities, either pre-palletized, skidded, crated, boxed or conditioned to permit free access of fork-lift tines, so as not to require additional labor in handling.

SUBRULE NO. 034

User

A user of the facilities covered by this tariff shall include, without limitation, (1) parties or entities such as any vessel, rail carrier, lighter operator, trucker, shipper or consignee, freight handler, stevedore, or other person owning or having custody of cargo moving over the facilities of the Port of Houston Authority or who use any of the Port of Houston Authority properties, facilities, or equipment, or to whom or for whom any service, work, or labor is furnished, performed, done, or made available by or on the properties or facilities of the Port of Houston Authority; and (2) the agents, servants, representatives, and/or employees of said parties or entities.

SUBRULE NO. 035

Vessel

Every description of water craft or other artificial contrivance, whether self-propelled or non-self-propelled, used or capable of being used, as a means of transportation on water, and shall include in its meaning the owner, disponent owner, and/or charterer thereof.

SUBRULE NO. 036

Wharf

Any wharf, pier, quay, landing, or other stationary structure to which a vessel may make fast or which may be utilized in the transit or handling of cargo or passengers and shall include other port terminal facility areas along side of which vessels may lie or which are suitable for and are used in the loading, unloading, assembling, distribution, or handling of cargo.

SUBRULE NO. 037

Wharfage

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

SUBRULE NO. 37A

Wharf Crane:

Common term name of rail mounted crane equipment for use in loading and unloading operation of vessel.

SUBJECT

DEFINITIONS

SUBRULE NO. 038

Wharf Demurrage

A charge assessed against cargo remaining in or on terminal facilities after the expiration of free time unless arrangements have been made for storage.

SUBRULE NO. 039

Yard Park

That portion of the terminal, also referred to as the "yard" or "park", set aside for the handling of loaded containers to or from the point of rest.

SUBJECT

DEFINITIONS

SUBRULE NO. 040

Abbreviations:

¢	- Cents
\$	- Dollar
%	- Percent
(A)	- Addition
(C)	- Change in wording which results in neither Increase nor reduction
(I)	- Increase
(N)	- New Item
(R)	- Reduction
Cont'd	- Continued
Cu. Ft.	- Cubic Feet
cwt.	- Hundred pound weight
FMC	- Federal Maritime Commission
FTZ	- Foreign Trade Zone
GRT	- Gross registered ton
ISO	- International Standardization Organization
Lbs.	- Pounds
LOA	- Length-over-all
MFB	- Thousand board feet
MT	- Metric ton
NOS	- Not otherwise specified
O/T	- Other than
*	- The rate, rule or regulation bearing this reference mark is published pursuant to agreement of Gulf Port Members of the Gulf Seaports Marine Terminal Conference
√	- This reference mark is used to note page change on check sheet

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SUBRULE NO. 041 GENERAL RULES AND REGULATIONS

- (a) The Port of Houston Authority, is proprietor and operator of Barbours Cut Terminal, sometimes herein referred to as the terminal.
- (b) Facility use and services will be provided at tariff rates, rules and regulations equal in terms and application to all users. Use of the facility shall constitute a consent to conditions herein contained, evidencing thereby agreement on the part of all vessels, their owners and agents, and other users however described to pay all charges specified and be governed by all such rules and regulations. All bills are due upon presentation. When the Port Authority is required to collect its charges for services or other facilities it has furnished through Court processes, it shall be entitled to collect, in addition to all sums to which it is entitled, reasonable attorneys' fees and litigation costs, unless the customer shows that there is a good faith dispute regarding the sums in question, and the customer has timely paid all sums due and owing the Port of Houston Authority, which are not contested in good faith.
- (c) Except as to specific provisions herein contained, governing rules, regulations, and charges are set forth in Port of Houston Tariff No. 8, or reissues thereof.
- (d) Stevedoring services, rates and charges are provided by others and are not included as part of this tariff.
- (e) The Executive Director may waive the provision contained in Tariff No. 8, Item 14-A, Section 11-A, and permit berthing of a vessel at Barbours Cut Terminal which has on board limited amounts of Explosive A & B Label cargoes which are stowed at a hatch or bay at which no cargo activity will occur during the vessel's call.

SUBRULE NO. 042 CARGO STATEMENTS REQUIRED

- (a) Vessels and vessel agents, using Port of Houston Authority wharves shall present certified copies of manifest or documentation deemed acceptable by Port Authority, including all changes and supplements thereto, of cargo loaded or unloaded on forms and in the manner prescribed by Port Authority.

Certified copies of manifests on inward cargo shall be presented not later than 10 working days after arrival of vessel at wharf.

Certified copies of manifests on outward cargo shall be presented not later than 10 working days after sailing.

Failure to file certified copies of manifests and statements of cargo within the time specified will disqualify the vessel and her agents from recovering the 4% discount on terminal and wharfage charges specified in Tariff No. 8, Subrule No. 39.

Vessel and vessel agents who submit certified copies of manifests and statements of cargo later than thirty (30) calendar days will lose all credit privileges extended under Subrule No. 39 of Tariff No. 8.

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GENERAL RULES AND REGULATIONS

SUBRULE NO. 042 (CONT'D) CARGO STATEMENTS REQUIRED

In order to receive the reduced wharfage rates per Tariff 14, USDA cargo must be declared in the Statement of Cargo Report.

Any invoice remaining unpaid 30 days past date is subject to an interest charge of 12% per annum, calculated on a daily basis, for each day over 30 days until the invoice is paid.

- (b) Vessels and vessel agents shall, within five days after date of sailing of any vessel using the Houston Ship Channel, report to the Port of Houston Authority all cargo loaded or discharged at all points on the Houston Ship Channel. Such report shall show units, packages, commodities, tonnage, origin, destination, and all other information which the Executive Director may deem necessary for the compilation of commercial statistics.
- (c) Vessels, vessel agents, and masters, and all other Users of the facilities, shall be required to permit access to manifests of cargo, railroad documents and all other documents for the purpose of audit for ascertaining the correctness of reports filed; or securing necessary data to permit correct estimate of charges.

SUBRULE NO. 043 LIABILITY OF PORT AUTHORITY

- (a) Except for cargo in storage after expiration of the free time period upon which storage charges have been assessed, in no case shall the Port Authority be liable for a sum in excess of \$500 per package or non packaged object unless the steamship company, steamship agent, shipper, consignee, trucker, railroad or other inland carrier, or their representatives, prior to the commencement of such services or the use of such facilities, declares a higher value and pays to the Port Authority, in addition to the other charges for such services as herein set forth, a premium computed at one percent (1%) of the declared value of each package or non-packaged object and in such event the Port Authority shall be liable for the full declared value of each such package or non-packaged object for damage resulting from its failure to exercise due and proper care in performing the services or affording the facilities provided for herein. The word "package" shall include any van, container or other form of cargo unitization. In the event the Port Authority is liable for cargo in storage, such liability shall not cover losses generally covered by insurance such as fire, heating, frost, freezing, leakage, evaporation, natural shrinkage, wasting or decay, animals, insects, leakage or discharge from fire protection, or the elements.
- (b) The Port Authority will not be liable for any delay, loss or damage arising from strikes (of any person in their employ or in the service of others), nor for any causes arising therefrom, nor any causes unavoidable or beyond its control, nor for tumult, insurrection, acts of God, nor from any of the consequences of any of these contingencies; nor for delays whether caused by break-down of equipment, or for shut-off or failure of electric current or other causes.

(CONT'D.)

GENERAL RULES AND REGULATIONS

SUBRULE NO. 043 (CONT'D) LIABILITY OF PORT AUTHORITY

- (c) Except for damage or injury caused by the negligence of the Port Authority, for which the Port Authority shall not be relieved, all persons to whom berths, wharves, transit sheds, mechanical equipment or other facilities have been assigned shall be responsible and liable to the Port Authority for any damage occurring to such property during their tenancy, occupation and/or use without regard to whom shall cause the damage.
 - (d) Except for loss or damage caused by the negligence of the Port Authority, for which the Port Authority shall not be relieved, all liability for loss or damage due to switching of rail equipment will be specifically for account of the railroad.
 - (e) Except for damage or injury caused by negligence of the Port Authority, for which the Port Authority shall not be relieved, users of its facilities agree to indemnify and save harmless the Port Authority from and against all losses, claims, demands, and suits for damages, including death and personal injury, and including court costs and attorney's fees, incident to or resulting from their operation on the property of the Port Authority.
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SUBRULE NO. 044 RESPONSIBILITY FOR PROPERTY DAMAGE

(a) When damage is caused to any of the property or any of the facilities of the Port Authority, the Users causing such damage (including, without limitation, said Users' agents, servants, representatives, and employees as defined in Subrule No. 030 hereof) shall be held jointly and severally responsible for the cost of repairs, and they shall be billed thereto, and all shall be jointly and severally responsible for payment thereof. One or more invoices may be rendered to Users as costs are incurred, and said costs may include invoices from third parties as well as direct costs (including, without limitation, labor) of the Port Authority. All invoices shall include an override of 20% for Port Authority overhead. All invoices shall be paid within 30 days. When the damage is caused by a Vessel, the Port Authority shall be able to detain the Vessel until it has received a satisfactory guarantee for either the amount of the damage or for a reasonable estimate thereof.

(b) In the event any of the invoices referred to in paragraph (a) above are not paid within 30 days, then the User (including, without limitation, vessel owner or operator or any agent thereof), shall be liable for all legal costs and expenses of collection, including reasonable attorneys' fees, and including the costs of arresting and proceeding in rem against a vessel. An adjustment of cost and expenses as described above, and including attorney's fees, shall be made proportionally in the event that the liability of said User is determined to be less than the sum invoiced by the Port Authority in the aggregate, and, in the event that invoices have been paid by the User which are in excess of amounts eventually held to be due by the User to the Port Authority, then refunds of such amounts in excess shall be made by the Port Authority to the User.

GENERAL RULES AND REGULATIONS

SUBRULE NO. 045 CHARGE FOR CLEANING OF BERTH

(a) Applicability of Tariff No. 8

In addition to the provisions set forth herein, the provisions of Subrule No. 046 of Tariff No. 8 apply hereto.

(b) Charge

A charge of \$213.00 will be assessed each vessel loading and/or discharging cargo on, to or across wharves for the cleaning of berth assignments, including space utilized in transit sheds, or on open wharves and in transfer of cargo across, from or to wharf apron, but not including such other areas used by Port Authority permission, assignment or lease (see Tariff No. 8, Subrule 046).

(c) Exceptions

The charges set forth herein do not apply:

- (1) Vessels fitting up or loading bulk grain only.
- (2) Vessels loading or discharging liquid cargo only, through pipelines.
- (3) Vessels in container ship service or roll-on roll-off service discharging only or loading only commodities handled across wharves in sealed containers or vans.

(d) Shifting

Cleaning charge will be assessed for the call of a vessel at any wharf or wharves operated by the Port Authority in the course of a single voyage. No additional charge will be assessed when vessel is shifted from one wharf to another. (Departure from the Port for any period will constitute a voyage.)

(e) Removal of Cargo and Equipment from Wharf Apron after Sailing

Immediately after sailing of a vessel User shall leave the apron of the wharf clean of equipment and cargo for its entire length and from the waterfront edge to a distance of not less than one hundred (100) feet back in order that such area shall be available for use in connection with cargo and equipment for discharging or loading subsequent vessels.

GENERAL RULES AND REGULATIONS

SUBRULE NO. 046

STANDBY TIME

Charge for Standby Time

When Port Authority personnel are ordered and/or held on standby for a requested service beyond straight time hours, thereby incurring additional expense, total standby labor cost and cost of supervision plus twenty-five percent (25%) will be assessed against the party requesting the service in addition to charges otherwise provided in this tariff for any given service that is performed.

SUBRULE NO. 047

LIGHTERING, BUNKERING AND FLEETING

To insure safe and unimpeded vessel movements for all authorized Users of Barbours Cut Channel, lightering, bunkering and fleeting operations are restricted at all times at all wharves, barge fleeting areas, etc., located thereon. The Channel must be maintained at 225 feet minimum unobstructed clearance; therefore, lightering and bunkering shall be limited to one barge width (maximum 50') outboard of a berthed vessel.

Barbours Cut Terminal will not permit lightering, bunkering or fleeting of hazardous products, including, without limitation, petroleum products Grade A, B and C. Anyone requesting a layberth for the purpose of lightering to or from a ship must submit an Application and Assumption of liability for Lightering Operations along with the berth application. Both forms must be received prior to beginning vessel operations. Application for other products including petroleum products Grade D and E will be considered on a case by case basis, and must be submitted for approval two working days prior to vessel arrival.

GENERAL RULES AND REGULATIONS

SUBRULE NO.047A

HAZARDOUS CARGO

Section 1. HAZARDOUS CARGO - GENERAL

(a) Cargoes classified as Hazardous Materials under 49 CFR Parts 171-180, or otherwise classified as explosive, dangerous, or hazardous by regulations of the Federal Government, or any State or Local Government, or by the Port Authority, shall hereafter be referred to as "hazardous cargo."

(b) For the protection and safety of the Port Authority, users of its facilities, and the general public, the Port Authority reserves the right to issue such directives or regulations as it may deem necessary to insure the safe handling, stowing, loading, discharging, and transportation of hazardous cargo within the jurisdiction of the Port Authority.

(c) Hazardous cargo must be in full compliance with all Governmental and Port Authority requirements governing the transportation thereof whenever located within Port Authority jurisdiction, and must remain in compliance therewith at all times. Any hazardous cargo arriving at marine terminals within the jurisdiction of the Port Authority without all documentation required for such cargo will be denied entry to all Port Authority terminals and facilities.

(d) Prior to vessel docking, all vessels which come inbound into the jurisdiction of the Port Authority and which have on board any hazardous cargo shall submit to the Port Authority two copies of their inbound hazardous cargo manifest, as well as a listing of the hazardous cargo which shows, by cargo type, its weight, label, and the location at which it is stowed within the vessel.

(e) If any vessels coming inbound into the jurisdiction of the Port Authority have on board over 10 tons of 1.4 or 1.5 Explosives, such vessels must be cleared through both the Marine Department of the Port Authority and the local Captain of the Port at least twenty-four (24) hours prior to arrival. All proposed movements of such explosives will be coordinated with those offices, and all persons involved in such movements must comply with the directives of those offices. See sections 2 and 3 below for additional rules pertaining to these classifications and for additional rules pertaining to other classifications of hazardous cargo.

(f) No tender of hazardous cargo to shippers, consignees, their agents or independent contractors, or other persons accepting such cargo in their behalf, shall be made within the jurisdiction of the Port Authority without prior notification to the Port Authority and compliance with all Port Authority directives prior to such tender.

(g) The Port Authority may refuse the use of its facilities or waterfront for the handling, stowing, loading, discharging or transportation of any hazardous cargo which is considered by the Port Authority as offering undue risk.

GENERAL RULES AND REGULATIONS

SUBRULE NO.047A

HAZARDOUS CARGO

Section 2. HANDLING/STORAGE OF CONTAINERIZED HAZARDOUS CARGO ON TERMINAL

Explosives IMCO Class 1.1, 1.2 and fireworks, regardless of class will not be handled at the Port of Houston whether loading, discharging or in transit. Explosives IMCO Class 1.3, of 50 lbs. net or less explosive content, shall be handled as 'last on, truck-to-ship' or 'first off, ship-to-truck' with prompt removal from the premises. No vessel having more than 50 lbs. of 1.3 explosive will enter the Port of Houston. Explosives IMCO Class 1.4, 1.5 (not to include fireworks) will be handled 'truck-to-ship' or 'ship-to-truck' as above. Explosives will not be left overnight at any facility at the Port of Houston.

All hazardous cargo containers shall be stored on chassis, but the following categories may be grounded in the yard park without segregation, upon approval by the Terminal Manager.

1. All dangerous goods in limited quantity;
2. All class 9 miscellaneous materials (see 49 CFR parts 171-180);
3. All class 2.2 non-flammable gas and
4. Other cargo on a case by case basis, excluding always products listed in 49 CFR 176.83(b).

Section 3. HANDLING/STORAGE OF BREAKBULK AND BULK HAZARDOUS CARGO. Red Label (Flammable Gas, Class 2, Flammable Liquid, Class 3), Poison Gas Label (Class 6), Yellow Label (Organic Peroxide Class 5), and Spontaneously Combustible materials shall not be placed in the sheds or warehouse. Such labeled commodities may be delivered to open wharves only after ship is in Port and then limited in quantity. (For the purpose of this Section, 'Red Label' is defined as a commodity having a Flash Point of 99 degrees F (37.2 degrees C) or below.) Poison Label (Class 6), materials may be placed in the shed or warehouse but extreme caution should be exercised particularly in the proximity of grain, coffee or other food items. Red/White striped (Flammable Solid Class 4) Yellow (Oxidizer, Class 5) and Black/White (Corrosive Label Class 8) may be stored in the warehouse. Explosives IMCO Class 1.1, 1.2 and fireworks, regardless of class will not be handled at the Port of Houston whether loading, discharging or in transit. Explosives IMCO Class 1.3, of 50 lbs. net or less explosive content, shall be handled as 'last on, truck-to-ship' or 'first off, ship-to-truck' with prompt removal from the premises. No vessel having more than 50 lbs. of 1.3 explosive will enter the Port of Houston. Explosives IMCO Class 1.4, 1.5 (not to include fireworks) will be handled 'truck-to-ship' or 'ship-to-truck' as above. Explosives will not be left overnight at any facility at the Port of Houston.

Bulk Ammonium Nitrate in open hopper or cargo holds is strictly prohibited, however, it may be shipped and handled in breakbulk packaging if it meets the requirements of 49CFR 173.212. The shipping of radioactive material (Class 7) is limited to Low Specific Activity (LSA) N.O.S. and must meet shipping and handling requirements of the International Maritime Dangerous Goods (IMDG) Code or 49 CFR, Parts 171-180.

GENERAL RULES AND REGULATIONS

SUBRULE NO. 048 ARRANGEMENTS FOR BERTH

Vessels and vessel agents desiring a berth at the wharves shall, so far in advance of the date of docking as possible, file a Berth Application and Acceptance of Financial Responsibility form specifying the date of docking, sailing, and the nature and quantity of cargo to be handled; application for berth to be made to the Director of Port Operations. To achieve quick turnaround of vessels and maximize utilization of the facilities, container, roll-on/roll-off and barge carrying vessels of lines with regularly scheduled service at Barbours Cut Terminal shall be afforded first preference over all other applications for berths. These same type vessels, when calling on a non-regularly scheduled basis, shall be afforded second preference in applications for berth. All other applications for berth shall be on a first-come first-served basis with lay-to berths for bunkering, fitting, etc. at the discretion of Terminal management.

Whenever there are other ships or barges waiting to load or unload cargo at any dock, and there is in the Director of Port Operations' judgment (after full consideration of all factors) the need for the ship or barge already in berth to work overtime to minimize further congestion and delay, such ships or barges, their owners or charterers will work such overtime at their own expense when requested to do so by Director of Port Operations.

Any vessel refusing to work overtime at vessel's expense shall, at vessel's expense, vacate the berth on order of Director of Port Operations. The berth shall then be assigned to the next waiting vessel which is agreeable and willing to work cargo on overtime. The vessel ordered to vacate a berth for refusing to work cargo on overtime will be reassigned to the berth when next vacant ahead of other waiting vessels (a) when said vessel is either willing to work overtime, or (b) when, in the opinion of the Director of Port Operations, there is no further need for overtime work. Any vessel failing to vacate its berth when so ordered shall be subject to payment of additional dockage charges at the rate of \$1500.00 per hour or fraction thereof.

SUBRULE NO. 049 PROVISIONS APPLICABLE TO RENT OF
CONTAINER HANDLING EQUIPMENT

(a) General

All renting or use of machinery or equipment on Port Authority property by User shall be upon and subject to the following conditions and charges, the renting or use of which shall constitute an agreement with the Port Authority to pay such charges and be bound by such conditions.

(CONT'D.)

GENERAL RULES AND REGULATIONS

SUBRULE NO. 049
(CONT'D.)

PROVISIONS APPLICABLE TO RENT OF
CONTAINER HANDLING EQUIPMENT

(b) Condition of, and Responsibility for Leased Equipment

Port Authority machinery or equipment is presumed to be in good operating condition when turned over to User; but Port Authority does not warrant the mechanical condition thereof. Subject to Subrule 056, Port Authority will not be responsible for delays caused User by breakdown of equipment, by shut-off of electric current, or other causes. Port Authority reserves the right to stop operation of its machinery or equipment at any time to make repairs that appear to be necessary.

By receiving possession thereof, User of Port Authority's machinery or equipment agrees that upon termination of the period of use it will be returned to Port Authority in the same condition as when received, ordinary wear and tear alone accepted.

(c) Responsibility for Damages

When Port Authority machinery or equipment is turned over to User, it is under User's supervision, direction, and control, and User assumes sole responsibility and liability for injury to or death of any person (including the agents, servants, representatives, and/or employees of Port Authority), or injury or damage to or destruction of any property (including property of Port Authority or belonging to any persons), incident to, arising out of, or connected with User's possession, use, or operation of such machinery or equipment, and User shall indemnify and save harmless the Port Authority from and against any and all liability for or in respect of User's possession, use, or operation of such machinery or equipment.

(d) Use of Privately-Owned Machinery and Equipment

The use of privately-owned machinery or equipment (other than tractors, dollies, lift trucks or the like of stevedores regularly operating on Port Authority property) on Port Authority property shall not be permitted except by special permission of the Port Authority which will regulate its use and establish the conditions and charges which shall be imposed by the Port Authority for the use of its tracks, wharves or any and all other property.

(e) Computation of Rental Charge

- (1) Charge for rental of machinery or equipment shall begin when the equipment is ordered and shall end when the equipment is turned back to the Port Authority. When equipment is ready but is not used, called for or ordered out, charge shall begin at the time the equipment is specified to be ready. Straight time and overtime periods are defined herein.
- (2) Standby charge of one-half applicable rental rate applies to equipment made idle by rainfall or other weather condition.
- (3) Credit for breakdowns occasioned by mechanical failure of Port Authority equipment when not due to misuse, abuse, over-loading or fault of User, shall be cumulated and allowed daily on each piece of equipment on 5 consecutive minute periods. No credit shall be allowed for less than 5 consecutive minute periods.

GENERAL RULES AND REGULATIONS

SUBRULE NO. 049 PROVISIONS APPLICABLE TO RENT OF
(CONT'D.) CONTAINER HANDLING EQUIPMENT

(f) Latest Ordering Time

1. 1830 hours the preceding day for 0700 - 0800 hours start the next day.
2. 0730 hours the same day for 1000 hours start.
3. 1030 hours the same day for 1300 hours start.
4. 1530 hours the same day for 1900 hours start.

Cancellations will not be accepted after the "Latest Ordering Time and minimum charges will be applicable."

GENERAL RATES

SUBRULE NO. 054

ADDITIONAL SERVICES

- 1) Delivery and receipt of containers to authorized Barbours Cut Terminal Freight Handler for U. S. Customs Examination.....\$34.00 per examination
- 2) U.S.D.A., T.A.G. or other examination.....\$64.50 per unit
- 3) Electrical power supplied to refrigerated containers.....\$21.15 per unit per day

Note: BCT does not provide refrigerated container monitoring or plug in services. These services are provided by outside vendors.

- 4) Rehandling of loaded or empty containers after location to point of rest in yard park.... \$42.00 per unit

Note: BCT does not perform out of gauge swings. This service is provided by authorized BCT freight handlers.

- 5) Drayage service, which includes draying empty or loaded container one way between Ramp Point on the one hand and Container Park or Roll-on/Roll-off Staging Area on the other.....\$40.00 each unit
- 6) Drayage of an empty chassis one way within the confines of the Terminal.....\$21.15 each
- 7) PHA chassis for intra-terminal moves:
It is the customer's responsibility to provide chassis for intra-terminal moves. However, at the Customer's request and upon availability the Port will use PHA chassis for the following rates:

Rail Dray.....	\$15.00 per container
Inspections & Transfers.....	\$ 7.50 per container per day
Fumigations.....	\$15.00 per container per day
Swings.....	\$15.00 per container per day

- 8) Intermodal Containers: Loaded or empty, import or export, moving non water via the Barbours Cut Ramp Point. Including interchanges and dray to or from the Barbours Cut Ramp Point..... \$132.50 per unit
- 9) Rail Ramp Gate Fee: All containers not routed through the Barbours Cut Marine Terminal may be piled up or dropped off directly at the Rail Ramp by inland carrier..... \$21.15 per unit

Note: To use this option, the responsible Railroad or individual Steamship Line must receive clearance from the Port Authority's Terminal Manager, establish billing responsibility, identify the cargo and arrange for chassis, all prior to arrival of containers.

GENERAL RATES

SUBRULE NO. 056 EQUIPMENT RENTAL (CONT'D)

YARD TRACTOR AND CHASSIS:

Operator furnished by User, maintenance and fuel furnished by Port Authority. (See Notes 1 & 2)

When equipment is available:

Rental rate includes yard tractor and chassis as one unit.....	\$33.50 per unit per hour
Yard Tractor Only.....	\$26.50 per unit per hour
Chassis Only.....	\$ 6.95 per unit per hour
Mafi attachment.....	\$11.60 per unit per hour

Note 1: Billing is based on one-hour minimum and rounded off to next full hour of usage.

Note 2: Damage of equipment arising out of neglect, improper use, or abuse will be repaired
by
Port Authority and the cost of the repair, plus 20% will be for the account of and billed to the User.

Note 3: All equipment rentals subject to sales tax.

LIFT TRUCK WITH TOP ATTACHMENT:

Operator furnished by User, maintenance and fuel furnished by Port Authority.

Loaded container lift machine with top attachment.....	\$170.00 per hour
Empty container lift machine with top attachment	\$127.75 per hour

Billing based on one-hour minimum and rounded to next full hour.

Note: All equipment subject to sales tax.

Equipment Yard Slot Rental

Licensed Barbours Cut Terminal Stevedores, Freight Handlers, and/or Equipment leasing companies with demonstrated service may lease slots in the Barbours Cut Terminal equipment storage yard for the storage of stevedore trucks, chassis, gear boxes, fuel trucks, and similar equipment. Space is limited and assignments will be approved subject to terminal needs at the discretion of the Terminal Management.....\$20 per slot per month

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GENERAL RATES

SUBRULE NO. 056

EQUIPMENT RENTAL (CONT'D)

80 TON CAPACITY MOBILE CRANE:

Operator, maintenance and fuel furnished by Port Authority

	<u>Straight Time</u>	<u>Overtime</u>
Two Part Line.....	\$213.25 per hour	\$253.50 per hour
Four Part Line.....	\$241.00 per hour	\$280.00 per hour

Minimum Charge: Ninety minutes straight time at hook.
Three hours overtime at hook

RTG CONTAINER CRANE

When available, an RTG container crane shall be rented at \$250.00 per unit per hour. There are no minimum rental requirements. The costs for fractional hours shall be calculated in the same manner as set forth above for Wharf Cranes.

SUBRULE NO. 057 FREE TIME AND DEMURRAGE CHARGES

FREE TIME FOR EMPTY CONTAINERS

Empty containers, whether on chassis or grounded in the yard park, shall be charged storage according to the following formula:

Sum of daily empty inventory for the month/sum of all empty moves (PHA gate and vessel) for the month
= Average Utilization Days

Any time Average Utilization Days for the month exceeds 7.0 days storage will be applied according to the following formula:

Sum of all empty moves (PHA gate and vessel) x 7.0 days = Maximum Free Utilization Days

Sum of daily inventory for the month - Maximum Free Utilization Days = Storage Days Owed

Storage Days Owed x \$5.00 = Empty container storage amount for month

Note 1 For the first three months that existing steamship lines qualify under this plan, storage charges will apply only when a steamship line's empty container **Average Utilization Days** exceed 14 days.

Note 2 For the purpose of free time for empty containers, individual container numbers are not tracked and cannot be provided.

EMPTY CONTAINERS - LIMITED SPACE POLICY

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

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SUBRULE NO. 057 FREE TIME AND DEMURRAGE CHARGES

FREE TIME FOR LOADED CONTAINERS

Export and transshipped loaded containers shall be stored free of charge for seven (7) days including weekends and holidays. Free time will begin at the first 07:00 a.m. after receipt.

Import loaded containers shall be stored free of charge for ten (10) days including weekends and holidays. Free time will begin at the first 07:00 a.m. after receipt.

DEMURRAGE RATES:

After expiration of free time, any container 20' in length will be charged \$10.00 per day including weekends and holidays.

After expiration of free time, any container 40' in length or greater will be charged \$20.00 per day including weekends and holidays.

NOTE:

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

FREE TIME AND DEMURRAGE ON CHASSIS

Empty chassis shall be stored without charge so long as the total number of such chassis does not exceed 1.0 times the average number of containers moved in export and import on the previous three vessels of the line in whose account the chassis are being held. Lines with regularly scheduled calls for discharge only with subsequent load only calls on reverse route will be counted as one vessel call in making the foregoing computation.

All empty chassis stored on the terminal in excess of the number allowed free storage will be charged a daily demurrage charge as set out below.

Any chassis, Any size, per unit, per day.....\$5.00

DAMAGED EQUIPMENT POLICY

Storage of containers or chassis with major damage will not be permitted. Owners of such equipment will be notified in writing that they have five (5) days to repair or remove the equipment. If after proper notification the equipment still remains on the facility in a damaged condition, a storage charge of \$10.00 per day will be levied until the equipment is repaired/removed.

SUBRULE NO. 057

FREE TIME AND DEMURRAGE CHARGES

FREE TIME AND DEMURRAGE AFTER DISCONTINUATION OF A REGULAR SERVICE

Upon discontinuation of a regular service, ten (10) days free time will be allowed on all equipment remaining on the park after the discharge of the last vessel. Following expiration of free time, demurrage charges will be assessed at the following rates:

- 1) After expiration of free time, any loaded container 20' in length will be charged \$10.00 per day including weekends and holidays.
- 2) After expiration of free time, any loaded container 40' in length or greater will be charged \$20.00 per day including weekends and holidays
- 3) After expiration of free time, any empty container will be charged \$5.00 per day including weekends and holidays.
- 4) After expiration of free time, any chassis will be charged \$5.00 per day including weekends and holidays.

ANNUAL VOLUME INCENTIVE RATES

SUBRULE NO. 058

AVAILABILITY OF INCENTIVE RATES

Incentive rates are available to individual steamship lines who move in excess of 5000 loaded containers through the terminal in a calendar year. The threshold quantity of 5000 loaded containers shall be prorated equitably for a service which starts during a calendar year so that for example a service which moved in excess of 1250 loaded containers for a service that commenced on October 1 would qualify for incentive rates for the following six month period.

SUBRULE NO. 059

DISCOUNT PLAN

The Volume Incentive Discount Plan provides a discount from the Throughput Charges set forth on Page No. 18 of this Tariff. The Discount Plan is based upon the annual volume of loaded containers moved through the terminal and applies when the threshold quantity of 5000 units is so moved; otherwise, the rates set forth on Page No. 18 of this Tariff (and restated below) apply.

Annual Loaded Container Volume	Loaded Throughput	Empty Throughput
0 to 5000 Units	\$76.11	\$30.11
5001 to 10000 Units	\$73.33	\$29.09
10001 to 15000 Units	\$70.55	\$28.07
15001 to 20000 Units	\$67.77	\$27.05
20001 to 27500 Units	\$64.99	\$26.03
27501 to 35000 Units	\$62.21	\$25.01
35001 to 42500 Units	\$59.43	\$23.99
42501 to 50000 Units	\$56.65	\$22.97
50001 to 65000 Units	\$53.87	\$21.95
65001 to 80000 Units	\$51.87	\$20.93
80001 to 100000 Units	\$49.87	\$19.91
100001 to 120000 Units	\$48.37	\$18.89
120000 or more	\$46.87	\$17.88

- (1) Existing Customers: The Volume Incentive Discount level for existing customers will be based on the annualized number of loaded containers handled by individual steamship lines during the previous six month time period and will be set for the following six month time period. Reviews and adjustments to Volume Incentive Discount levels will be applied prospectively only on January 1 and July 1 of each year.
- (2) New Customer: The Volume Incentive Discount level for new customers will be based on a substantiated estimate of loaded container volume and adjusted accordingly at the January 1 and July 1 review periods.
- (3) No Retroactive Adjustments: Neither for existing nor for new customers will credits be granted, or additional charges made, for volumes actually experienced during a six month period which may be either increases or decreases from the customer's loaded volumes as determined by the methods hereinabove described.

GENERAL RATES

SUBRULE NO. 060 SHED AND/OR WHARF USE HIRE
DOCKAGE RATES ON VESSELS ENGAGED IN ALL TRADES

(a) Applicability of shed and/or wharf use hire charge. Shed and/or wharf use hire shall be applicable as a one time only charge when vessels load or discharge non-containerized cargo of 100 tons or more and utilize the wharf and/or one or more sheds for the assembly or distribution of such cargo. Shed and/or wharf use hire shall not be charged to either Barbours Cut Terminal Container Liner Services or Barbours Cut Terminal Container/RORO Liner Services calling at least once a month.

(b) Amount of Shed and/or Wharf Use Charge. The amount of the shed and/or wharf use charge shall be equivalent to the first day's dockage charge.

(c) Applicability and Amount of Dockage Charges. Dockage charges are applicable on all vessels, and the daily rates are set forth in the table below. The rate to be applied will be determined by multiplying the Length Overall (LOA) in feet by the rate in cents per foot or per meter. The table establishes the dockage charge per 24 hour day and the minimum charge shall be one day; for periods in excess of one day see notes below. If there are differences in rounding between dockage in feet versus dockage in meters, the charge for dockage in feet shall prevail. The computation of rates is subject further to all of the provisions set forth below in subparagraphs (1) through (4) and (a) through (d).

Dockage Based on Length in Feet		
LOA Equal or Over Feet	LOA Less than Feet	Rate Per Foot
0	200	\$2.13
200	300	\$2.55
300	350	\$2.55
350	400	\$2.87
400	450	\$3.77
450	500	\$3.90
500	550	\$5.20
550	600	\$5.30
600	650	\$6.04
650	700	\$6.15
700	800	\$7.85
800	900	\$9.43
900	And Over	\$11.27

Dockage Based on Length in Meters		
LOA Equal or over Meters	LOA Less than Meters	Rate Per Meter
0	60.96	\$6.99
60.96	91.44	\$8.39
91.44	106.68	\$8.39
106.68	121.92	\$9.43
121.92	137.16	\$12.37
137.16	152.40	\$12.79
152.40	167.64	\$17.07
167.64	182.88	\$17.39
182.88	198.12	\$19.79
198.12	213.36	\$20.18
213.36	243.84	\$25.75
243.84	274.32	\$30.93
274.32	And Over	\$36.97

Due to minor differences in rounding between dockage in feet versus dockage in meters, the charge for dockage in feet shall prevail.

- (1) After the first period of twenty-four hours, any period of berth occupancy of twelve hours or less will be billed at one-half of the first period's date.
- (2) Dockage assessment for the third twenty-four hour period will be at ninety percent, fourth twenty-four hour period will be at seventy-five percent, fifth twenty-four hour period at sixty percent, sixth and succeeding twenty-four hour periods of uninterrupted berth occupancy at fifty percent of applicable rates set out above.

GENERAL RATES

SUBRULE NO. 060 DOCKAGE RATES ON VESSELS ENGAGED IN ALL TRADES (CONT'D)

- (3) Long-term dockage rates will be handled in each case by the Executive Director, upon application in advance.
- (4) To reduce night transits on the Houston Ship Channel and enhance safety, vessels will be allowed to dock without charge from 1800 hours to 0600 hours. However, if vessel cargo operations begin before 0600 hours, then normal dockage charges will apply starting at the docking time. If no vessel cargo operations begin before 0600 hours, then dockage charges begin at 0600 hours.

(a) Charges.

Dockage shall be charged on the overall length of the vessel as shown in Lloyd's Register of Shipping. If length is not shown in Lloyd's Register, the Ship's Certificate of Register showing length will be accepted.

In all cases, the Port Authority reserves the right to measure any vessel when deemed by it to be necessary and to use such measurements as the basis of the charge. When necessary to measure a vessel, the linear distance in feet shall be determined from the most forward point on the bow of the vessel to the after-most part of the stern of the vessel, measured as parallel to the base line of the vessel.

(b) Shifting.

Dockage shall be charged on the basis of straight running time while at any wharf operated by the Port Authority. Shifting of a vessel (except barges) from one wharf to another, when both wharves are operated by the Port Authority, will not interrupt the straight running time.

Shifting is to be considered as an occurrence in a single voyage. Departure from the Port for any period will constitute completion of the dockage period.

(c) Exemptions.

Dockage shall not be charged on:

- (1) Government vessels visiting the Port of Houston as a part of celebrations, at the discretion of the Executive Director
- (2) Pleasure craft not carrying passengers for hire, docking solely to load or discharge passengers and promptly vacating berth, provided such charge is expressly waived by the Executive Director.

(d) Special Rules and Charges During Waterfront Strike or Work Stoppage of Waterfront Labor.

When due to a general waterfront strike or work stoppage of waterfront labor engaged in handling cargo, a vessel cannot move from berth, the dockage will be assessed at a rate of 60 percent of the normal applicable dockage rate per day during such strike or work stoppage.

GENERAL RATES

SUBRULE NO. 061 FREE TIME AND WHARF DEMURRAGE CHARGES FOR CONTAINER
FREIGHT STATION AND ROLL-ON/ROLL-OFF STAGING AREA

The following Free Time and Wharf Demurrage charges shall apply to non-containerized cargo:

(a) Computation

- (1) Wharf demurrage charges will be calculated for the period that the property remains on the wharves and premises of the Port Authority
- (2) Saturdays, Sundays and Holidays will not be excluded in the computation of free time and wharf demurrage charges.
- (3) Any fractional part of twenty-four (24) hours will be counted as one day.
- (4) Any fractional part of one ton (2,000 lbs) will be counted as one ton.

(b) Breakbulk Cargo NOT stuffed into Containers or Stripped from Containers

- (1) Thirty days free time commences on the day cargo is placed on the premises and charges will be invoiced by individual bill of lading lots and will be billed at the end of the calendar month, or more frequently, if deemed desirable. A final invoice will be issued on removal of property.
- (2) For Transhipped cargo, 30 days free time commences on the day the vessel completes the discharge.
- (3) Free time will not be allowed on cargo that is not transported to or from the jurisdiction of the Port Authority via Vessel.

(c) Breakbulk Cargo Stuffed into Containers or Stripped from Containers

- (1) *Inbound Cargo.* When inbound loaded containers are stripped within Port Authority jurisdiction and are taken to the Container Freight or Roll-On, Roll-Off Staging area, they will have five (5) days free time at said Station or Staging area which shall commence the day following the interchange of the container from the Port Authority to the Freight Handler. On the sixth day, and for every day thereafter, loaded container demurrage rates and charges published herein (Subrule No. 057) apply, and said rates and charges shall be billed to and paid by the appropriate steamship line. After inbound cargo is stripped from the container for the purpose of reloading to a truck or rail car, said cargo shall have thirty (30) days free time, commencing on the day following the stripping and placement at the point of rest. Wharf demurrage charges apply after the expiration of the free time period, and terminate the day before the day that the cargo is removed.

(Continued)

GENERAL RATES

SUBRULE NO.061 FREE TIME AND WHARF DEMURRAGE CHARGES FOR CONTAINER
FREIGHT STATION AND ROLL-ON/ROLL-OFF STAGING AREA

- (2) *Outbound Cargo.* After outbound cargo is unloaded from a truck or rail car for the purpose of stuffing into a container, said cargo shall have thirty (30) days free time, commencing on the day following the unloading from truck or rail car to placement at the point of rest. Wharf demurrage charges apply after the expiration of the free time period, and terminate the day that the cargo is loaded into a container. When outbound loaded containers which have been stuffed and loaded within Port Authority jurisdiction are held at the Container Freight Station or Roll-On, Roll-Off Staging area, they will have five (5) days free time at said Station or Staging area which shall commence the day following the completion of the stuffing of the container. On the sixth day, and for every day thereafter, loaded container demurrage rates and charges published herein (Subrule No. 057) apply, and said rates and charges shall be billed to and paid by the appropriate steamship line.
- (3) Free time will not be allowed on cargo that is not transported to or from the jurisdiction of the Port Authority via Vessel.

(d) Charges.

- (1) Cargo remaining on premises after expiration of free time will be assessed wharf demurrage at the rate of forty (40¢) cents per ton (2000 lbs.) per day.
- (2) Minimum charge shall be fifteen dollars (\$15.00).

GENERAL RATES

SUBRULE NO. 062-A

TENANT ASSESSMENT

The amount to be paid to the Port of Houston Authority as Landlord, under Section 6.08(b) of the Terminal 6 Lease Agreement, for dockage, wharfage, throughput and all the tariff charges for cargo handled exclusively at the leased premises by the Tenant from vessels berthed exclusively at the Tenants Preferential Berth:

Loaded Containers (including discharged transshipments).....\$52.50 per container

Empty Containers.....\$ 8.40 per container

Note 1: After handling 2500 loaded containers during the calendar year a 5% discount will apply to the above rates for the remainder of the calendar year.

Note 2: After handling 5000 loaded containers during the calendar year a 10% discount will apply to the above rates for the remainder of the calendar year.

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SECTION TWO

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**TARIFF NO. 14
SECTION NO. TWO**

SECTION NO. TWO CONTAINS RATES, RULES AND REGULATIONS CONCERNING FREIGHT HANDLING AND WHARFAGE AT BARBOURS CUT TERMINAL.

CERTAIN RATES, RULES AND REGULATIONS PERTAINING TO CARGO WHICH ARE DESCRIBED IN PORT OF HOUSTON AUTHORITY TARIFF NO. 8, SUBRULE NO. 98 THROUGH SUBRULE NO. 103 ALSO APPLY AT BARBOURS CUT TERMINAL.

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SECTION TWO

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SUBRULE NO. 063 RATES, RULES AND REGULATIONS - FREIGHT HANDLING

Roll-on/Roll-off transit sheds Nos. 1, 2, and 3 and designated adjacent open areas are for the handling only of cargo shipped to or from the Port. The Port Authority will control at all times the circumstances and conditions pertaining to the loading and unloading of all cargo handled at these facilities, as well as the rates to be charged for all services pertaining thereto.

The parties designated the responsibility for freight handling (loading and unloading) and related services at these Port Authority facilities are:

Shed #1 -Ceres Gulf Inc. – 25,000 Sq. Ft. West End of Shed
Shed #1 -P&O Ports Texas, Inc. – 75,000 Sq. Ft. Remainder of Shed
Shed #2 -Shippers Stevedoring Company
Shed #3 - Section A (North).....APM Terminals
Shed #3 - Section B (South).....Unassigned

It shall be the obligation of the assigned freight handlers to perform or have performed all loading and unloading services required as set forth in this tariff and Port of Houston Tariff No. 8 subject to the rates, rules and regulations as published in these tariffs and as specifically set out in the contract made and entered into by and between the Port of Houston Authority and the assigned freight handlers. Additionally, the assigned freight handlers will provide for receipt and delivery of all self-loaded or self-unloaded cargo which requires no physical handling, including vehicular equipment driven to or from the designated area.

All freight handlers utilizing assigned or unassigned shed areas must turn in monthly tonnage assessment figures within 10 days of the end of each month.

EXCEPTIONS: Direct rail car or truck to ship and direct ship to rail car or truck handling of cargo may be accomplished by the ship's stevedore or agent as outlined below:

1. Shipments, export or import, must have been booked for direct delivery to vessel or land carrier. On import shipments the customs broker's delivery instructions must specify "direct discharge" and, on export shipments, the freight forwarder's confirmation of booking must specify "direct loading". Copies of these orders must be provided to the Terminal Management.
2. Shipments, export or import, requiring a crane or cranes to transfer from land carrier to ship's rolling equipment (mafi, flat, flatrack, bolster, halfhigh, pipe rack, etc.); or from ship's rolling equipment to land carrier shall be considered, and treated as, direct delivery cargo.
3. Shippers and Receivers requesting direct loading and direct discharge must coordinate with and have concurrence of the vessel representative and stevedore and all direct handling must be performed while the vessel is occupying the working berth.
4. Freight handling charges as set out in Tariffs Nos. 8 and 14 are not applicable on shipments handled direct to or from vessels and such charges shall not be assessed.

All freight handled by an assigned freight handler or an unassigned freight handler will be charged one dollar and twenty-five cents (\$1.25) per ton (2000#) of cargo handled by the freight handler through the Port's facility. This charge will not be applicable to rolling stock, self-loaded or self-unloaded cargo and cargo received or delivered for which no loading or unloading services are performed by the freight handler. The freight handler shall submit to the Port its performance copies of all service (work) orders consecutively numbered, with all numbers to be accounted for and a monthly report summarizing tonnage and activity within ten (10) days following the end of each month for the Port's use in determining the accuracy of monthly charges then due and payable.

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SECTION TWO:

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RATES, RULES AND REGULATIONS - FREIGHT HANDLING

SUBRULE NO. 064 CARE, CUSTODY AND CONTROL OF CARGO

The rates published in this tariff do not provide for, and the Port of Houston Authority does not accept care, custody and control of any cargo or other property while on or in the wharfs, docks, transit sheds or any other facilities managed and controlled by the Port Authority.

SUBRULE NO. 065 RECEIPTS FOR CARGO FROM STEAMSHIP COMPANIES

Steamship companies shall receipt daily for cargo placed in ships' berth by Port of Houston Authority's designated freight handlers in their capacity as unloader of railroad cars, motor vehicles, or other conveyances delivering cargo to Port Authority transit sheds and wharves, and steamship companies shall be responsible for such cargo from time of placement in vessel's berth by the designated freight handlers.

Cargo placed in a vessel's berth between 8:00 A.M. and 5:00 P.M. shall be receipted for promptly on the day it is unloaded, and prior to 6:00 P.M. Cargo placed in a vessel's berth after 5:00 P.M. and prior to 8:00 A.M. shall be receipted for not later than the following 9:00 A.M.

SUBRULE NO. 066 CONSIGNMENT OF CARGO

Shipments will not be accepted when consigned in care of wharves for consignees not located thereon.

The Port Authority will not undertake to accomplish Bills of Lading for shipments to the consigned shipper's order.

Inbound shipments in railroad cars will not be accepted by the User until berth space has been assigned to the vessel to which the cargo is assigned.

Motor vehicles delivering cargo to the Port Authority wharves shall make prior arrangements for unloading.

SUBRULE NO. 067 RULES GOVERNING RECEIPT AND DELIVERY OF TRUCKS

Trucks delivering freight to transit facilities must have instructions as to which ship berth commodities are to be delivered to before entering the transit facility. Trucks carrying freight from shipside facilities must leave a copy Steamship Company receipt, properly signed, setting forth the commodity, number of packages and weight of the load and lower level entry permit at the gate of exit from the Port Authority.

Note: For Rates, Rules and Regulations not found in this Tariff please refer to Tariff No. 8.

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LOADING, UNLOADING AND WHARFAGE CHARGES				
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.				
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal	Article Number
SUBRULE NO. 069	M/T	S/T	M/T	S/T
All commodities not otherwise specified.....	2652	2405	305	280
When unitized in units not exceeding 25 feet in length (will not apply where other specific unitized provisions are applicable) in a manner to permit handling by lift truck equipment: Weight per unit including pallet or skid	See Specific Commodity Rate and Note 2			
227 kg. - 453 kg.....	1841	1670	See Specific Commodity Rate and Note 2	14-009F
500 lbs. - 999 lbs.				
454 kg. - 725 kg.....	1753	1590	See Specific Commodity Rate and Note 2	14-009M
1,000 lbs. - 1,599 lbs.				
726 kg. - 907 kg.....	1566	1420		14-009Z
1,600 lbs. - 1,999 lbs.				
907 kg. - 2,722 kg.....	1422	1290		14-009R
2,000 lbs. - 6,000 lbs.				
Over 2,722 kg.....	1235	1120		14-009H
Over 6,000 lbs.				
All commodities heavy lift Cargos.....(Note 1)	See Specific Commodity Rates		See Specific Commodity Rates	
All commodities not other wise specified, in drums, when handled with drum handling attachment lift truck equipment: Weight based on drum handling attachment capacity of two drums:				
227 kg. - 453 kg.....	1902	1725	See Specific Commodity Rate and Note 2	14-012F
500 lbs. - 999 lbs.				
454 kg. - 725 kg.....	1797	1630	See Specific Commodity Rate and Note 2	14-012M
1,000 lbs. - 1,599 lbs.				
726 kg. - 907 kg.....	1544	1400		14-012Z
1,600 lbs. - 1,999 lbs.				
907 kg. - 2,722 kg.....	1406	1275		14-012R
2,000 lbs. - 6,000 lbs.				
Refer to Subrule No. 125 for container rates.				

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LOADING, UNLOADING AND WHARFAGE CHARGES																
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.																
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal	Article Number												
	M/T	S/T	M/T	S/T												
<p>All commodities, heavy lift charges... (Note 1)</p> <p>SUBRULE NO. 069 (CONT'D)</p> <p>All commodities not otherwise specified, in woven polypropylene or other suitable shipping bags fitted with loops on top of bag in a manner to permit handling by lift truck equipment:</p> <p>Weight per unit including shipping bag:</p> <p style="margin-left: 40px;">907 kg. - 2,722 kg.....</p> <p style="margin-left: 40px;">2,000 lbs. - 6,000 lbs.</p>	<p>See Specific Commodity Rates</p>	<p>See Specific Commodity Rates</p>		<p>14-015</p>												
<p>All commodities coming to rest on the wharves (exclusive of transshipment), received for vessel or discharged from vessel on wharf without prior or subsequent unloading/loading services will be assessed a charge of 24¢ cwt. For receiving or delivering cargo without loading and unloading.</p> <p><u>Note 1:</u> On shipments containing any package, or piece weighing more than 10,000 pounds, all such packages or pieces will be subject to the following charges per net ton, and will apply <u>in addition</u> to the loading and unloading charges shown herein:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">Over 5 short tons and up to 20 short tons, inclusive.....</td> <td style="text-align: right;">\$ 3.65</td> </tr> <tr> <td>Over 20 short tons and up to 35 short tons, inclusive.....</td> <td style="text-align: right;">\$ 5.75</td> </tr> <tr> <td>Over 35 short tons and up to 100 short tons, inclusive.....</td> <td style="text-align: right;">\$10.95</td> </tr> <tr> <td>Over 4.54 metric tons and up to 18.14 metric tons, inclusive.....</td> <td style="text-align: right;">\$ 4.03</td> </tr> <tr> <td>Over 18.14 metric tons and up to 31.75 metric tons, inclusive.....</td> <td style="text-align: right;">\$ 6.34</td> </tr> <tr> <td>Over 31.75 metric tons and up to 90.72 metric tons, inclusive.....</td> <td style="text-align: right;">\$12.08</td> </tr> </table> <p>Due to minor differences in rounding between heavy lift charges in short tons and kilo tons, short tons shall prevail.</p> <p><u>Note 2:</u> When there is not a specific commodity wharfage charge provided in this tariff, use "All Commodities," N.O.S.</p>					Over 5 short tons and up to 20 short tons, inclusive.....	\$ 3.65	Over 20 short tons and up to 35 short tons, inclusive.....	\$ 5.75	Over 35 short tons and up to 100 short tons, inclusive.....	\$10.95	Over 4.54 metric tons and up to 18.14 metric tons, inclusive.....	\$ 4.03	Over 18.14 metric tons and up to 31.75 metric tons, inclusive.....	\$ 6.34	Over 31.75 metric tons and up to 90.72 metric tons, inclusive.....	\$12.08
Over 5 short tons and up to 20 short tons, inclusive.....	\$ 3.65															
Over 20 short tons and up to 35 short tons, inclusive.....	\$ 5.75															
Over 35 short tons and up to 100 short tons, inclusive.....	\$10.95															
Over 4.54 metric tons and up to 18.14 metric tons, inclusive.....	\$ 4.03															
Over 18.14 metric tons and up to 31.75 metric tons, inclusive.....	\$ 6.34															
Over 31.75 metric tons and up to 90.72 metric tons, inclusive.....	\$12.08															

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except As Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
Agricultural Implements (See Article 14-867A - 14-867C)	M/T	S/T	M/T	S/T	
SUBRULE NO. 070 Aircraft and Aircraft Parts..... Automobiles (See Article 14-867A - 14-867C)	3340	3030	305	280	14-003C
SUBRULE NO. 071 Beans, Peas, Lentil, Dried – Canceled					
SUBRULE NO. 072 Bottles, empty, in packages.....	2696	2445	305	280	14-072U
SUBRULE NO. 073 Bolsters, laden with cargo, including flats, platforms, flatracks, half high sand pipe racks: Loading or unloading when handled as one unit by lift truck equipment, maximum weight thirty-four tons.....				See Specific Commodity Rates	14-009T
SUBRULE 074 Brass or Bronze Viz.: Anodes, Bars, Blister, Bullion, Cakes, Cathodes, Ingots, Pigs, Precipitates, Residue, Slabs, Smelter and Sulphate.....	1290	1170	305	280	14-106V
Refer to Subrule No. 125 for container rates.					

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
	M/T	S/T	M/T	S/T	
SUBRULE NO. 075					
Buildings, prefabricated, knocked down or otherwise, and section or parts thereof.....	2883	2615	305	280	14-115A
Burlap (See Jute)					
SUBRULE NO. 076					
Carbon Black - Canceled					
SUBRULE NO. 077					
Cement, Viz: - Canceled					
SUBRULE NO. 078					
Chemicals - Canceled					
SUBRULE NO. 079					
Cocoa Beans, in bags.....	2536	2300	265	240	14-183V
SUBRULE NO. 080					
Coffee, Green, in sacks.....	2536	2300	265	240	14-186U
Unitized on Customer Pallets and discharged from the vessel to the wharf.....	1323	1200	265	240	14-186V
Refer to Subrule No. 125 for container rates.					

SUBRULE NO. 125 – CONTAINERS

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
SUBRULE NO. 081	M/T	S/T	M/T	S/T	
Copper, Viz.:					
Anodes, Bars, Blisters, Bullion, Cakes, Cathodes, Ingots, Pigs, Precipitates, Residue, Slabs, Smelter and Sulphate.....	2161	1960	305	280	14-207V
When unitized in units not exceeding 10 feet in Length in a manner to permit handling by lift truck Equipment:					
Weight per unit including pallet or skid					
227 kg. - 453 kg.....	1682	1525	305	280	14-207F
500 lbs. - 999 lbs.					
454 kg. - 725 kg.....	1522	1380	305	280	14-207M
1,000 lbs. - 1,599 lbs.					
726 kg. - 907 kg.....	1356	1230	305	280	14-207Z
1,600 lbs. - 1,999 lbs.					
907 kg. - 2,722 kg.....	1356	1230	305	280	14-207R
2,000 lbs. - 6,000 lbs.					
Over 2,722 kg.....	1064	965	305	280	14-207H
Over 6,000 lbs.					
SUBRULE NO. 082					
Cotton: Cotton Linters; Cottonseed Hull Fibre Shavings or Second Cut Linters (square bales):	Per Bale 190		Per Bale 52		14-233A
Refer to Subrule No. 125 for container rates.					

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
	M/T	S/T	M/T	S/T	
SUBRULE NO. 083 (Revised)					
Household Goods, Furniture, Personal Effects	3086	2800	305	280	14-300U
SUBRULE NO. 084					
Fruits, Citrus: When unitized in units weighing not less than 726 kilos (1,600 lbs.) per unit including weight of pallet or skid and in a manner permit handling by lift truck equipment.....	1235	1120	243	220	14-301Z
Fruits, Fresh, Not Otherwise specified.....	2811	2550	243	220	14-301V
SUBRULE NO. 085					
Glass – Canceled					
 Refer to Subrule No. 125 for container rates.					

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
SUBRULE NO. 086					
(Revised)					
Agricultural Products/Milk, Non-Fat Dried In Packages Weighing Not Less Than 50 Lbs or More Than 110 Lbs.....	M/T	S/T	M/T	S/T	
	1367	1240	82	74	14-070U
Exceptions:					
Subject to 2 railcars or 4 trucks in a 4-hour labor period.					
Not otherwise specified, in packages.....	2183	1980	82	74	14-322U
Grain and grain products consisting of not more than 25 percent of other ingredients, in bags on Marine Type Pallets, when unloading from flatbed trucks only and subject to the following conditions shown in Note 1, 2 and 3.....	882	800	82	74	14-324A
Refer to Subrule No. 125 for container rates.					
<p>NOTE 1: Subject to minimum consignments of 91 M/T (100 tons) of 1000 kilos (2,000 lbs.) and must Consist of full truckloads from one consignor at one origin to one consignee.</p> <p>NOTE 2: Subject to minimum of 1361 kilos (3,000 lbs.) per pallet of minimum dimensions of 48" x 54".</p> <p>NOTE 3: Truck must be loaded in a manner which will permit direct side unloading with lift truck equipment, otherwise unitized rates under Item 65 on all commodities, not otherwise specified, will apply.</p>					

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
SUBRULE NO. 087 Handles or Dowels - Canceled	M/T	S/T	M/T	S/T	
SUBRULE NO. 088 Hides - Canceled					
SUBRULE NO. 089 House Hold Goods – Canceled					
SUBRULE NO. 090 Insulation: Fibre Glass In packages, loose.....	20388	18495	305	280	14-375U
Refer to Subrule No. 125 for container rates.					

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading or Unloading Except As Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
SUBRULE NO. 091	M/T	S/T	M/T	S/T	
Iron or Steel Articles:					
Chain Iron in Coils, Ingot, Nails in Boxes or Kegs, Pig Iron, Pipe, Railway Equipment, Wire in Coils, Staples in Boxes or Kegs.....	2580	2340	300	270	14-383A
Bars, Billets & Blooms.....	1428	1295	300	270	14-384A
Steel Sheets, in Coils, Banded or Secured:					
Non-Skidded 227 kg. - 907 kg.....	1428	1295	300	270	14-740F
Non-Skidded 500 Lbs. - 1,999 Lbs					
Non-Skidded 907 kg. - 5,443 kg.....	1428	1295	300	270	14-740H
Non-Skidded 2,000 Lbs. - 11,999 Lbs.					
Non-Skidded 5,444 kg. and Over.....	1428	1295	300	270	14-740J
Non-Skidded 12,000 Lbs. and Over Skidded.....	1428	1295	300	270	14-740L
Except Barge Shipments or Steel Sheets in Coils of Domestic origin.....	(See Above)		219	199	14-740R
SUBRULE NO. 092					
Steel Sheets, Packaged Skidded.....	1428	1295	300	270	14-742A
Wire Rods, in Coils					
680 Kg. - 1,360 kg.....	1467	1330	300	270	14-744A
1,500 Lbs. - 2,999 Lbs.					
1,361 Kg.....	1467	1330	300	270	14-744B
3,000 Lbs and Over					
SUBRULE NO. 093					
Istle - Canceled					
Refer Subrule No. 125 for container rates.					

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
	M/T	S/T	M/T	S/T	
SUBRULE NO. 094					
Jute, (new, used or junk), viz.: Bags, Bagging, Carpet Backing, Cotton Bale Covering and Burlap; in Bales or Rolls					
Weight Per Unit					
204 kg. - 453 kg.....	1781	1615	305	280	14-410F
450 lbs. - 999 lbs.					
454 kg. - 725 kg.....	1659	1505	305	280	14-410M
1,000 lbs - 1,599 lbs.					
726 kg. - 907 kg.....	1422	1290	305	280	14-410Z
1,600 lbs - 1,999 lbs.					
907 kg. - 2,722 kg.....	1307	1185	305	280	14-410R
2,000 lbs - 6,000 lbs.					
N.O.S.....	2585	2345	305	280	14-407V
SUBRULE NO. 095					
Lead, in Pigs or Bars.....	2514	2280	305	280	14-427B
SUBRULE NO. 096					
Livestock, Viz.:					
Calves, Goats, Sheep and Hogs.....	2674	2425	Per Head 50		14-451A
Colts and Donkeys.....	2674	2425	99		14-452B
Horses, Mules and Cattle.....	2674	2425	121		14-453C
SUBRULE NO. 097 (Revised)					
Logs, Burls and Poles.....	2888	2620	305	280	14-457A
Refer to Subrule No. 125 for container rates.					

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Tenth Revised Page No. 37

LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
	M/T	S/T	M/T	S/T	
SUBRULE NO. 098					
Lumber, all kinds (except Balsa Wood or Plywood) and Railroad Ties:					
(1) To or from railroad open top cars and open top trucks.....	3021	2740	305	280	14-472B
(2) To or from closed cars and closed trucks, bundles with not less than 4 pieces to the bundle.....	3754	3405	305	280	14-475E
(3) To or from railroad flatcars and flatbed trucks, banded together in units, not exceeding 20 feet in length and secured in a manner to permit handling by lift truck equipment.					
N. O. S. Rate.....	3109	2820	305	280	14-477G
Machinery: Self-Propelled (See Article 14-867A - 14-867-C)					
SUBRULE NO. 099					
Milk, Non-Fat Dried - Canceled					
Refer to Subrule No. 125 for container rates.					

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Ninth Revised Page No. 38

LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
SUBRULE NO. 100	M/T	S/T	M/T	S/T	
Mohair – Canceled					
SUBRULE NO. 101					
Nuts, Bolts, Washers, Screws, Staples, and/or Nails unitized					
Less than 680 kg. (1500 Lbs.).....	1467	1330	305	280	14-528A
Lbs. and over.....	1064	965	305	280	14-528B
Oils, Vegetable (See Article 14-859X)					
SUBRULE NO. 102					
Paper, Kraft, and/or Wrapping, or Newsprint Pulpboard or fibreboard:					
In rolls:					
Weight Per Roll					
454 kg. - 725 kg.....	1544	1400	244	221	14-569M
1,000 lbs. - 1,599 lbs.					
725 kg. - 907 kg.....	1400	1270	244	221	14-569Z
1,600 lbs. - 1,999 lbs.					
907 kg. - 2,722 kg.....	1208	1095	244	221	14-569R
2,000 lbs. - 6,000 lbs.					
Over 2,722 kg.....	1141	1035	244	221	14-569H
Over 6,000 lbs.					
Refer to Subrule No. 125 for container rates.					

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
	M/T	S/T	M/T	S/T	
SUBRULE NO. 106					
Pipe, Tubes & Couplings, N.O.S. with Special Lining - Various; Cement, Asbestos, Fiberglass, Plastic, LUL from/to Railroad Flatcars or flatbed trucks properly tiered in order to have free access with lift truck equipment not requiring additional labor.....	2040	1850	305	280	14-617C
SUBRULE NO. 107					
Plastic and Plastic Articles, including Scrap: Cellular, expanded or foamed, loose or in packages.....	4322	3920	305	280	14-625U
SUBRULE NO. 108					
Poles and Pilings - Canceled					
SUBRULE NO. 109					
Rails, railway Track, Iron and Steel, and Fittings, unloaded from open top railway cars or trucks and when rails are loaded on car or truck with 3 or more slats of 1 inch or more in thickness in between layers of rails.....	2398	2175	305	280	14-635C
SUBRULE NO. 110					
Refrigerated Commodities, all kinds, except as noted.....	3726	3380	299	271	14-640U
SUBRULE NO. 111					
Rice and Rice Products - Canceled					
Refer to Subrule No. 125 for container rates.					

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
SUBRULE NO. 112	M/T	S/T	M/T	S/T	
Staves and Stave - Canceled					
SUBRULE NO. 113					
Sugar, Crude, Raw or Refined, or Glucose, Dextrose or Maltose, other than Liquid, in packages.....	2696	2445	305	280	14-796V
Refer to Subrule No. 125 for container rates.					

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LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
	M/T	S/T	M/T	S/T	
SUBRULE NO. 114					
Tea - Canceled					
Ties, Railroad (See Article 471-480)					
SUBRULE NO. 115					
Timbers: 6 inches by 8 inches or over, or other dimensions equaling 6 inches by 8 inches:					
(a) To or from open-top cars or trucks.....	3021	2740	305	280	14-834A
(b) To or from closed cars or trucks: Bundled with not less than 4 pieces to the bundle.....	3638	3300	305	280	14-838C
Not bundled, or with less than 4 pieces to the bundle.....	3870	3510	305	280	14-838E
SUBRULE NO. 116					
Tires and Tubes, loose or in packages, except bicycle tires and tubes, compressed.....	3324	3015	305	280	14-846U
SUBRULE NO. 117					
Vegetable Oils, Viz: Copra, Cottonseed, Linseed, Peanut, Sesame, Soya Bean, and Velvet Bean Oil; In cans in cases, unitized to permit handling by lift truck equipment: Weight per unit including pallet or skid 907 kg. (2,000 lbs) 2,721 kg. (6,000 lbs).....	717	650	305	280	14-860Y
Refer to Subrule No. 125 for container rates.					

PORT OF HOUSTON
TARIFF NO. 14

SECTION TWO

Tenth Revised Page No. 43

LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading Or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
<p>SUBRULE NO. 118 Vehicles, Machinery, (Self Propelled) Automobiles, Trucks, Trailers, Utility Vehicles, Military Ordinance Vehicles, Agricultural Machinery (Tractors, Combines, etc.) Road Making Machinery</p> <p>Driven On/Off Land Carrier Equipment..... Lift On Or Lift Off Carrier Equipment..... Knock Down, Parts.....</p> <p>Exception 1 (Driven On/Off Carrier Equipment) Minimum Charge: \$ 65.00 Maximum Charge: \$190.00</p> <p>Exception (Wharfage Only) 1: Agricultural Machinery</p> <p>Exception (Wharfage Only) 2: Used Grading or Road Making Machinery being returned to the United States</p> <p>Exception (Wharfage Only) 3: Front End Loaders with Backhoe Attachments (Minimum of 700 Units)</p> <p>NOTE: Outfits consisting of vehicles modified or equipped with attachments, apparatus or implements will be rated as above. A service charge of \$35.00 each applies to vehicles, imported or to be exported, when necessary to drain or add fuel or water or disconnect or connect battery cables. If the title is not surrendered to the freight handler at the time of delivery of the vehicle an additional charge of \$35.00 will apply.</p> <p>Any special services required including, but not limited to tire repairs, mechanical problems, battery charging etc. to be billed at cost plus 20%.</p> <p>A vehicle cargo terminal use fee of \$3.00 each applies to automobiles, trucks and utility vehicles.</p> <p>Refer to Subrule No. 125 for container rates.</p>	M/T	S/T	M/T	S/T	
	1290	1170	596	541	
	3660	3320	596	541	
	2674	2425	431	409	
			305	280	
			305	280	
			431	409	

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TARIFF NO. 14

SECTION TWO

Tenth Revised Page No. 44

LOADING, UNLOADING AND WHARFAGE CHARGES					
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.					
Commodity	Loading or Unloading Except as Noted		Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal		Article Number
	M/T	S/T	M/T	S/T	
SUBRULE NO. 119 Wood, Balsa - Canceled					
SUBRULE NO. 120 Wood, Built-Up or Combined (Plywood) Finished or Unfinished: Unitized in units not exceeding 10 feet in length, in a manner to permit handling by fork-lift truck equipment: Weight per unit including pallet					
454 kg. - 725 kg.....	1803	1635	305	280	14-919M
1000 lbs. - 1,599 lbs.					
726 kg. - 907 kg.....	1544	1400	305	280	14-919Z
1,600 lbs. - 1,999 lbs.					
907 kg. - 2,722 kg.....	1422	1290	305	280	14-919R
2,000 lbs. - 6,000 lbs.					
In bundles or crates of not less than 4 pieces to the bundle.....	2674	2425	305	280	14-917U
Loose or in bundles or crates of less than 4 pieces to the bundle.....	4057	3680	305	280	14-918W
SUBRULE NO. 121 Wood, Fibreboard, unitized in units not exceeding 10 feet in length, in a manner to permit handling by fork-lift truck equipment: Weight per unit including pallet					
454 kg. - 725 kg.....	1803	1635	305	280	14-920M
1,000 lbs. - 1,599 lbs.					
726 kg. - 907 kg.....	1544	1400	305	280	14-920Z
1,600 lbs. - 1,999 lbs.					
907 kg. - 2,722 kg.....	1422	1290	305	280	14-920R
2,000 lbs. - 6,000 lbs.					
N. O. S.	2442	2215	305	280	14-921U
SUBRULE NO. 123 Woodpulp, wrapped in bundles.....	1852	1680	305	280	14-928-U
SUBRULE NO. 124 Wool - Canceled					
Refer to Subrule No. 125 for container rates.					

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TARIFF NO. 14

SECTION TWO

First Revised Page No. 45

LOADING, UNLOADING AND WHARFAGE CHARGES			
ALL HANDLING charges and LOADING charges are in cents per short ton of 2,000 pounds or metric ton of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.			
Commodity	Loading or Unloading Except as Noted	Wharfage Export/ Import, Intercoastal Coastwise, & Intracoastal	Article Number
SUBRULE NO. 125 Containers		Unit 47.50	14-201B
<p>Exception 1: Container must be constructed in a manner that will permit handling from either side by forklift and/or crane equipment.</p> <p>Exception 2: Not applicable on shipments of household goods moving in packing vans or packing cases.</p> <p>Exception 3: Empty containers will be charged a wharfage charge of \$10.30 per container.</p> <p>Exception 4: Containerized cargo manifested for human consumption, shipped under a USDA export program will be assessed wharfage at the rate shown by the specific commodity.</p> <p>Note 1: Containers exceeding the dimensions or weights specified will be subject to rates otherwise provided.</p>			