

HOUSTON PILOTS 2019 TARIFF

The Rates for Pilotage on the Houston Ship Channel and to or from the Houston Ship Channel and sea or Bolivar Roads are as follows commencing January 1, 2019.

I. DRAFT RATES

Zones	40 feet and under	Over 40 feet
1. Sea – to and including Barbours Cut	78.80	85.40
2. Baytown – to and including Lynchburg	80.18	160.37
3. Above Lynchburg – to and including Shell	81.57	163.15
4. Above Shell – to and including Targa	82.90	165.80
5. Above Targa – to and including U.S. Gypsum	84.34	168.70
6. Above U.S. Gypsum – to and including Turning Basin	85.70	

The over 40 feet rate applies to the entire draft of vessels with a draft over 40 feet.

Vessels 450 feet and over in length will be charged for Minimum Draft of 24 feet.

II. UNIT RATES

In addition to the draft charge vessels will pay a unit charge. The unit charge equals the units of a vessel times the unit rate. The units of a vessel are determined by multiplying the vessel's length overall in feet times the vessel's extreme breadth in feet, divided by 100. The length overall is the distance between the forward and after extremities of the vessel. The extreme breadth is the maximum breadth between the outside of the shell plating's of the vessel. The unit rates are as follows:

Units	Unit rate	Units	Unit rate	Units	Unit rate
0-200	1.545	1101-1150	4.225	1651-1700	6.432
201-300	1.545	1151-1200	4.241	1701-1750	6.522
301-400	1.545	1201-1250	5.620	1751-1800	6.613
401-500	2.060	1251-1300	5.711	1801-1850	6.703
501-600	2.060	1301-1350	5.802	1851-1900	6.792
601-700	2.060	1351-1400	5.892	1901-2000	6.882
701-800	2.223	1401-1450	5.981	2001-2100	7.159
801-900	2.515	1451-1500	6.070	2101-2200	7.438
901-1000	3.085	1501-1550	6.161	2201-2300	7.716
1001-1050	3.195	1551-1600	6.252	2301-2400	7.995
1051-1100	3.858	1601-1650	6.342	2401-over	8.273

The minimum of a draft charge plus the unit charge is \$2,049.62.

III. RATES FOR SHIFTING

The charge for shifting is the total of a zone charge and a unit charge. A movement to or out of Bayport is a transit and is not a shift.

The shifting zones are:

1. Barbours Cut to Baytown
2. Baytown to Lynchburg
3. Lynchburg to Shell
4. Shell to Targa
5. Targa to U.S. Gypsum
6. U.S. Gypsum to the Turning Basin

a. Shifting rate per zone

The charge based on zones for shifting depends on the number of zones the vessel is in during the shift, as follows:

Confined to one zone	1,209.66
Using two zones	1,330.55
Using three zones	1,451.52
Using four zones	1,572.50
Using five zones	1,693.46
Using six zones	1,814.37

b. Unit shifting charge

Units are defined in Section II. The unit charge for shifting is the units multiplied by the following rate:

Units	Unit rate	Units	Unit rate	Units	Unit rate
0-200	0.000	701-800	1.935	1301-1400	3.850
201-300	0.325	801-900	2.254	1401-1500	4.168
301-400	0.649	901-1000	2.573	1501-1600	4.488
401-500	0.971	1001-1100	2.892	1601-1700	4.806
501-600	1.290	1101-1200	3.210	1701-1800	5.126
601-700	1.618	1201-1300	3.531	1801-over	5.446

The minimum shifting charge is \$1,369.37.

IV. DEAD SHIPS

The charge for dead ships is double the regular pilotage charge or shifting charge.

V. ANCHORAGE AT BOLIVAR ROADS

An anchorage fee of \$728.34 is charged in addition to the regular pilotage fee for moving a ship from anchorage to port or from the port to anchorage; and in addition to the regular pilotage fee for moving a ship from the sea buoy to anchorage in Bolivar Roads or from anchorage in Bolivar Roads to the sea buoy.

VI. DETENTION

When a pilot is ordered but the vessel is not ready to be moved when ordered, the following charge will apply unless the delay is caused by weather.

On dock	After 30 minutes	\$450
On bar	After one hour	\$450

There is no detention or cancellation charge if the vessel is on an automatic order and the delay is attributable to a vessel occupying the intended berth.

VII. CHARGE FOR FAILURE TO TIMELY DISCHARGE PILOT AND HOLDING CHARGES

The standard rate for holding a pilot other than failure to timely discharge a pilot is \$450 per hour.

Transit time will be billed to all vessels requesting or requiring a pilot to slow down or hold a vessel for any reason other than weather such as the availability of dock or mechanical difficulties. Holding in transit will not be charged when delays are attributable to weather including foggy conditions, or waiting on tug boats.

Holding a pilot on the vessel during arrivals at the dock, any time over 35 minutes after first line will be billed at \$200 for the first ten minutes, and then \$200 per five minutes with a maximum of \$1,200 until pilot away.

When tows require over seven hours of transit time (boarding to first line; last line to pilot off), the holding rate applies in addition to normal pilotage fees.

When vessels movements require over seven hours of transit time (boarding to first line; last line to pilot off), the holding rate applies in addition to normal pilotage fees.

VIII. CANCELLATIONS

For those vessels electing automatic ordering at the beginning of a calendar quarter a charge of \$250 per movement will apply. Vessels may opt in or out at the end of each quarter. Automatic ordering procedures are in a test phase, so the requirements for, and procedures of, automatic ordering may be changed to improve efficiency and the utilization of pilot time.

Nonparticipating vessels are under no obligation to participate but will be subject to cancellation charges when a pilot is ordered and then the order is cancelled:

	Two hours	One hour
At dock	\$500	\$1,000
	Four hours	Two hours
On bar	\$750	\$1,500

IX. SPECIAL TARIFF CLAUSE

The rates for pilotage services for vessels of unusual size or construction or with unusual maneuvering characteristics, or with restricted vision, or other services not covered in this tariff will be by specific agreement made before movement.

X. SECOND PILOT REQUIREMENTS

Requirements for two pilot jobs are specified in the Houston Pilot Navigational Safety Guidelines which are incorporated by reference. The rate for the second pilot is the same as the first.

XI. PORT COMMUNICATIONS

A charge for each move of \$210.00 will be charged for port communications.

XII. TRANSPORTATION

A charge for each move and each cancellation of \$107.05 – which will be adjusted each year based on actual fuel costs incurred for the preceding year.

XIII. SHORT NOTICE CHARGE

If a vessel requests a move with less than four hours' notice, there will be an additional \$230 charge for the move.

XIV. PILOT BOAT CAPITAL FUND

Charge for each inbound, as well as for each outbound movement (called “per movement”) which involves the use of a pilot boat. Said per movement charge shall be paid into a fund to be used for payment of a new vessel(s). Said fund is to be accounted for and to be kept in a specific account. The monies from said fund shall be used only for paying for the purchase of a new pilot boat(s), or to pay for the retirement of the indebtedness incurred due to the construction of said vessel(s). Any funds received for the sale of boats being replaced will be applied to this account and reduce the funding total needed. Once the agreed to funding total is met the charge will cease. Per movement charge is \$162.

XV. PILOT INFORMATION AND OUTREACH

Pilots will continue to investigate technologies and procedures to increase efficiency. Pilots will host quarterly industry outreach meetings.

XVI. CUSTOMER INQUIRES

For questions concerning Invoices or Billing Issues please email Melissa Stahl at melissa@houston-pilots.com for assistance.

Our Presiding Officer is also available at ext. 504 or our Controller, Shelly Butler, at sbutler@houston-pilots.com or ext. 507 to discuss billing issues where further review is desired.