

# **Port of Houston Authority**

## **Tariff No. 8**

**January 1, 2010**

***Rates, Rules, and Regulations Governing the Houston  
Ship Channel and the Public Owned Wharves***

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**Section One: Definitions and Abbreviations**

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**Note: The definitions included in Section One will also apply to Port of Houston Tariff Nos. 14, 15, & 18 unless specifically described differently in those tariffs.**

|                                 |  |                 |
|---------------------------------|--|-----------------|
| <b>SUBRULE NO. 001</b>          |  | <b>Original</b> |
| <u>Agent or Vessel Agent</u>    | Any party who acts on behalf of another party, including but not limited to, the party who submits the application to the PHA for a Vessel's berth.  |                 |
| <b>SUBRULE NO. 002</b>          |  | <b>Original</b> |
| <u>Berth</u>                    | The water area at the edge of a wharf, including mooring facilities, used by a Vessel while docked.  |                 |
| <b>SUBRULE NO. 003</b>          |  | <b>Original</b> |
| <u>Bonded Storage</u>           | Storage accomplished under bond payable to the United States Treasury Department until cleared for entry by the United States Customs.   |                 |
| <b>SUBRULE NO. 004</b>          |  | <b>Original</b> |
| <u>Checking</u>                 | The service of counting and checking cargo against appropriate documents for the account of the cargo or the Vessel, or other person requesting same.  |                 |
| <b>SUBRULE NO. 005</b>          |  | <b>Original</b> |
| <u>Container</u>                | A standard (ISO) seagoing container 20 feet in length or over.   |                 |
| <b>SUBRULE NO. 006</b>          |  | <b>Original</b> |
| <u>Day</u>                      | A consecutive 24-hour period or fraction thereof.  |                 |
| <b>SUBRULE NO. 007</b>          |  | <b>Original</b> |
| <u>Dockage</u>                  | A charge assessed against a Vessel for berthing at a wharf, pier, bulkhead structure or bank, or for mooring to a Vessel so berthed.   |                 |
| <b>SUBRULE NO. 008</b>          |  | <b>Original</b> |
| <u>Free Time</u>                | The specified period during which cargo may occupy space assigned to it on terminal property, including off-dock facilities, free of wharf demurrage or terminal storage charges immediately prior to the loading or subsequent to the discharge of such cargo on or off the Vessel. |                 |
| <b>SUBRULE NO. 009</b>          |  | <b>Original</b> |
| <u>Gross Registered Tonnage</u> | 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.   |                 |

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**Section One: Definitions and Abbreviations**

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| <b>SUBRULE NO. 010</b>           | <b>Original</b>   |
|----------------------------------|---|
| <u>Handling</u>                  | 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.   |
| <b>SUBRULE NO. 011</b>           | <b>Original</b>   |
| <u>Holidays</u>                  | As applied within this tariff, the term "holidays" includes the following named days. Holidays falling on Sunday will be observed the following Monday.<br><br>New Year's Day<br>Martin Luther King's Birthday<br>Presidents Day (3rd Monday-Feb)<br>Texas Independence Day<br>Good Friday<br>Memorial Day<br>Emancipation Day<br>Independence Day<br>Labor Day<br>Veteran's Day<br>Thanksgiving Day<br>Christmas Day |
| <b>SUBRULE NO. 012</b>           | <b>Original</b>   |
| <u>Individual Steamship Line</u> | An individual steamship line has all of the following attributes: (a) It operates through one agency in the Port of Houston; (b) it has one billing address; (c) it has controlling ownership of cargo volumes said to qualify for discounts; (d) it has a unified administration and management, and (e) it is not created through slot charters, joint services or Vessel sharing agreements.                       |
| <b>SUBRULE NO. 013</b>           | <b>Original</b>   |
| <u>Liner Service</u>             | Vessels making regularly scheduled calls for the receipt and delivery of cargo and passengers at this port.   |
| <b>SUBRULE NO. 014</b>           | <b>Original</b>   |
| <u>Loading &amp; 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 land conveyance to or from the terminal facility.  |

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**Section One: Definitions and Abbreviations**

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|---|--|
| <b>SUBRULE NO. 015</b>                                  | <b>Original</b>  |
| <u>Marginal Tracks</u>                                  | Railroad tracks on the wharf apron within reach of ship's tackle.  |
| <b>SUBRULE NO. 016</b>                                  | <b>Original</b>  |
| <u>Navigation District or Port of Houston 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.  |
| <b>SUBRULE NO. 017</b>                                  | <b>Original</b>  |
| <u>Overtime</u>   | Work performed on Holidays and during any hours other than straight time hours of 8:00 A.M. to 12:00 Noon and 1:00 P.M. to 5:00 P.M. on Monday through Friday.   |
| <b>SUBRULE NO. 018</b>                                  | <b>Original</b>  |
| <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.                       |
| <b>SUBRULE NO. 019</b>                                  | <b>Original</b>  |
| <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. |
| <b>SUBRULE NO. 020</b>                                  | <b>Original</b>  |
| <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 sheds and/or (2) the wharf for the assembly or distribution of 100 tons or more of such cargo.                                 |
| <b>SUBRULE NO. 021</b>                                  | <b>Original</b>  |
| <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.  |
| <b>SUBRULE NO. 022</b>                                  | <b>Original</b>  |
| <u>Straight Time</u>                                    | Wage scale applicable to work performance during the hours:<br><br>8:00 AM to 12:00 Noon<br>1:00 PM to 5:00 PM<br><br>Except: Saturdays, Sundays, and Holidays.  |

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| <b>SUBRULE NO. 023</b>    |   | <b>Original</b> |
|---------------------------|---|-----------------|
| <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.  |                 |
| <b>SUBRULE NO. 024</b>    |   | <b>Original</b> |
| <u>Transshipped Cargo</u> | Cargo landed from a Vessel and reloaded on a Vessel without being removed from the wharves.   |                 |
| <b>SUBRULE NO. 025</b>    |   | <b>Original</b> |
| <u>Ton</u>                | A unit of weight of 2,000 pounds or, for commodities designated as weight or measure, one (1) cubic meter, whichever tonnage value produces the greater revenue for commodities rated as weight or measure commodities.   |                 |
| <b>SUBRULE NO. 026</b>    |   | <b>Original</b> |
| <u>Traffic</u>            | <ol style="list-style-type: none"><li>(1) INTRACOASTAL TRAFFIC: All traffic among or between interior points or ports served by canals and rivers and such points or ports and any other point or port in the United States.</li><li>(2) COASTWISE TRAFFIC: All traffic between ports on the same coast.</li><li>(3) INTERCOASTAL TRAFFIC: All traffic between ports on different coasts.</li><li>(4) IMPORT TRAFFIC: All traffic moving from ports outside the Port of Houston to the Port of Houston.</li><li>(5) EXPORT TRAFFIC: All traffic moving from the Port of Houston to ports outside the Port of Houston.</li></ol> |                 |
| <b>SUBRULE NO. 027</b>    |   | <b>Original</b> |
| <u>Unitized</u>           | Shipments either pre-palletized, skidded, crated, boxed or conditioned to permit free access of fork-lift tines during loading and unloading operations so as not to require additional labor in handling.  |                 |

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|                        |  |
|------------------------|--|
| <b>SUBRULE NO. 028</b> | <b>Original</b>  |
| <u>User</u>            | A User of the facilities or waterways 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 or waterways of the Port of Houston Authority, or who use or trespass upon any of the Port of Houston Authority waterways, 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 waterways, properties or facilities of the Port of Houston Authority and (2) the agents, servants, representatives, and/or employees of said parties. |
| <b>SUBRULE NO. 029</b> | <b>Original</b>  |
| <u>Vessel</u>          | 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.  |
| <b>SUBRULE NO. 030</b> | <b>Original</b>  |
| <u>Waterways</u>       | Those waterways subject to the jurisdiction of the Port of Houston Authority as currently defined in <a href="#">Subrule No. 047</a> of Tariff No. 8.  |
| <b>SUBRULE NO. 031</b> | <b>Original</b>  |
| <u>Wharf</u>           | 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 alongside of which Vessels may lie or which are suitable for and are used in the loading, unloading, assembling, distribution, or handling of cargo.   |
| <b>SUBRULE NO. 032</b> | <b>Original</b>  |
| <u>Wharfage</u>        | 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.  |
| <b>SUBRULE NO. 033</b> | <b>Original</b>  |
| <u>Wharf Demurrage</u> | A charge assessed against cargo remaining in or on terminal facilities after the expiration of free time unless arrangements have been made for storage.   |

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**SUBRULE NO. 034**

**Original**

Abbreviations:

|         |  |
|---------|--|
| ¢       | - Cents  |
| \$      | - Dollar   |
| %       | - Percent  |
| (A)     | - Increase   |
| (C)     | - Change in wording which results in neither increase nor reduction  |
| (I)     | - New Item or Addition   |
| (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 |

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**SUBRULE NO. 046 – Gulf Seaports Marine Terminal Conference**

**Original**

GULF SEAPORTS MARINE TERMINAL CONFERENCE  
(Federal Maritime Commission Agreement 224-200163 Approved December 2, 1988)

Participating Members

- a. Board of Commissioners of the Port of New Orleans
- b. Board of Commissioners of Lake Charles Harbor and Terminal District
- c. Greater Baton Rouge Port Commission
- d. Orange County Navigation and Port District of Orange, Texas
- e. Mississippi State Port Authority at Gulfport
- f. Port of Beaumont Navigation District of Jefferson County, Texas
- g. Port Commission of the Port of Houston Authority of Harris County, Texas
- h. Board of Trustees of the Galveston Wharves
- i. Alabama State Docks Department – Port of Mobile
- j. South Louisiana Port Commission, La Place, Louisiana
- k. Board of Navigation and Canal Commissioners of the Brownsville Navigation District of Cameron County, Texas
- l. Board of Commissioners of the Port of Port Arthur Navigation District of Jefferson County, Texas
- m. Board of Commissioners of the Tampa Port Authority of Hillsborough County, Florida
- n. Port Freeport, Texas
- o. Panama City Port Authority
- p. Port of Corpus Christi Authority
- q. Port of Pensacola
- r. Port of Pascagoula
- s. Manatee County Port Authority of Palmetto, Florida
- t. St. Bernard Port, Harbor and Terminal District, Chalmette, Louisiana
- u. Plaquemines Port, Harbor & Terminal District, Louisiana

**NOTICE:** The Gulf Seaports Marine Terminal Conference agreement permits the participating members to discuss and agree upon port terminal rates, charges, rules and regulations. Any such rates, charges, rules, and regulations, adopted pursuant to said agreement, shall be published in the respective tariffs of said members and so identified by proper symbol and explanation.

**SHIPPERS' REQUESTS AND COMPLAINTS**

Shippers, or other Users of the facilities and services of the members of said Conference, desiring to present requests of complaints with respect to any such rates, charges, rules, and regulations, adopted pursuant to said Conference agreement, should submit the same, in writing to the Chairman of the Conference, at the address below, giving full particulars, including all relevant facts, conditions and circumstances pertaining to the request or complaint. Should further information be required by the Conference for full consideration of the request or complaint, the Conference Chairman will so advise by mail. The said Chairman will notify such shipper or complainant of the docketing of the matter and of the date and time of the proposed meeting and if said shipper and complainant desires to be heard, he shall make request therefore upon the Conference Chairman in advance of the meeting.

Allen Moeller  
Conference Chairman  
Membership Admission:  
P. O. Box 70  
Pascagoula, MS 39568

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**PORT OF HOUSTON  
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**SUBRULE NO. 047 - Jurisdiction**

**Original**

The Port Commission of the Port of Houston Authority, hereinafter called Port Authority, has jurisdiction over and control of the use of the Houston Ship Channel from its beginning in Galveston Bay to the Turning Basin, at Houston, Texas, and all navigable streams tributary thereto in Harris County, Texas, hereinafter called waterways; and jurisdiction over and control of the use of all wharves, sheds, warehouses, freight handling machinery and equipment, the grain elevator operated as the Houston Public Elevator, and all other property, equipment, and facilities owned and operated by it, hereinafter called facilities; and has the power to regulate and fix charges for the use of such waterways and facilities.

The Port Commission also constitutes a Pilot Board for the governing of the Houston Pilots.

**SUBRULE NO. 048 – Application of Tariff**

**Original**

Rates, charges, classifications, practices, rules, and regulations contained in this tariff shall apply equally to all Users of and on all traffic on the waterways and facilities of the Port Authority, and, if adopted by private terminals located on the Houston Ship Channel, may also be applicable to such privately owned terminals, and the tariff shall apply on the effective date shown, or, with respect to any amendments to this tariff, on the effective date of such amendments.

**SUBRULE NO. 049 – Liability and Arrangements for Payments of Charges**

**Original**

1. General Provisions

- a. The use of the waterways and facilities under jurisdiction of the Port Authority shall constitute a consent to the terms and conditions of this tariff, and shall evidence (i) an acknowledgement and warranty to the Port Authority of all Vessels, their owners and agents, and other Users of such waterways and facilities that such User(s) is or are liable and responsible for the payment of all charges specified herein, and (ii) an agreement to pay all such charges.
- b. No User shall be permitted to utilize a lay berth or loading berth, or move cargo to or from ship's tackle, or otherwise load or discharge cargo to or from a Vessel until (i) an accurate and complete Berth Application has been filed pursuant to Subrule No. 099 of this Tariff, (ii) it furnishes the Port Authority with proof of financial responsibility acceptable to the Port Authority, (iii) arrangements for payment have been made with the Port Authority as provided herein; and (iv) the permission of the Port Authority has been obtained. The Port Authority reserves the right to refuse permission to use its facilities in the event a User does not satisfy the conditions set forth in clauses (i) through (iii) in the previous sentence, or for any other just and reasonable cause not prohibited by law.
- c. Unless credit arrangements are made with the Port Authority as provided herein, amounts due to the Port Authority are payable in cash by advance deposit of an amount sufficient to satisfy anticipated charges; if additional charges are incurred, bills are due upon presentation by the Port Authority to the User(s).
- d. In the event User makes payment to Port Authority for any fee or charge by a check which is returned for any reason unpaid by any financial institution (the "Returned Check"), User shall be assessed a Returned Check fee in the amount of \$30.00, as well as any applicable bank fees caused by the Returned Check. User shall then be immediately liable for all amounts owed to Port Authority by said User at the time the Returned Check was returned unpaid. All amounts to be paid by User to Port Authority after receipt by Port Authority of a Returned Check shall be in the form of cash, cashier's check, or money order. A User who has paid by a Returned Check shall be liable for, and shall pay, reasonable attorneys' fees and court costs if required to collect the amounts owed by User to Port Authority.

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**SUBRULE NO. 049 – Liability and Arrangements for Payment of Charges – (Continued)**

**Original**

- e. Carrier liens on cargo for unpaid charges for storage and for all other terminal charges, established pursuant to 49 U.S.C. 80109, or otherwise established by contract or by law, shall inure to the benefit of the Port Authority on cargo in the Port Authority's possession, and the carrier shall be deemed to have assigned such liens to the Port Authority with respect to cargo for which services performed pursuant to this tariff have been billed by the Port Authority, and wherein interest is assessed against the bill or invoice for such services.
- f. In no case will the Port Authority invoice, or otherwise assume responsibility, for collection of charges assessed by a transportation agency or steamship company.
- g. Steamship lines terminating a service to the Port Authority must make arrangements to satisfy all accrued charges for the line's account, including estimated charges for the last Vessel call, prior to arrival of the last Vessel.

**2. Deferred Payment**

- a. In its discretion, and at its sole option, and subject to termination at its election, the Port Authority may at any time defer payment by any User pursuant to the provisions of this tariff, as amended or reissued, provided such User establishes and maintains its financial responsibility on terms acceptable to the Port Authority. Such terms may include the posting and maintaining of a surety bond with a corporate surety acceptable to the Port Authority in an amount not less than 125% of the maximum liability for (i) a single transaction, if the User uses the waterways or facilities for a single transaction, or (ii) more than a single transaction but less than a one year period, if the User shows that he will use the waterways or facilities for that duration; or (iii) each year that the User will utilize the waterways or facilities. The form and content of such bond must be acceptable to the Port Authority.
- b. Any amounts outstanding or invoices remaining unpaid 30 days past date of same is subject to an interest charge of 12% per annum, calculated daily, for each day over 30 days until paid, or until such amounts are unpaid 60 days past date of invoice, whereupon they shall be subject to an interest charge of 18% per annum, calculated daily, until paid.
- c. With respect to any User that has an amount outstanding or unpaid invoices outstanding for more than 90 days past date of presentation or invoice, the Port Authority may post that User's deferred payment position on its website. Such postings shall be made monthly. The posting shall be deleted at the Port Authority's next scheduled website posting, provided that User's balances 90 days past due have been paid by the end of the month in which the delinquent amount is currently posted.
- d. With respect to any User that has an amount in excess of \$20,000 outstanding for more than 120 days past date of presentation or invoice, the Port Authority may, in addition to the website posting referred to above, deny deferred payment for any future services unless and until cash is received by the Port Authority in advance of any use, scheduling, or ordering of Port Authority waterways, facilities, services, or labor, provided that deferred payment may be reinstated if the User has had no outstanding balance 60 or more days past due for a period of at least 60 days, such period to commence upon the first of the month in which there was no outstanding balance.
- e. With respect to any User that has an amount in excess of \$20,000 outstanding for more than 150 days past date of presentation or invoice, the Port Authority may, in addition to the website posting and the denial of deferred payment for any future services referred to above, deny the use of its waterways and facilities to said User, provided that said use may be reinstated upon payment of all 60 days or more past due balances and deferred payment may be reinstated if the User has had no outstanding balance 60 days or more past due for a period of at least 60 days, such period to commence upon the first of the month in which there was no outstanding balance.

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**SUBRULE NO. 049 – Liability and Arrangements for Payment of Charges – (Continued) Original**

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- f. With respect to any User wherein deferred payment has been denied as provided above in subparagraph (d) twice during the period of said User's contract, license, or agreement with the Port Authority, or twice in any calendar year, the Port Authority may terminate or fail to renew said contract, license, or agreement.
3. Interest charges and other consequences set forth above in subparagraphs (a) through (f) may be waived by the Port Authority if there is a good faith dispute as to the amount outstanding, the User has attempted to resolve the dispute in a timely fashion, all amounts not in dispute have been promptly paid, or in other cases in which the User shows error on the part of the Port Authority as to amounts said to be overdue. When the Port Authority is required to bring suit against a User to collect its charges for services or other facilities it has furnished, it shall be entitled, in addition to any other relief granted by the court, to judgment for reasonable attorneys' fees and litigation costs, unless the User 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 Authority which are not contested in good faith.

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**SUBRULE NO. 050 – Billing, Assessment, and Collection of Charges Original**

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1. Freight Handling Machinery or Equipment. Users as defined herein, including, without limitation, Vessels, their owners and agents, and stevedores, will be liable and billed for freight handling machinery or equipment in accordance with the provisions of this tariff.
2. Dockage, Shed Hire, Water and Regulated Utilities and services, and/or Wharf Use. Users, including, without limitation, Vessels, their owners or agents, will be liable and billed for dockage, shed hire, and/or wharf use charges, and for provisions of water and related utilities and services accorded the Vessel.
3. Terminal Charges and Wharfage Charges. The payment of all terminal and wharfage charges, set forth herein, shall be guaranteed to the Port Authority by the Vessel, notwithstanding that they are ultimately liabilities of the owner of the cargo, and the use of Port Authority facilities by the Vessel shall be deemed an acceptance and acknowledgement of this guarantee. As compensation to the Vessel for collection and payment to the Port Authority of terminal and wharfage charges, the Port Authority shall pay a fee of four percent (4%) of the total terminal and wharfage charges incurred and billed to the Vessel, but said fee shall be paid only when (1) such charges are actually paid to the Port Authority by the Vessel for the account of a third party and (2) such cargo has actually been loaded aboard a Vessel at Port Authority wharves. Wharfage charges on cargo shall be assessed on the basis of manifest weights, unless otherwise provided herein.
4. Loading, Unloading, and other Labor Charges. The party performing loading, unloading and other labor services is equally a User of Port Authority services and facilities, and shall invoice and collect loading, unloading and other labor charges, strictly in accordance and pursuant to the terms of this tariff, from the owner of the cargo or his authorized agent; shall pay over said charges to the Port Authority where so provided in this tariff; and shall not in any manner directly or indirectly, refund or remit in whole or in part, by any means or device, any of said charges to said owner of the cargo or his authorized agent.
5. Inbound Cargo-Wharf Demurrage charges. The owner of the cargo or its authorized agent will be jointly and severally liable for inbound cargo-wharf demurrage charges.
6. Outbound Cargo-Wharf Demurrage charges. The owner of the cargo or its authorized agent will be jointly and severally liable for outbound cargo-wharf demurrage charges, except as noted herein. When outbound cargo is on the wharves because it is intended to be loaded on a particular Vessel but such cargo is cut back or held on the wharves for the convenience or at the direction of such Vessel, (i) the Vessel shall immediately provide the Port Authority with an itemized list of the cargo on the wharves which was not lifted by the Vessel, and (ii) the wharf demurrage charges will be a joint and several liability of the Vessel. If cargo is not loaded on the Vessel for which it was originally intended: (i) wharf demurrage charges will continue to apply until the cargo is removed from the wharves; and (ii) if loaded on a subsequent Vessel, the wharf demurrage charges will be assessed against the original Vessel unless the Vessel has secured a release of said charges prior to the loading of the cargo on a subsequent Vessel.

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**Section Two: General Rules And Regulations**

**SUBRULE NO. 050 – Billing, Assessment, and Collection of Charges – (Continued) Original**

7. Transshipped Cargo-Wharf Demurrage Charges. The outbound, subsequent Vessel to which the cargo is transshipped will be jointly and severally liable for transshipped cargo-wharf demurrage charges.
8. Any charges established by this tariff, or by any other tariff of the Port of Houston Authority for which this tariff is also a governing tariff, which result from delays caused by compliance with ISPS regulations or inspections, or other applicable governmental law or regulations, shall be for the account of the User(s), and such compliance will not furnish the basis for any deviations from the rates, terms and conditions set forth in tariffs of the Port of Houston Authority.

**SUBRULE NO. 051 – Port Security Fee Original**

In order to fulfill its responsibilities for security, including but not limited to responsibilities mandated under the Maritime Transportation Security Act of 2002 and the US Coast Guard regulation 33 CFR 105, the Port of Houston Authority will assess against and collect from all Users of port premises (including, without limitation, Users of premises subject to the terminal use fees set forth in Subrules [134](#), [135](#), and [136](#)), services, or facilities, a Port Security Fee as set forth herein. Such fee, in the amount set forth below, shall be in addition to all other fees and charges due under this and other governing tariffs:

**Vessels (including, without limitation, barges):**

- Six and one-half percent (6.5%) of total dockage assessed per port call

**Cargo:**

- Break-bulk .....\$0.14 per ton
- Bulk Cargo (dry or liquid).....\$0.03 per ton
- Containers .....\$2.85 per loaded container
- Vehicles.....\$1.00 per unit
- Passengers .....\$1.00 per embarking passenger

The Port of Houston Authority shall have all of the rights and remedies provided in this tariff and other governing tariffs for failure to pay amounts due the Port of Houston Authority in the event any User fails to timely pay the Port Security Fee set forth herein and, in addition, the Port of Houston Authority may (1) require from said User a deposit estimated to cover such fees in advance of using port premises, services or facilities, and/or (2) deny service to said User until said deposit is made and/or all prior amounts due are paid.

**SUBRULE NO. 052 – Liability of Port Authority Original**

1. The Port Authority shall not be liable for any delay, damage, injury, or loss arising from strikes (of any person in their employ or in the service of others), nor for any causes arising therefrom, nor for any causes unavoidable or beyond its control, nor for tumult, insurrection, acts of God, breakdown of equipment or shut-off or failure of electric current, nor from any of the consequences of any of these contingencies.
2. Except for cargo remaining in storage after the expiration of the free time period and upon which storage charges have been assessed, in no case shall the Port Authority be liable in a sum in excess of \$1000 per package, non-packaged object, or freight unit for loss or damage to any cargo inside or not inside of any container, trailer, van, or other form of cargo unitization (all such forms hereafter referred to as "Container"), unless any party with a relationship to the cargo (including, without limitation, a steamship company, the shipper, consignee, or another transportation entity which will carry the cargo before or after ocean transportation or its or their agents) have, prior to the commencement of the services or facilities provided by the Port Authority, declared a higher value for the cargo inside or not inside any Container, and paid, in addition to the other charges for such services as set forth in this or other applicable tariffs, a premium computed at three percent (3%) of the declared value of such cargo inside or not inside any Container, and in such event the Port Authority shall be liable for the full declared value of such cargo for loss or damage caused by its failure to exercise due and proper care in performing the services or affording the facilities provided for herein.

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**SUBRULE NO. 052 – Liability of Port Authority - (Continued)**

**Original**

As used herein, the word package, non-packaged object, or freight unit shall mean, in the event the cargo was shipped in any Container, only that very Container, notwithstanding that other packages may or may not be contained therein, and notwithstanding that, if contained therein, they may or may not have been listed on any pertinent bill of lading. In the event that any Container itself suffers damage, the Port Authority's liability shall be limited to an additional \$1000 per Container, unless a higher value has been declared for same and the three percent (3%) premium paid as set forth above.

3. In the event the Port Authority is liable for cargo in storage, such liability shall not cover losses generally covered by insurance, including, but not limited to, fire, heating, frost, freezing, leakage, evaporation, natural shrinkage, wasting, decay, animals, insects, leakage, or discharge from fire protection, or the elements.
4. With respect to all damage or injury to persons or property, other than loss or damage covered by paragraphs 1, 2, and 3 above:
  - a. With respect to damages or injury to berths, wharves, transit sheds, mechanical equipment, or other assigned facilities, occurring during the tenancy, occupation, and/or use thereof by any User(s) to whom such facilities were (temporarily or permanently) assigned, such User(s) shall be responsible and liable to the Port Authority for all such damages or injury, without regard to who shall have caused the damage or injury, except for damage or injury caused by the negligence of the Port Authority, for which the Port Authority shall not be relieved.
  - b. With respect to damage or injury to rail equipment caused by the switching of such equipment, the applicable railroad shall be liable and responsible, except for damage or injury caused by the negligence of the Port Authority, for which the Port Authority shall not be relieved.
  - c. With respect to damage or injury to persons, including death and personal injury, arising out of, incident to, or resulting from, the use of the property of the Port Authority, the User(s) of such property agree to indemnify and save harmless the Port Authority from and against all losses, claims, demands, arbitrations, and suits for damage or injury, which indemnification shall cover court costs and attorneys' fees, except for damage or injury to persons caused by the negligence of the Port Authority, for which the Port Authority shall not be relieved.
5. The Port Authority shall have no liability and/or shall be discharged from all liability for damage or injury, whether apparent or concealed, to cargo, packaging of any kind, containers, equipment, facilities, or objects of any kind, or persons, unless notice in writing to the Port Authority is given of said damage or injury within 30 days of its occurrence and unless suit is brought within three years of its occurrence.

**SUBRULE NO. 053 – Hazardous Commodities**

**Original**

**Section 1:**

1. 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."
2. 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.
3. 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.

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**SUBRULE NO. 053 – Hazardous Commodities – (Continued)**

**Original**

4. 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.
5. 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.
6. 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.
7. 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.

**Section 2: HANDLING/STORAGE OF CONTAINERIZED HAZARDOUS CARGO ON TERMINAL**

Explosives IMO class 1.1, 1.2, 1.3 and fireworks, regardless of class, will not be handled at the Port of Houston whether loading, discharging or in transit. 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, 1.3 and fireworks, regardless of class, will not be handled at the Port of Houston whether loading, discharging or in transit. 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.

Ammonium Nitrate in any mode of packaging or container is strictly prohibited in the Port of Houston.

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**SUBRULE NO. 054 – Freight Handling**

**Original**

1. These regulations apply to the handling, loading, and unloading of import, export, intercoastal, coastwise, intracoastal and local cargo (hereafter, "freight handling") at the facilities designated below. These regulations are in addition to, and do not supplant, the "Freight Handling Assignment Agreement" referred to in paragraph 2 below.
2. No person shall engage in freight handling at the facilities designated below unless that person (a) has in effect a valid stevedoring license issued by the Port Authority and (b) has been assigned permission to operate as a freight handler at the designated facility. Each assignee shall execute a "Freight Handling Assignment Agreement" which sets forth in detail the duties and responsibilities of each of the parties thereto, provided that a licensed stevedore who has obtained verbal permission from the Executive Director of the Port Authority or his authorized designee may provide freight handling services at Barbours Cut Terminal and at the Turning Basin Terminals in designated areas without executing a Freight Handling Assignment Agreement. Permission to perform such services may be terminated at any time without notice by the Executive Director of the Port Authority or his authorized designee.
3. Any person holding a valid stevedore license may apply for a freight handling assignment at the facilities noted below. An assignment shall be made only if the Port Authority determines, in the reasonable exercise of its judgment, that the applicant is able to meet the minimum tonnage and revenue generation requirements and is fit and able to operate in a safe and financially and legally responsible manner. If the facility is presently assigned, any new assignment may begin only after the termination of the prior assignment. If there are competing applicants for the same facility, the Port Authority shall assign the facility to that applicant whom, in the reasonable exercise of its judgment, provides the greatest advantage to the Port Authority and most furthers its public purposes. Additionally the Port Authority may take into consideration in making this judgment any relevant information, including the method of operation of the applicant, safety record, financial responsibility, and record of adherence to legal requirements. In making these judgments, the Port Authority may require the applicant to submit relevant information. Unless specifically authorized by the Port Commission, no freight handling assignment shall be made unless the applicant guarantees specific tonnage, revenue and income to the Port Authority as set forth in the "Freight Handling Assignment Agreement" to be executed by the applicant. Final decisions with respect to the issuance of freight handling assignment shall be made by the Port Commission.
4. The Port Authority may determine to keep some facilities unassigned in order to facilitate general commerce. Such facilities may be temporarily assigned to a specific freight handler to accommodate one or more specific shipments. Such assignments when made may be reflected in a contract executed by the freight handler with the Port Authority or the freight handler may be merely required to remit to the Port Authority applicable tariff charges.
5. Standards of conduct and operation for all freight handlers.
  - a. All freight handlers and stevedores shall be required to adhere to the rates, rules, and regulations of this tariff in providing their services to the public, including, without limitations, the provisions of [Subrule No. 143.9](#).
  - b. All freight handlers and stevedores shall perform their functions in a manner that guarantees the safety and cleanliness for each area, shed, or other facility used, and for each commodity handled, due regard being paid to the nature of such commodity.
  - c. In stevedoring and handling United States Department of Agriculture ("USDA") cargoes, all freight handlers and stevedores shall adhere strictly to the cleanliness and other applicable standards required by USDA, whose regulations apply to all USDA cargoes handled at the Port of Houston.
6. Consequences of Failure to Observe the Standards of Conduct and Operation for All Freight Handlers.
  - a. Any freight handler failing to observe the standards of conduct and operation set forth above in paragraph 5b or 5c shall be deemed a "delinquent freight handler".
    1. The delinquent freight handler shall be given notice by the Port Authority or by the Individual Steamship Line, or its agents, or any other party who has an interest in the condition of the area, shed, or other facility, to commence remedying the condition immediately and to conclude the remedial operation with all deliberate speed. [Return to Table of Contents](#)

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**SUBRULE NO. 054 – Freight Handling - (Continued)**

**Original**

2. In the event the delinquent freight handler fails to proceed in the manner described in subparagraph (1) above, any party, including the Port Authority and any stevedore or other freight handler who assumes the duties of the delinquent freight handler with respect to the cargo or the area, shed, or facility, shall be entitled to:
  - a. Invoice the delinquent freight handler, or the owner of the cargo or its authorized agent for the full costs of assuming said duties, plus 20%, and
  - b. Additionally, invoice the delinquent freight handler, or the owner of the cargo or its authorized agent for all clean up or other necessary services rendered under the provisions of this or any other applicable tariff.
3. All invoices rendered pursuant to subparagraph (2) above shall be paid promptly, provided that the delinquent freight handler or the owner of the cargo or its authorized agent shall be entitled to contest an invoice of a third party (that is, stevedore or other freight handler) with respect to necessity for the service or the amount charged, by written submission to the General Manager of the Port Authority, whose decision shall be final.
4. Depending upon the nature and gravity of the delinquency and notwithstanding any other notice periods in this or other applicable tariffs or in any Freight Handling Assignment Agreement or Amendment thereto, the Port Authority may issue a notice of revocation of the freight handling assignment agreement or other authorizing document upon 15 calendar days' notice. The delinquent freight handler shall be permitted to appeal the revocation within 10 calendar days of the notice of revocation by written submission to the General Manager, whose decision shall be final.
- b. If any freight handler fails to observe any other requirements set forth in this or other applicable tariffs, such conduct may constitute grounds for revocation of a freight handling assignment at any time, subject to a 30 days' notice requirement.
7. A freight handling assignment shall not be sold, transferred, assigned or otherwise used by anyone other than the assignee who is awarded the assignment. Any assignment shall automatically terminate on the date and time of any attempted sale, transfer, assignment or use of the assigned premises by another person or entity, unless the Port Authority has consented in writing thereto.
8. Any of the following shall constitute grounds for revocation of a freight handling assignment at any time, subject to a 30 days' notice requirement:
  1. failure to achieve guaranteed tonnage or revenue which is not due to any acts or omissions of the Port Authority;
  2. failure to timely pay all amounts owed the Port Authority;
  3. attempt to transfer a freight handling assignment to another party without the written permission of the Port Authority, in which case the 30 days' notice requirement does not apply; or

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**SUBRULE NO. 054 – Freight Handling - (Continued)**

**Original**

4. expiration, termination or revocation of stevedoring license, in which case the 30 days' notice period may be shortened to coincide with the effective date of the expiration, termination, or revocation of the stevedore license.
  
9. The following are the facilities to which these regulations apply:
  - Open & Shed Areas Nos. 1 through 4
  - Open & Shed Areas Nos. 8,9,16,17,18,19 and 20
  - Shed Areas Nos. 10 and 11
  
  - Open & Shed Areas Nos. 12 through 15
  - Shed Area No. 21
  - Open & Shed Areas Nos. 22 and 23
  - Shed Area No. 24
  - Open & Shed Areas Nos. 25 and 26W
  - Open & Shed Areas Nos. 26E, 27, 28 and 29
  - Shed Areas Nos. 30 and 31
  - Open Area No. 32
  - Open & Shed Areas Nos. 41 through 45
  - Shed Area Nos.46 & Open Areas Nos.47&48
  - Manchester Shed No. 2
  - Woodhouse Terminal, Galena Park, Texas
  - Open & Shed Areas #1, 2 & 3
  
  - Jacintoport Terminal
  - Open and Shed Areas Nos. 1, 2 & 3
  
  - Care Terminal
  - Open & Shed Areas Nos. 1 & 2

**SUBRULE NO. 055 – Cargo Staging Area**

**Original**

The 18.5 acres of heavy duty paved area landward of Wharf No. 32 is designated for staging of export and import cargoes. Such staging of cargo shall be subject to prior approval by the Port Authority of each shipment and designation of a specific location for each shipment. Arrangements for staging cargo in the subject area must be made with the Port Authority by shippers, receivers, or their representatives. Cargo so staged will be in the custody of the shipper of export cargo and the consignee of import cargo. The party having such custody shall be liable for any and all damages to such cargo, as well as any and all damages to persons, equipment or any other property on the staging area, and the staging area itself, during the period of said custody.

[Subrule No. 137](#) of this tariff, setting out Free Time and Wharf Demurrage charges, is not applicable to cargo staging area. In lieu thereof, free time will be determined by the Port Authority at the time arrangements are made for staging such cargoes. After expiration of free time, storage charges will be assessed at the rate of six and seven-tenths cents (6.7¢) per square foot per month with minimum invoice of \$670.00 per month for each assigned section or fraction thereof occupied by cargo.

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**SUBRULE NO. 056 – Painting or Erecting of Signs**

**Original**

Painting or erecting signs on Port Authority property or structures is prohibited without prior approval of the Executive Director or his designee who shall also approve copy, design, material and method of erection.

**SUBRULE NO. 057 – Compliance with Environmental Regulations; Smoking Prohibited**

**Original**

1. All Users shall comply with all applicable environmental laws, rules or regulations that may be promulgated by federal, state, or local regulatory agencies, bodies, and by the Port of Houston Authority.
2. Smoking in the warehouse, grain elevator, transit sheds, on the wharves, or on Vessels is strictly prohibited.

**SUBRULE NO. 058 – Responsibility for Cleaning of Property by User**

**Original**

Cleaning charges for berth use are set forth herein in [Subrule No. 114](#). Users of all other Port Authority property are required to maintain same in a clean and orderly manner as may be prescribed or directed by the Port Authority. If User does not promptly and efficiently clean property in the manner prescribed or directed by the Port Authority after being given notice to do so, then the Port Authority shall order the work performed and User will be billed therefore at cost plus twenty percent. These charges set forth herein, when applicable, shall be in addition to the charges set forth in [Subrule No. 114](#) hereof.

**SUBRULE NO. 059 – Responsibility for Property Damage**

**Original**

1. 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. 029](#) 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.
2. 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 attorneys' 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.

**SUBRULE NO. 060 – Responsibility for Fire Equipment**

**Original**

The Port Authority will require the Users of the wharves to be responsible for all fire equipment; such as hose, nozzles, extinguishers, etc. and all such equipment found to be missing or destroyed upon inspection will be replaced by the Port Authority at cost plus twenty percent and billed against the User.

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**SUBRULE NO. 061 – Abandoning, Dumping, Discharging, etc. of Waste Matter**

**Original**

All Vessels, their owners or agents, and other Users of Port Authority facilities shall comply with all federal, state or local regulations with regard to the placing or discharging into the Houston Ship Channel, Buffalo Bayou or White Oak Bayou or any of the tributaries thereof, either directly or through private or public sewers, any sanitary sewage, butcher's offal, garbage, dead animals, gaseous liquid or solid matter, oil, gasoline, residuum of gas, calcium carbide, trade waste, tar or refuse or any other matter covered by such laws or regulations of any of such authorities.

Vessels discharging oil from bilges or tanks into the aforementioned waters will be reported to the United States Attorney for prosecution under appropriate federal laws. Throwing ballast, rubbish, dunnage or any other matter into the aforesaid waters is strictly prohibited.

Should any Users of the facilities abandon any drums, boxes or other containers of cargo upon Port Authority property and not remove same therefrom within 48 hours after notification by the Port Authority to do so, same will be removed by the Port Authority (its employees, agents, or contractors), and the cost of such removal plus twenty percent shall be billed to and paid by the User (or Users, each of which is jointly and severally liable) to the Port Authority within 30 days of invoice of same.

**SUBRULE NO. 062 – Removal of Articles Dropped into Channel**

**Original**

The dropping of cargo, scrap or any other articles in the channel is prohibited by law. Responsible parties shall be liable for the removal of any articles dropped in basin or channel and the Port Authority reserves the right to remove such articles on a basis of cost plus twenty percent at the expense of the responsible party.

**SUBRULE NO. 063 – Fines and Penalties**

**Original**

Should the Port Authority be subjected to a fine or fines, a penalty or penalties by the United States Coast Guard or any other federal authority, or any state or local authority, as a result of the conduct of any User, whether such conduct was by act or omission, the amount of such fine or fines, penalty or penalties, shall be billed to and paid by the User (or Users, each of which is jointly and severally liable) to the Port Authority within 30 days of invoice of same.

**SUBRULE NO. 064 – Stevedore License**

**Original**

Each company providing stevedore services and desiring to do business on or in connection with the facilities of the Port Authority shall file a completed Stevedore License Application accompanied by the necessary supporting information called for therein together with payment of the appropriate licensing fees. Such fees shall be as follows:

|                                 |                           |
|---------------------------------|---------------------------|
| <u>Original<br/>Application</u> | <u>Annual<br/>Renewal</u> |
| \$2,500                         | \$1,000                   |

No company, whether currently doing business on or in connection with the facilities of the Port Authority or whether applying for authority to so perform, shall be permitted to conduct business thereon until such Stevedore License Application, accompanied by the appropriate application fee has been approved by the Port Authority. A copy of the application is available upon request to the Port Authority.

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**SUBRULE NO. 065 – Reference to Other Tariffs**

**Original**

1. Rates, rules, and regulations governing Barbours Cut Terminal are published in Port of Houston Tariff No. 14, or reissues thereof.
2. Rates, rules, and regulations governing Bayport Division are published in Port of Houston Tariff No. 16, or reissues thereof.
3. Rates, rules, and regulations governing Bayport Container Terminal are published in Port of Houston Tariff No. 15, or reissues thereof.

**SUBRULE NO. 066 – Preventing, Detecting, Controlling, and Fighting of Fires**

**Original**

**BE IT ORDAINED BY THE PORT COMMISSIONERS OF THE PORT OF HOUSTON AUTHORITY:**

**PURPOSE:** WHEREAS, under the provisions of Section 2, Chapter 117, Acts of the 55th Legislature of Texas, Regular Session 1957 as amended by Chapter 43, Acts of the 62nd Legislature, Regular Session 1971, the Port of Houston Authority (formerly Harris County Houston Ship Channel Navigation District) is empowered to promulgate and enforce ordinances, rules and regulations in the manner provided by Chapter 486, Acts of the 57th Legislature, Regular Session, 1961, as amended, for the promotion of the safety of life and property on or adjacent to the waterways, channels and turning basins within its jurisdiction, including those piers, wharves, landings, buildings, sheds or structures adjacent to such waterways, from damages by fire and explosion thereon.

**APPLICABILITY:** This subrule applies to all Vessels, Users, facilities, and structures of any kind, including but not limited to berths, wharves, piers, and sheds, located within the jurisdiction of the Port Authority in accordance with R.S. Ch. 43, H.B. 348, 62nd Legislature of March 24, 1971 (the Act).

**DEFINITIONS:**

In addition to the Definitions set forth in Section One of this tariff, which apply herein, the following Definitions also apply.

**Berth** - The area of water at the side of a pier or wharf in which Vessels may remain afloat when moored.

**Breakbulk Cargo** - Commodities which are not transported in containers or trailers, and which are commonly packaged in bags, cartons, drums, crates etc, and palletized while awaiting transfer or storage.

**Cargo** - Cargo as used herein includes breakbulk cargo, liquid or liquefied cargo, containerized and trailerized cargo, cargo carried without mark or count, as well as the containers, trailers, or other materials which may contain them.

**Facility** - A marine terminal or any of its component parts, together or separately, including, but not limited to, berths, wharfs, staging areas, and sheds, within the jurisdiction of the Port Authority.

**Firewalls** - Substructure walls that have a fire resistance rating of four hours, normally constructed of reinforced concrete or other materials that have equivalent fire resistance.

**Hazardous Material** - Cargoes classified as "Hazardous Materials" under 49 CFR parts 171-180 or otherwise classified as explosive, dangerous, or hazardous by regulation of the Federal Government, or any State or Local Government, or by the Port Authority.

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**SUBRULE NO. 066 – Preventing, Detecting, Controlling, and Fighting of Fires - (Continued)**

**Original**

**Marine Terminal** - A facility comprising of one or more berths and adjacent areas used for the transfer of cargo from and to Vessel to and from land within the jurisdiction of the Port Authority.

**Fire Sprinklers** - A complete system of waterlines and sprinkler heads designed to release water upon demand through various means to suppress a fire inside a building.

**Transit Shed** - A transload facility located on a pier or wharf primarily used for transferring Breakbulk Cargo to and from ship to shore. The cargo may at times be temporarily stored in such facility for a short period of time, typically one to three days. Transit sheds are typically constructed of non-fire resistant material and are fitted with various large entryways. Transit sheds are continuously patrolled by fire and security personnel.

**Warehouse** - A building used for long-term storage of cargo in breakbulk form. Warehouses are typically built of substructure Firewalls and are normally not patrolled by fire and security personnel.

**Section 1: SCOPE** - All ordinances, rules, and regulations issued by the Port Authority relative to Fire Protection shall, in the event of conflict, take precedence over local or state law or charter provisions, or ordinances of any city, town or village relating to such subject matter, but if there is no conflict, all such provisions, ordinances, rules and regulations shall apply and shall be in addition to the ordinances, rules and regulations of the Port Authority.

This ordinance and regulations shall apply to: (1) all Vessels on the waterways, and (2) all Users and all facilities within the jurisdiction of the Port Authority, including but not limited to piers, wharves, landings, buildings, or other structures adjacent to such waterways or utilized by the Port Authority in providing services.

**Section 2: RESPONSIBILITY OF VESSELS AND USERS** - From time to time, the Port Authority, as it does herein, may prescribe special rules relating to fire protection of Vessels and facilities within its jurisdiction. However, nothing contained in any rules shall be construed as relieving the Vessels and Users of their primary responsibilities regarding fire prevention and safety.

**Section 3: RIGHT TO INSPECT** - No Vessel, User, or other person within the jurisdiction of the Port Authority shall prevent the Manager – Marine, Fire and Safety or his/her delegees, deputies, or subordinates, from boarding or entering any Vessel or property for the purpose of performing and executing any and all duties conferred by this Ordinance.

**Section 4: PENALTIES** - Any person, corporation or association violating or failing to comply with any of the provisions of these ordinances, rules and regulations shall, upon conviction thereof, be punished by a fine not exceeding One Thousand and No/100 (\$1000.00) Dollars for any one (1) offense or violation. Each day a violation of any of the provisions hereof continues, or is permitted to continue, shall constitute a separate offense.

**Section 5: ARRANGEMENT OF CARGO, FREIGHT, MERCHANDISE OR MATERIAL** - When in enclosed facilities, cargo, merchandise or materials shall be arranged by the person in charge thereof in the following manner for fire protection purposes: At least two feet of clear and open space shall be maintained between cargo, merchandise or other material piles and sides of the walls, Firewalls or fire stops of the facility. This distance shall be measured from the most prominent projection of the wall. There shall be maintained at least four feet of clear and open space around any fire alarm box, standpipe, fire hose or fire door. Fire extinguishers shall not be blocked and an aisle at least three feet in width shall run from the center aisle to such extinguishers. Flammable or combustible cargo, merchandise or material, not including bulk cargo, shall not be tiered higher than 12 feet. A clearance between the uppermost tier and the trusses, beams, girders, or other structural members shall be not less than 36 inches and between such upper level and sprinkler heads not less than 12 inches.

If, in order to control a fire should one occur, fire trucks would be required, a main aisle of at least 20 feet in width shall be maintained the entire length of the facility; if access by fire trucks would not be required, aisle width may be reduced to eight feet. Straight cross aisles, at least 5 feet wide shall be maintained at intervals not exceeding 75 feet and shall extend to the side of the facility.

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**SUBRULE NO. 066 – Preventing, Detecting, Controlling, and Fighting of Fires - (Continued)      Original**

**Section 6: PACKAGED HAZARDOUS ('LABEL') MATERIALS** - Each package, cylinder, pressure Vessel or container of hazardous ('label') material designated as such by the Department of Transportation shall be maintained, packaged and marked with the appropriate Department of Transportation classification and label in accordance with 49 CFR parts 171 - 180. At no time shall materials classed as Red Label, Poisonous Label ('Class A') or Organic Peroxides be stored or placed in a Warehouse, Transit Shed or other contiguous area, but it shall be stored on an open dock, Wharf or area to be designated by the Manager - Marine, Fire and Safety or his deputies. Any damaged package, cylinder, pressure Vessel or container of Hazardous Material shall be immediately removed. Failure to comply with these requirements of this subrule, will subject the owner, handler, agent or consignee to the penalties prescribed in Section 4 and any other penalties allowed by law.

Each cylinder, pressure Vessel or container shall be marked that it has been designed, constructed, tested and maintained in accordance with the regulations of the Hazardous Materials Regulations Board, Department of Transportation, as contained in Title 49, Code of Federal Regulations, Parts 171-178.

All empty cylinders, pressure Vessels or containers will be handled as appropriate for the 'label' material last contained unless there is attached thereto a certificate issued by proper authority that the cylinder, pressure Vessel or container has been cleaned, decontaminated or otherwise treated to render it safe for normal handling and storage.

**Section 7: SMOKING AND OPEN FLAMES** - It shall be unlawful for any person to smoke, or to carry or possess a lighted cigar, cigarette, pipe or match or any open flame, under, in, or upon any bulkhead, dock, pier, Wharf, cargo container, truck van, railroad car, landing, building, structure, grain elevator, workhouse, Transit Shed storage annex, unloading shed or any appurtenance thereto; or to smoke or carry or possess a lighted cigar, cigarette, pipe or match, or any open flame, on any deck or in the hold of any ship, lighter, barge or other floating Vessel, craft or equipment, whether the same is berthed or moored at a dock, pier, Wharf or landing or tied to another Vessel made fast thereto; or to cast off or throw from any such ship, lighter, barge or other floating Vessel, craft or equipment, any lighted cigar, cigarette, pipe or match or any flame. Those areas specifically designated and posted by proper authorities as "SMOKING AREAS" are exempt from the above provisions.

**Section 8: AUTOMOTIVE EQUIPMENT** - Trucks, trailers, and other motor vehicles shall not remain or park upon a waterfront facility except (1) when actually waiting at shipside to load or discharge cargo, ship supplies or passengers and are attended by a driver; (2) when they are headed toward an unobstructed exit and attended by a driver; (3) when handled and stored as an item of cargo; or (4) when parked in a designated parking area. It shall be unlawful to park in areas marked "Fire Lane" at any time.

Automotive equipment used on the pier, such as lift trucks, tractors, mobile cranes, stackers or other internal combustion engine equipment shall be of such construction and state of repair, free from excess grease, oil or lint so as not to constitute a fire hazard. The refueling of such vehicles, automobiles and other vehicular cargo being discharged may be from an approved tank or gear truck or trailer, but must be at least 50 feet from any dock, the face of any pier or appurtenance thereto.

Exception: Mobile cranes engaged in the cargo operations of a Vessel are allowed to be fueled alongside the Wharf by a fuel vehicle. The fuel vehicle must be permitted by the City of Houston Fire Marshals office. Additionally, the fuel vehicle must be in compliance with the U. S. Department of Transportation standards.

**Section 9: TANK TRUCKS, TANK TRAILERS AND/OR GEAR TRUCKS** - Tank trucks, tank trailers, gear trucks or other vehicles, apparatus or equipment when used for the transportation of flammable liquids within the jurisdiction of the Port of Houston Authority shall conform to the following requirements:

1. Tank trucks, tank trailers and/or gear trucks operating within the jurisdiction of the Port of Houston Authority shall be in compliance with all U.S.D.O.T. standards in effect at that time. LP gas trucks shall be considered to be in compliance with this section while permitted by a valid "Form 4 Card" issued under the rules of Docket 1 of the LP gas division of the Texas Railroad Commission.

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**SUBRULE NO. 066 – Preventing, Detecting, Controlling, and Fighting of Fires - (Continued) Original**

2. Every tank truck, tank trailer and/or gear truck shall have a conspicuous sign on each side and rear composed of four (4) inch letters reading "FLAMMABLE" and a sign reading "NO SMOKING" composed of four (4) inch letters installed at the draw-off valves.
3. The responsible company or owning company name or corporate symbol is to be permanently displayed on each tank vehicle.
4. Trailers shall be firmly and securely attached to the vehicle drawing them with appropriate safety chains.
5. No tank or any part of any tank (not to include non-liquid-carrying appurtenances) shall extend beyond the chassis frame of the equipment being used to transport the flammable liquids. Draw-off valves or faucets which project beyond the frame shall be adequately protected.
6. Vehicles transporting flammable liquids shall not be equipped with artificial light of any kind other than electricity. All lighting and low tension wires shall be in conduit or seal tight flexible conduit. Suitable fuses or other automatic overload protective devices shall be installed in all lighting and low tension circuits, except the ignition and starting motor circuits. All electric lights shall be adequately protected. All wiring shall be supported and protected from mechanical injury, chaffing and exposure or contact with oil, grease, gasoline or other compounds that tend to deteriorate the insulation, and shall be so located as to avoid damage to insulation from heat.
7. Each tank truck, tank trailer and/or gear truck shall be equipped and maintained with at least two (2) approved-type hand fire extinguishers suitable for extinguishing flammable liquid fires. They shall be kept in good operating condition at all times and located in an accessible place on the vehicle. Drip pans and absorbent shall be available at all times.
8. Every vehicle shall be equipped with a reliable system of brakes, lights and horn which shall conform to the laws of the State governing such vehicles.
9. All tank trucks, tank trailers and/or gear trucks shall be prohibited inside any building except while undergoing repairs unless the building is used exclusively for the storage of such vehicles. Delivery of flammable liquids shall be conducted outside of any building.
10. Smoking, flame, or fire is prohibited on or around tank trucks at all times while loading or unloading. The provisions of Section 7 hereof shall also apply to these vehicles.
11. Draw-off valves shall be equipped with a metal tag, plate or label on which is displayed, in letters not less than one-half (1/2) inch in height, the name of the particular product in the tank with which such draw-off valves are connected.
12. Tank vehicles shall not be operated unless they are in proper repair, devoid of accumulation of grease, oil or other flammables and free of leaks.
13. The driver, operator or attendant of any tank vehicle shall not leave the vehicle while it is being filled or discharged. Delivery hose, when attached to a tank vehicle, shall be considered to be a part of the tank vehicle.
14. Motors of tank vehicles or tractors shall be shut down when making or breaking hose connections. If loading or unloading is done without the use of a power pump, the tank vehicles or tractor motor shall be shut off throughout such operations.
15. The cargo tank shall be bonded to the fill pipe when loading. The bond-wire connection shall be made prior to commencing operations and shall be maintained in place during the entire operation.

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**SUBRULE NO. 066 – Preventing, Detecting, Controlling, and Fighting of Fires - (Continued)**

**Original**

16. During filling operations tank trucks shall have approved parking brakes in operation. During discharge operations approved parking brakes shall be in operation.

**Section 10: WELDING OR HOT WORK** - Oxyacetylene, electric, or any other welding or burning or other 'hot work' within the territorial jurisdiction of the Port Authority as set out in these regulations is permitted subject to the conditions set out herein and provided that a current permit issued by the USCG Captain of the Port is in the possession of the person on the job in charge of the operation and a permit has been issued by the Port Authority. The provisions of 49 CFR 176.54 and 33 CFR 126.15(c) are applicable to Vessels and Facilities respectively. When welding, burning or other hot work is being performed, positive means shall be taken to confine heat, sparks or slag so as to protect immovable fire hazards. Suitable operable fire extinguishing equipment shall be in the immediate vicinity and ready for instant use.

**Section 11: ACCUMULATION OF FLAMMABLE OR COMBUSTIBLE WASTE OR RUBBISH** - The accumulation of wastepaper, boxes, logs, grass, straw, weeds, litter, oils, greases and other flammable or combustible waste or rubbish of any kind in, under or upon any Facility and Marine Terminal or the burning of such rubbish in an open fire, by the owner, lessee or operator of such facility or waterfront area is declared to be a fire hazard and unlawful. Each Day such violation continues or is permitted to continue shall constitute a distinct and separate offense.

**Section 12: HANDLING OF HAZARDOUS COMMODITIES** - 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 a Transit Shed. Such labeled commodities may be delivered to open wharves only after ship is in Port and then "in limited quantity". (For the purpose of this Section, 'Red Label' is defined as a commodity having a Flash Point of 99 Degrees Fahrenheit (37.2 Degrees Celsius) or below. Poison Label (Class 6), materials may be placed in a Transit Shed 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 a Transit Shed. Explosives IMCO Class 1.1, 1.2, 1.3, and fireworks, regardless of class will not be handled at the Port of Houston whether loading, discharging or in transit. 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.

Any Vessels having onboard over 10 tons of 1.4 or 1.5 Explosives must be cleared through the Marine Department and the local Captain of the Port, at least twenty-four (24) hours prior to its arrival. All proposed movement of explosives will be coordinated with those offices. Requirements covering the transportation of Hazardous Materials covered in 49 CFR Parts 171-180 must be complied with on any cargo entering Port Authority property. All cargo entering the jurisdiction of the Port Authority must comply with the requirements of 49 CFR Parts 171-180 and the International Maritime Dangerous Goods (IMDG) Code relating to the transportation of Hazardous Materials. Cargo arriving at Marine Terminals within the jurisdiction of the Port Authority without all documentation required by this tariff and by all applicable law will not be received into the terminal or offloaded from the Vessel on which it arrives.

Ammonium Nitrate in any mode of packaging or transportation is strictly prohibited. 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 and 49 CFR, Parts 171-180.

**Section 13: MAINTENANCE OF LIQUID CARGO HANDLING EQUIPMENT** - Cargo handling equipment shall be maintained in good operating condition at all times. Cargo hose shall not be used in a transfer operation in which pressures are such that leakage of cargo occurs. Cargo pump systems shall be tested at least once each year to determine that they function satisfactorily at and below the maximum allowable pressure of the safety relief valves. Pressure gauges shall be calibrated yearly and hoses and piping shall be hydrostatically tested at least once each year to one and one half times their maximum allowable working pressure. The maximum allowable working pressure shall be stenciled on the cargo hoses and piping. At facilities where incompatible cargoes are handled, the hoses and systems shall be clearly marked to specify the allowed products.

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**SUBRULE NO. 066 – Preventing, Detecting, Controlling, and Fighting of Fires - (Continued)**

**Original**

**Section 14: CONTROL OF LIQUID CARGO TRANSFER SYSTEMS** - Prior to performing bulk liquid and liquefied gas or other dangerous cargo transfer operations, the waterfront facility shall comply with all the requirements of the U.S. Coast Guard contained in 33 CFR, Parts 126, 154 and 156. While application to the Port of Houston Authority for separate permits is not necessary, it shall be incumbent upon the facility operator to notify the Port Authority whenever a general permit has been terminated or suspended by the Captain of the Port and again when such permit has been reinstated.

The penalty for noncompliance with any of the provisions hereof shall be \$1000 per offense and each day of operation in noncompliance therewith shall constitute a separate offense.

**Section 15: CERTIFICATE OF INSPECTION, PERMITS, DOCUMENTS, CERTIFICATE AS TANKERMAN** - No domestic Vessel, regardless of tonnage, size or manner of propulsion, and whether self-propelled or not, while within the jurisdiction of the Port of Houston Authority, shall have on board any flammable or combustible cargo or cargo of particular hazard in bulk until a certificate of inspection has been issued by the U.S. Coast Guard or Department of Transportation. Foreign Vessels carrying flammable or combustible cargo in bulk are accepted in U.S. ports if they are registered in a country signatory to the Safety of Life at Sea Convention (SOLAS). Foreign Vessels of a novel design carrying bulk liquid cargo of potential or unusual risk are allowed in U.S. ports only after having been inspected and issued a Letter of Compliance by the Coast Guard. This certificate shall be carried on board and shall show the grades of such cargo that the Vessel may have on board for transport. Except for military explosives, the amount of dangerous articles, substances or designated dangerous cargo on board the Vessel or present at the waterfront facility shall not exceed the maximum quantity permitted by the U.S. Coast Guard or the Department of Transportation.

Any permit issued based on the certificate of inspection shall be valid for the duration of the certificate of inspection on which such permit has been endorsed. Whenever it is found that a Vessel does not comply with the conditions upon which the permit was issued, all transfer operations will immediately cease, and the Vessel will be deemed in violation of the permit until such time, as ever, as the Coast Guard may determine that the Vessel is in compliance with the conditions of the permit. Shipping documents indicating the kinds, grades and approximate quantities of such liquid cargo shall be maintained on board.

Tankerman certificates issued by the Coast Guard stating the kinds of liquid cargo the holder is qualified to handle shall be maintained on board the Vessel or in possession of the "person in charge" (See 33 CFR 154, 155, and 156).

**Section 16: ACCIDENTAL DISCHARGE OF DANGEROUS CARGO OR OIL** - In the event that any Vessel, Vessel Agent, or User has knowledge of the accidental discharge of dangerous cargo or oil, in any quantity, into the waters under the jurisdiction of the Port Authority, such Vessel, Vessel Agent, or User shall immediately notify, by the quickest means available, the Manager of Marine, Fire and Safety at the Port Authority, or if he is not available, his designee or superior, of such discharge. Such notification does not waive the responsibility of the Vessel, Vessel Agent, or User to also notify the U. S. Coast Guard in accordance with the provisions of the Federal Water Pollution Control Act, or to comply with all other provisions of federal, state, or local law. It shall be incumbent upon any Vessel, Vessel Agent, or User to have immediately available, or to have made arrangements to have immediately available, containment equipment that will prevent the spread of any accidental spill or discharge of dangerous cargo or oil.

**Section 17: ADVANCE NOTICE OF ARRIVAL OF VESSELS** - The Vessel or Vessel Agent of any domestic or foreign Vessel which is inbound into the jurisdiction of the Port of Houston Authority having on board cargo described in 33 CFR 160.211, or in a condition as delineated in 33 CFR 160.215 shall notify the Port of Houston Authority at least twenty-four hours in advance of arrival. Upon arrival, it shall be the responsibility of the Vessel or Vessel Agent to remove any damaged cylinder, pressure Vessel or container from the Vessel and from the confines of the waterfront facility within twenty-four hours.

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**PORT OF HOUSTON  
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**Section Two: General Rules And Regulations**

**Page No. 31**

**SUBRULE NO. 066 – Preventing, Detecting, Controlling, and Fighting of Fires - (Continued)**

**Original**

**Section 18: WAREHOUSE FIRE AND SAFETY REQUIREMENTS** - Except as specifically provided in this Subrule No. 066, each Warehouse situated within the jurisdiction of the Port of Houston Authority shall be constructed and maintained in accordance with all federal, state, and city building and fire safety regulations.

**Section 19: TRANSIT SHED FIRE AND SAFETY REQUIREMENTS** - Except as specifically provided in this Subrule No. 066, each Transit Shed situated within the jurisdiction of the Port of Houston Authority shall be constructed in accordance with all federal, state, and city building codes. Transit Sheds shall comply with all the federal fire and safety regulations. However, notwithstanding any contrary provision of this Tariff, any state law or local ordinance or regulation, Transit Sheds shall not be required to contain Firewalls or Fire Sprinkler systems.

**Section 20: PREEMPTION** - The provisions of this Subrule No. 066 shall be cumulative of all other applicable federal, state, or local regulations regarding building and fire safety. However, pursuant to the authority granted the Port of Houston Authority by the Act, in the event that any state law or any local provision or ordinance, including any provision of the City of Houston Code, Building Code, or Fire Code, conflicts with any provision of this Subrule No. 066, the provisions of this Subrule No. 066 shall control and prevail.

**SUBRULE NO. 067 – Health and Safety**

**Original**

**Section 1: SCOPE** - All rules and regulations issued by the Port Authority with respect to Health and Safety are the minimum standards applicable for all facilities under the jurisdiction of the Port Authority; however, in the event the laws, rules and regulations established by federal, state and local authorities, or the specific rules and regulations in a Safety and Health Plan adopted by Users of Port Authority facilities for their own operations are more stringent than, or regulate matters not addressed by, the minimum rules and regulations established herein, the more stringent or comprehensive shall govern. In the event local law relating to traffic control on facilities and private roadways under the jurisdiction of the Port Authority conflicts with the Port Authority's tariff rules and regulations, the Port Authority's rules and regulations shall govern; otherwise all such health and safety laws, rules and regulations shall apply and shall be in addition to the rules and regulations of the Port Authority.

These rules and regulations shall apply to: (1) all Vessels docked at facilities under the jurisdiction of the Port Authority, and (2) all Users and all facilities within the jurisdiction of the Port Authority, including but not limited to piers, wharves, landings, buildings, transit sheds, private roadways, storage yards and other structures utilized by the Port Authority in providing services.

**Section 2: RESPONSIBILITY OF VESSELS AND USERS** - From time to time, the Port Authority may prescribe rules relating to health and safety within its jurisdiction. However, nothing contained in any rules shall be construed as relieving the Vessels and Users of their primary responsibilities regarding health and safety.

**Section 3: RIGHT TO INSPECT** - No User or other person within the jurisdiction of the Port Authority shall prevent the Port Authority Marine Fire Department, Port Police or the Risk Manager or Safety Engineer, or his/her designees, deputies, or subordinates, from entering any property for the purpose of confirming that the User or other person within the jurisdiction of the Port Authority is in compliance with the minimum safety rules and regulations that are established herein, provided that no such entering shall be prohibited by law.

**Section 4: RIGHT TO INFORM** - The Port Authority reserves the right to inform the United States Coast Guard of any health or safety risk or other nonconformity regarding any Vessel docked at Port Authority Facilities pursuant to Title 33 of the Code of Federal Regulations Part 96.

**Section 5: GENERAL** - Users shall comply with all applicable occupational health and safety standards set forth by federal, state and local law, and rules and regulations established in any Safety and Health Plan adopted by Users. Users shall conduct all operations in a manner to prevent risk to the health and safety of all persons and damage to all property and equipment. Users shall continuously monitor all persons, work, and equipment to assess and determine risks to health and safety. Users shall promptly mitigate and correct all such risks and conditions.

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**Section Two: General Rules And Regulations**

**Page No. 32**

**SUBRULE NO. 067 – Health and Safety - (Continued)**

**Original**

Users shall be responsible for the health and safety of their employees, contractors, vendors, and visitors allowed on Port Authority facilities and shall require that they act in conformity with the rules and regulations set forth herein.

**Section 6: PERSONAL PROTECTIVE EQUIPMENT** - Users' employees, contractors, vendors, and visitors shall wear appropriate Personal Protective Equipment (as hereinafter defined) in all operations areas as required by applicable safety rules and regulations. "Personal Protective Equipment" means all protective articles of clothing and other gear worn by persons performing a task or duty in order to reduce or eliminate the hazards of such task or duty. Personal Protective Equipment includes, but is not limited to, safety glasses, hard hats, reflective vests, and safety shoes.

**Section 7: HEALTH AND SAFETY MANUAL** - Each User and its contractors, if applicable, shall provide the Port Authority a copy of its Health and Safety Manual or Health and Safety Plan upon request, and notify the Port Authority of its designated person who is responsible for the administration of its health and safety plan. All such health and safety manuals or plans shall include an Emergency Action Plan as required by 29 CFR 1917.30. The emergency action plan shall be in writing and shall describe those designated actions Users and Users' employees must take to ensure safety from fire and other emergencies.

**Section 8: VEHICLE TRAFFIC** - Users and other persons within Port Authority facilities shall comply with all posted speed limits and traffic signs while operating any motorized vehicle within Port Authority facilities.

**Section 9: CORRECTIVE ACTIONS** - The Port Authority reserves the right to take corrective actions in the event any User or other person within Port Authority facilities violates or fails to comply with any of the provisions of these minimum safety rules and regulations.

**SUBRULE NO. 068 – Lightering and Bunkering**

**Original**

To insure safe and unimpeded Vessel movements on the Houston Ship Channel, lightering and bunkering operations are restricted at Port Authority Wharves 1, 2, 13, 14, 15 and at Manchester Terminal Company Berths A & B. When such operations are conducted at the aforesaid wharves and berths, the person arranging for lightering and/or bunkering is responsible for and must arrange to have a tugboat standing by to provide for movement of the barge/lighter within two hours after notification.

**SUBRULE NO. 069 – Navigation Precautions**

**Original**

To insure safety for waterfront facilities and ocean going Vessels transiting the Houston Ship Channel in the vicinity of Baytown Bend between buoys "109" and "114", such Vessels must have qualified crewmembers standing by the anchors in case emergency dropping of the anchors is required.

Inbound and outbound ocean going Vessels must have the anchors ready for "letting go" and necessary qualified personnel standing by from the time the Vessel passes abeam of the rear marker of Range "N" until passing abeam of buoy "111".

NOTE: Three pipeline crossings exist in the vicinity of the overhead power cables and are buried at depth ranging from -45' below mean low tide (MLT) to -55' below MLT.

Discretion must prevail and anchors dropped only in emergency situations.

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**Section Two: General Rules And Regulations**

**Page No. 33**

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**SUBRULE NO. 070 – Container and Chassis, Removal from Wharf**

**Original**

1. Export Containers: Only when area is available so as not to cause congestion, export containers, grounded or on chassis, empty, fully loaded or to be stuffed prior to loading on Vessel, may be placed in wharf area to which lifting Vessel is assigned, but they may be so placed only 3 business days or less in advance of Vessel's arrival at berth. Any containers so placed and not exported on lifting Vessel must be removed within 3 business days of Vessel's departure.
2. Import containers: Containers discharged from Vessels, grounded or on wheels, must be removed from wharf within 3 business days following completion of Vessel's discharge.
3. Containers which are in wharf area in excess of time permitted hereunder (1) may be removed from the wharf area by the Port Authority (its employees, agents, or contractors), and (2) shall be assessed an equipment demurrage fee of \$10.00 per day per piece of equipment, and the cost of such removal plus twenty percent and the demurrage charge will be billed to and paid by the User (or Users, each of which is jointly and severally liable) to the Port Authority within 30 days of invoice of same.

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**SUBRULE NO. 071 – Insurance Requirements for Trucks and Other Vehicles**

**Original**

The minimum insurance requirements of all trucks and other vehicles entering Port Authority property shall be the same as those set forth in 49 CFR §387.303 (whether or not that regulation directly applies to such trucks or other vehicles) as issued, amended, and reissued from time to time. Additionally, all trucks and other vehicles must comply with all insurance requirements under Port Authority licenses, contracts, and leases, as well as under all federal and other applicable laws.

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**PORT OF HOUSTON  
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**Section Three: Rental and Use Charges for Freight Handling  
Equipment and Special Terminal Facilities**

**Page No. 34**

**SUBRULE NO. 081 – Provisions Applicable to Rent of Freight Handling Equipment**

**Original**

1. General

All renting or use of freight handling 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.

2. Condition of and Responsibility for Leased Equipment

Port Authority freight handling machinery is presumed to be in good operating condition when turned over to User; but Port Authority does not warrant the mechanical condition thereof, and its sole responsibility shall be to furnish mechanics believed competent to make such repairs as are called to its attention. 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 freight handling machinery at any time to make repairs that appear to be necessary.

By receiving possession thereof, User of Port Authority's freight handling machinery 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.

3. Responsibility for Damages

When Port Authority freight handling machinery is turned over to User, it is under User's supervision, direction and control, and User assumes sole and complete responsibility and liability for injury to or death of any person whomsoever, or damage to or destruction of property of any person or entity, not excluding employees or property of Port Authority, which injury, death, damage or destruction is incident to, arising out of, or connected with User's possession, use, or operation of such machinery, and User shall protect, indemnify and save harmless the Port Authority from and against any and all liability for or in respect of the same or any part thereof.

4. Containers Loaded in Excess of Rated Capacity

The Rates, Rules, Regulations and Charges published in this section of this tariff ARE NOT applicable to Standard Seagoing Containers loaded in EXCESS of their Rated Capacity. The Port Authority will not permit its mechanical equipment (designed for movement or carriage of containers) or its container cranes to be used in any way to lift, move or transport a container which is loaded in excess of the container's rated capacity. Should the equipment or crane be used to lift, or move or transport a container which is loaded in excess of the rated capacity, the party or parties causing such unauthorized use shall be held liable for all losses, claims, demands, and suits for damage, including death and personal injury, and including court costs and attorney's fees, incident to or resulting from such unauthorized use.

5. Use of Privately-Owned Machinery and Equipment

The use of privately-owned freight handling 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 such privately-owned machinery and equipment on Port Authority's tracks, wharves or property.

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**Page No. 35**

**SUBRULE NO. 081 – Provisions Applicable to Rent of Freight Handling Equipment - (Continued) Original**

6. Computation of Rental Charge

- a. Charge for rental of freight handling equipment shall begin at the time the User requested pick-up and the Port Authority had the equipment ready for pick-up, (whether or not picked up at that time) and shall end when the equipment is returned to the Port Authority.
- b. Stand-by charge of one-half applicable rental rate (See note) applies to equipment made idle by rainfall or other weather condition.

**NOTE:** In computation of stand-by charges, crane rental rate is that applicable to lifts of two part line.

- c. Credit for breakdowns occasioned by mechanical failure of Port Authority equipment, when not due to misuse, abuse, over-loading or carelessness of User, shall be cumulated and allowed daily on each piece of equipment.
- d. Charges are set forth herein on an hourly basis, but when the time for calculation of charges or credits is less than one full hour, each 15 minute period shall be equivalent to 25% of the hourly charge. Unless otherwise provided in any particular subrule, any time in excess of an hour or each such 15 minute period shall be charged as if it were the full 15 minute period, but, for the purpose of computing credits, no time which is less than the full 15 minutes shall be counted.
- e. Cancellation of Orders and Reservations

When application has been made for use of any freight handling equipment and order is canceled after such equipment is either (i) ready for pick up by User, or (ii) operator has been engaged by the Port Authority, then a minimum charge of two hours at the applicable straight time per hour rate of such equipment shall be charged. When reservation of any freight handling equipment for continued assignment and use on the following day is made and subsequently canceled, the same two hour minimum charge shall apply.

f. Electric Current

Electric current for the operation of freight handling machinery is supplied direct to User by the electric provider, unless it is specifically stated that electric current will be supplied by the Port Authority.

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Section Three: Rental and Use Charges for Freight Handling  
Equipment and Special Terminal Facilities

Page No. 36

**SUBRULE NO. 082 – Rental Rate for Container Cranes**

**Original**

CONTAINER CRANES

Rate.....\$597.00 per hour

Operator furnished by User.

Provisions applicable to rent a Container Crane shall be as outlined in [Subrule No. 081](#).

The following minimum shall apply: Two (2) hours crane rental.

CONTAINER CRANE USAGE FOR NON-CONTAINERIZED CARGO:

The Container Cranes at the Turning Basin Terminal are designed for the handling of containers, but may be used for the handling of non-containerized cargo upon request and when not needed by another User for the handling of containers, at the rental rate set out below. Requests should include what type of cargo is to be handled, and any special gear that will be used to accommodate the handling requirements of that cargo.

Rate.....\$448.00 per hour

Operator furnished by User.

Applicable provisions of [Subrule No. 081](#) shall apply to rental of the Container Crane.

The following minimum shall apply: Two (2) hours crane rental.

Latest Ordering Time for Container Crane

- 1) 4:30 p.m., the preceding day for 7:00-8:00 a.m. start.
- 2) 7:30 a.m., the same day for 10:00 a.m. start.
- 3) 10:30 a.m., the same day for 1:00 p.m. start.
- 4) 11:45 a.m., the same day for 3:00 p.m. start
- 5) 3:30 p.m., the same day for 7:00 p.m. start.
- 6) 4:30 p.m., the same day for a midnight start.

Cancellations will not be accepted after the "Latest Ordering Time".

Volume Discount Rate:

In the event an Individual Steamship Line utilizes in excess of 500 hours of container crane rental time in any calendar year, each hour in excess of 500 hours for the remainder of the calendar year will be charged at the rate of \$448.00 per hour.

Gang Detention Credit:

Provided:

1. that container crane failure is not brought about by abuse of the User, terminal congestion or other operational delays, Acts of God, and/or area power failures, and
2. that an individual Steamship Line requests a credit toward gang detention expenses caused by container crane failure by a written communication to the Port Director of Operations within 90 days of the Vessel sailing, giving full particulars relating to the reasons, the expenses, and the credit requested, then:

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**PORT OF HOUSTON  
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**Section Three: Rental and Use Charges for Freight Handling  
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|---|-----------------|
| <b>SUBRULE NO. 082 – Rental Rate for Container Cranes - (Continued)</b> | <b>Original</b> |
|---|-----------------|

3. credits will be allowed the User for gang detention expenses on the following basis: after the first half hour and not more than the next two hours of gang detention, whether continuous or cumulative per Vessel call, the Port Authority will credit the Individual Steamship Line at the rate of \$250.00 per quarter hour of containerized gang detention or \$125.00 per quarter hour of non-containerized detention, and
4. No credits shall be given for periods less than 7 and one-half minutes; periods exceeding that time shall count as one quarter hour.

Container Crane Standby Charges:

|                     |                   |
|---------------------|-------------------|
| Straight Time ..... | \$108.00 per hour |
| Overtime .....      | \$141.00 per hour |

|   |                 |
|---|-----------------|
| <b>SUBRULE NO. 083 – Rental Charges, Heavy Duty Mobile Cranes Operating<br/>On Port of Houston Authority's Property</b> | <b>Original</b> |
|---|-----------------|

1. Rates (Per Hour)

These rates apply only when cranes not owned by the Port Authority are used on Port Authority's property and are the maximum allowable rates which the owner or the operator of such cranes may assess his customer, and will apply in addition to the loading and unloading charges as described in [Subrule No.145](#) thru [Subrule No. 210](#).

|                              | <u>Straight Time</u> | <u>Overtime</u> |
|------------------------------|----------------------|-----------------|
| <b>Stiff-Leg Derrick</b>     |                      |                 |
| Two Part Line .....          | \$231.43             | \$270.16        |
| Four Part Line.....          | \$259.97             | \$298.70        |
| <br>                         |                      |                 |
| <b>45-Ton Capacity Crane</b> |                      |                 |
| Two part line.....           | \$145.13             | \$183.86        |
| Four part line .....         | \$171.02             | \$209.74        |
| <br>                         |                      |                 |
| <b>50-Ton Capacity Crane</b> |                      |                 |
| Two part line.....           | \$161.53             | \$200.25        |
| Four part line .....         | \$186.94             | \$225.65        |
| <br>                         |                      |                 |
| <b>60-Ton Capacity Crane</b> |                      |                 |
| Two part line.....           | \$175.58             | \$214.30        |
| Four part line .....         | \$201.42             | \$240.13        |
| <br>                         |                      |                 |
| <b>75-Ton Capacity Crane</b> |                      |                 |
| Two part line.....           | \$198.39             | \$250.51        |
| Four part line .....         | \$224.49             | \$263.21        |
| <br>                         |                      |                 |
| <b>80-Ton Capacity Crane</b> |                      |                 |
| Two part line.....           | \$207.35             | \$246.08        |
| Four part line .....         | \$233.67             | \$272.38        |
| <br>                         |                      |                 |
| <b>90-Ton Capacity Crane</b> |                      |                 |
| Two part line.....           | \$220.03             | \$258.76        |
| Four part line .....         | \$245.02             | \$283.73        |

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**PORT OF HOUSTON  
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**Section Three: Rental and Use Charges for Freight Handling  
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| <b>SUBRULE NO. 083 – Rental Charges, Heavy Duty Mobile Cranes Operating<br/>On Port of Houston Authority’s Property – (Continued)</b> | <b>Original</b> |
|---|-----------------|

1. Rates (Per Hour), (Cont'd.)

|                               | <u>Straight Time</u> | <u>Overtime</u> |
|-------------------------------|----------------------|-----------------|
| <b>100-Ton Capacity Crane</b> |                      |                 |
| Two part line .....           | \$232.76             | \$271.49        |
| Four part line.....           | \$260.02             | \$298.75        |
| <b>115-Ton Capacity Crane</b> |                      |                 |
| Two part line .....           | \$256.89             | \$295.62        |
| Four part line.....           | \$282.84             | \$321.56        |
| <b>125-Ton Capacity Crane</b> |                      |                 |
| Two part line .....           | \$272.23             | \$310.95        |
| Four part line.....           | \$288.13             | \$337.15        |
| <b>140-Ton Capacity Crane</b> |                      |                 |
| Two part line.....            | \$295.35             | \$334.08        |
| Four part line.....           | \$321.45             | \$360.18        |
| <b>150-Ton Capacity Crane</b> |                      |                 |
| Two part line.....            | \$309.78             | \$348.67        |
| Four part line.....           | \$335.24             | \$374.97        |
| <b>165-Ton Capacity Crane</b> |                      |                 |
| Two part line.....            | \$333.97             | \$372.70        |
| Four part line.....           | \$359.80             | \$398.53        |
| <b>185-Ton Capacity Crane</b> |                      |                 |
| Two part line.....            | \$356.58             | \$395.19        |
| Four part line.....           | \$380.92             | \$419.64        |
| <b>200-Ton Capacity Crane</b> |                      |                 |
| Two part line.....            | \$373.49             | \$412.22        |
| Four part line.....           | \$399.81             | \$438.56        |
| <b>250-Ton Capacity Crane</b> |                      |                 |
| Two Part line.....            | \$394.10             | \$432.83        |
| Four Part line.....           | \$419.96             | \$458.68        |
| <b>300-Ton Capacity Crane</b> |                      |                 |
| Two part line.....            | \$413.75             | \$453.43        |
| Four part line.....           | \$440.12             | \$478.84        |

Container Crane No. 2 (See [Subrule No. 082](#))

Note: Capacity of crane under all conditions shall be capacity at radius being worked based on crane manufacturer’s lifting charts.

Cranes worked in tandem shall each be charged individually at the same rates as above.

Exception: On lifts over 50 tons...rates on request.

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**SUBRULE NO. 083 – Rental Charges, Heavy Duty Mobile Cranes Operating  
On Port of Houston Authority’s Property – (Continued)**

**Original**

Fractional hours: Charges for time less than one hour: See [Subrule No. 081](#) for method of computing time which is less than one hour.

Minimum Charge: Three hours straight time at hook, tandem, or heavy lift rate as the case may be for initial order.

Four hours straight time at hook, tandem, or heavy lift rate as the case may be for initial order, applicable for Barbour’s Cut Terminal.

Two hours straight time at hook, tandem, or heavy lift rate as the case may be following completion of any meal period.

2. Stand-by Charge  
Provisions of [Subrule No. 081](#) apply.

3. Credit for Breakdowns  
Provisions of [Subrule No. 081](#) apply.

4. Delivery of Equipment  
Equipment will be delivered to User on all Wharves located in the Turning Basin, Woodhouse, Care, or Jacintoport to begin work at 7:00 a.m. or 8:00 a.m., or 1:00 p.m. or 7:00 p.m. Any cranes delivered at times other than above will be charged from the nearest earlier starting time, *except* when gang work starts at 10:00 a.m. or 3:00 p.m., cranes will be delivered for the starting time and charged from 10:00 a.m. or 3:00 p.m.

Cranes will be spotted as requested on original delivery. Any moving or respotting of crane for the same assignment will be paid for by the User at a rate of \$106.43 per hour with any fraction of an hour being charged at the full hourly rate.

Users requesting cranes in locations requiring either a railroad pilot or police escort will be billed for the escort service for both delivery and return of equipment.

5. Charge for Special Rigging

Cranes will be delivered to User rigged in the manner requested. Any change in rigging during a given assignment will be paid for by the User at a rate of \$106.43 per hour with any fraction of an hour being charged at the full hourly rate.

No charge will be made for re-rigging a crane at the completion of any given assignment.

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**Section Three: Rental and Use Charges for Freight Handling  
Equipment and Special Terminal Facilities**

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**SUBRULE NO. 084 – Procedures and Use Charges for Privately Owned Cranes  
Operated on Port of Houston Authority Property**

**Original**

1. Crane owners desiring to rent or operate their equipment on Port Authority wharves must apply for proper approval prior to moving equipment into Port Authority property. Approval for each individual crane must be granted by the Director of Port Operations or the Terminal Manager. This approval will be considered official only when a set of "Rules Governing Privately Owned Cranes Working on Port Authority Property" as stated in (b) of this subrule is properly signed by the owner of the crane and by one of the above Port Authority officials.

One copy of this signed approval will be filed in the Terminal Office, and one copy will be furnished to the crane owner. The copy will be in the official approval for the Security Department to allow a crane to enter any gate.

2. Rules Governing Privately Owned Cranes Working on Port Authority Property

- a. Each crane will be identified by a unique number. Numbers will be assigned by the Port Authority and clearly marked on the crane by the owner prior to entering Port property.
- b. All safety rules and regulations covering Port Authority crane operation are applicable to privately owned cranes, including:
  - i. 18,000 pounds load limit on 3/4 inch, two part, hoist lines.
  - ii. Crane in close proximity must not swing loads over cab of adjacent cranes.
  - iii. All crane cables must be inspected for wear and damage on a daily basis.
  - iv. Tipping of crane, jacking of loads and pulling dangerous overloads will not be permitted.
- c. Privately owned cranes must also comply with all provisions of 29 CFR Part 1919 and revisions as published by the Occupational Safety and Health Administration.
- d. Port Authority Wharf Supervisors will inspect spotting of cranes alongside Vessels to assure crane and outrigger pads are within safety and weight limitation guidelines.
- e. Repair of private cranes on Port Authority property is to be cleared with Terminal Manager's office. Trash generated by authorized repair work, but left behind will be cleaned up by Port Authority personnel and this cost plus 20% will be billed to the owner of the crane.
- f. Parking of cranes on Port Authority property is to be cleared with Terminal Manager's office.
- g. Leaving cranes in a position which blocks rail tracks, gantry tracks and movement of other cranes at the end of each day's work is not permitted.
- h. Any crane failing to fulfill any of these conditions will be removed promptly from the Port Authority property and this cost plus 20% will be billed to the owner of the crane.

3. Rates

- a. Privately owned cranes used on wharves, tracks or property of the Port Authority will be charged \$42.00 per calendar day for each day or part thereof of crane usage.

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**Section Three: Rental and Use Charges for Freight Handling  
Equipment and Special Terminal Facilities**

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**SUBRULE NO. 085 – Charges and Regulations for Use of Privately Owned Magnets** **Original**

Owners of magnets desiring to use their own magnets on the wharves of the Port Authority shall be charged \$10.00 per hour or fraction thereof per magnet.

Minimum Charge: Four hours.

The use of privately owned magnets is restricted to the operations of the owners, and their rental or lease to others or by others for use on the property of the Port Authority shall not be permitted except by special permission of the Executive Director.

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**SUBRULE NO. 086 – Rental Charges, Clam Buckets** **Original**

Per bucket, per hour or fraction thereof..... \$4.50  
Minimum Charge: Four hours each bucket.

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**SUBRULE NO. 087 – Charges for Extra Labor and Material** **Original**

Where extra labor is used or where material is expended at the request of User in changing or moving equipment, such labor and material shall be charged at cost plus twenty percent or a flat rate price will be quoted by the Director of Operations upon application, if desired.

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**SUBRULE NO. 088 – Charges for Replacing Port Authority Keys** **Original**

Keys for Port Authority locks must be ordered through the Port Police Department. The charge will be \$10.00 per key.

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**PORT OF HOUSTON  
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**SUBRULE NO. 099 – Arrangements for Berth and Duty to Work Overtime**

**Original**

1. Vessels 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. As a part of its application for berth, the Vessel shall advise the Port Authority of the protection and indemnity association (P & I Club) which affords the Vessel indemnity coverage as well as the name and telephone number of the local legal representative thereof knowledgeable with regard to such coverage and shall also advise the Port Authority of the nature, amount, and current status of unpaid claims or liens against the Vessel, whether arising in or outside the United States, or state that no such unpaid claims or liens exist.
2. Berth assignments will be made to achieve maximum utilization of the Port of Houston Authority's facilities. Any berthed Vessel wanting to disable its engine or to take any other action that would affect its ability to maneuver properly or impede its ability to vacate must request permission verbally and in writing no later than 24 hours prior to commencing such action; the Port Authority in its reasonable discretion may disallow such action as necessary to achieve maximum utilizations of its facilities. A berthed Vessel must inform the Port Authority immediately upon finding that it is unable to maneuver properly or is otherwise impeded in its ability to vacate its berth.
3. Whenever there are other Vessels waiting to load or unload cargo at any dock, a Vessel already in berth will work overtime at its own expense when requested to do so by the Director of Port Operations or his designee. 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 or his designee. The berth shall then be assigned to the next awaiting 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 or his designee, there is no further need for overtime work. Any vessel failing to vacate its berth when so ordered for failure to work overtime shall be subject to all of the charges, expenses, and consequences set forth in [Subrule No. 100](#) hereof.

**SUBRULE NO. 100 – Vessels Required to Vacate Berth**

**Original**

1. The Port Authority may order a Vessel to vacate a berth, to change berths, or to shift position at a wharf when (1) the Vessel refuses to work overtime at its own expense when directed to do so by the Director of Port Operations or his designee (as provided in [Subrule No. 099](#)); (2) the Vessel is not actually engaged or is no longer engaged in loading or discharging cargo; (3) another Vessel holding an agreement granting the preferential use of that berth at that time presents itself at the berth; (4) the Vessel's presence presents a potential hazard to the berth, the Port Authority's facilities, or the property or persons of others; (5) the Vessel is performing shipyard maintenance or repair or the Vessel's maneuverability is impaired; or (6) there exists any other cause that in the reasonable discretion of the Port Authority requires the berth to be vacated.
2. The Port Authority may, in its discretion, refuse the use of any facility of the Port Authority to the Vessel until all additional dockage charges, fees, expenses and liabilities have been paid by the Vessel. An order to vacate shall be given on reasonable notice but not less than four hours' time shall be allotted for the Vessel to vacate the berth. Any Vessel failing to vacate its berth within the time ordered shall be subject to payment of additional dockage charges at the rate of \$5000.00 per hour or fraction thereof. If legal action is required to remove any Vessel which fails to vacate a berth when so ordered by the Port Authority, the Vessel shall be liable for, and shall pay, all legal expenses, including reasonable attorneys' fees.

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**PORT OF HOUSTON  
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**Section Four: Rates, Rules, and Regulations Pertaining to Vessels**

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**SUBRULE NO. 101 – Speed Limit on Houston Ship Channel**

**Original**

Vessels navigating the Houston Ship Channel shall adhere to all applicable federal, state, and local laws and regulations governing speed limits on the Houston Ship Channel..

**SUBRULE NO. 102 – Display of Lights**

**Original**

All Vessels or barges shall display lights from sunset to sunrise while lying at any wharf or dock; Vessels to conform to navigation rules applying when anchored in the channel; and barges to display white lights visible all around the horizon, located at least eight feet above water line on their outside or channel corners.

**SUBRULE NO. 103 – Reporting of Collisions**

**Original**

In the event of a collision between two or more Vessels or between a Vessel and any wharf, dock, pier, or facility, written report of such collision shall, within twenty-four hours thereof, be furnished to the Executive Director of the Port Authority by: (1) the pilot of each Vessel; (2) the master, owner or agent of each Vessel; and (3) the owner, agent or operator of said dock or facility, provided that in the case of a minor collision where a Vessel is under way and proceeding to the open sea, there being no need of repair, said report may be mailed by the master of said Vessel from the next port which it passes, and provided further that, in all cases of collision, no report from any of the parties specified above shall relieve any other party of the duty of rendering his report within the specified time.

**SUBRULE NO. 104 – Fire Alarms**

**Original**

In the event of fire occurring on board any Vessel in the Port of Houston, except Vessels under way, such Vessels may sound five prolonged blasts of the whistle or siren as an alarm indicating fire on board or at the dock to which the Vessel is moored. Such signal shall be repeated at intervals to attract attention, and is not a substitute for, but may be used in addition to, other means of reporting a fire. The words, "prolonged blasts" used in this rule shall mean a blast of from four to six seconds.

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**PORT OF HOUSTON  
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**SUBRULE NO. 105 – Harbor Fee**

**Original**

All Vessels entering the jurisdictional limits of the Port Authority, (See [Subrule No. 047](#) of this Tariff No. 8), except as provided in [Subrule No. 107](#), shall be assessed a Harbor Fee to assist in defraying administrative expenses incurred by the Port Authority, as local sponsor of the Houston Ship Channel, relating to safety, fire prevention and suppression with the objective of preventing fires; aiding Vessels in distress; and aiding in the extinguishing of fire in Vessels and equipment and cargoes aboard such Vessels, upon wharves, and in other facilities in the harbor. Vessels leaving and reentering the jurisdictional limits of the Port Authority will be assessed additional harbor fees for each reentry.

Fee per Vessel

|  |          |
|--|----------|
| Vessel 100 feet and under 250 feet in length (excluding barges) .....                            | \$264.00 |
| Vessel 250 feet and over in length (excluding barges) .....                                      | \$568.00 |
| *Barges less than 350 feet in length.....  | \$28.50  |
| *Barges 350 feet and over in length, including integrated tug/barges of this overall length..... | \$551.00 |

\*This charge applies to loaded barges only, and will be assessed for each movement, including each movement to or from a barge fleeting area, within the jurisdictional limits of the Port Authority (See [Subrule No. 047](#) of this Tariff 8).

The fee is a charge for the Vessel owner, barge owner, disponent owner, operator and/or charterer of the Vessel or barge, and will be billed by the Port Authority against information supplied to the Port Authority by the towing company as set forth below in [Subrule No. 106](#).

**SUBRULE NO. 106 – Harbor Fee, Obligations of Towing Companies**

**Original**

1. All towing companies performing towing services within the jurisdictional limits of the Port Authority (See [Subrule No. 047](#) of this Tariff No. 8) shall file a completed Towing Company Registration on a form to be supplied by the Director of Port Operations or his designee. Any company performing towing services within the jurisdictional limits referred to above which fails to file a completed Registration Form with the Port Authority shall be subject to a fine of \$1,000 per day for each day it performs such towing services without having on file the completed Registration Form.
2. By the 15<sup>th</sup> of every month, all towing companies shall file a monthly report with the Port Authority showing each vessel towed the previous month. The information provided shall be: (1) the name/designation of the Vessel or barge; (2) the date and time of each movement; and (3) the name and address of the entity responsible for payment of charges accrued against the Vessel or barge. If a towing company fails to provide this information, or to provide it accurately, it will be billed for payment of the Harbor Fee applicable to the towed Vessel or barge. If the towing company fails to provide this information accurately on three or more occasions, it will pay a penalty of \$1,000 for each Vessel or barge which is not reported accurately to the Port Authority.
3. Upon demand by the Executive Director of the Port Authority, or his designee, and upon reasonable notice, the Port Authority will have the right to inspect all books and records kept in the ordinary course of business, including tax returns, of any towing company performing towing services within the jurisdictional limits of the port.
4. All penalties set forth in this rule may be collected by the Port Authority in any court of competent jurisdiction, and the towing company against whom a judgment is rendered shall be responsible for all court costs, including reasonable attorneys' fees.

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**PORT OF HOUSTON  
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**Section Four: Rates, Rules, and Regulations Pertaining to Vessels**

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**SUBRULE NO. 107 – Vessels Exempted from Harbor Fee**

**Original**

1. Government Vessels not engaged in carrying cargo, troops, or supplies.
2. Private, non-commercial pleasure craft
3. Tugboats (exception not applicable to integrated tug/barges).

**SUBRULE NO. 108 – Special Charges for Services**

**Original**

If any of the services, enumerated in [Subrule No. 105](#), should be rendered by this Port Authority to a Vessel which is exempt from the payment of the Harbor Fee, or rendered for the protection of bulkheads, piers, wharves, landings, approaches, buildings, appurtenances or other property of third persons, such services (including the cost of labor and materials used) shall be charged to the Vessel receiving such services, or to the owner of such bulkheads, piers, wharves, landings, approaches, buildings, appurtenances, or other property, in accordance with prices fixed by this Port Authority.

**SUBRULE NO. 109 – Cargo Statements Required**

**Original**

1. 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 [Subrule No. 050](#).

Vessel and Vessel agents who submit certified copies of manifests and statements of cargo later than thirty (30) calendar days will lose all deferred payment privileges extended under [Subrule No. 049](#).

In order to receive the reduced wharfage rates per Tariff No. 14, USDA cargo must be declared in the Statement of Cargo Report.

2. 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.
3. 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.

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**PORT OF HOUSTON  
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**SUBRULE NO. 110 – Dockage Rates on Vessels Engaged in All Trades**

**Original**

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).

| <b>Vessel Length in Feet</b> |          |                      |
|------------------------------|----------|----------------------|
| <b>LOA Categories</b>        |          | <b>Rate per Foot</b> |
| 0                            | 199      | \$2.37               |
| 200                          | 399      | \$3.11               |
| 400                          | 499      | \$4.24               |
| 500                          | 599      | \$5.69               |
| 600                          | 699      | \$6.61               |
| 700                          | 799      | \$8.39               |
| 800                          | 899      | \$10.10              |
| 900                          | And Over | \$12.09              |

| <b>Vessel Length in Meters</b> |          |                       |
|--------------------------------|----------|-----------------------|
| <b>LOA Categories</b>          |          | <b>Rate per Meter</b> |
| 0.0                            | 60.7     | \$7.78                |
| 60.7                           | 121.6    | \$10.20               |
| 121.6                          | 152.1    | \$13.91               |
| 152.1                          | 182.6    | \$18.67               |
| 182.6                          | 213.1    | \$21.69               |
| 213.1                          | 243.5    | \$27.53               |
| 243.5                          | 274.0    | \$33.14               |
| 274.0                          | And Over | \$39.67               |

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 periods.
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.
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.

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**PORT OF HOUSTON  
TARIFF NO. 8**

**SUBRULE NO. 110 – Dockage Rates on Vessels Engaged in All Trades - (Continued)**

**Original**

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.

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**PORT OF HOUSTON  
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**SUBRULE NO. 111 – Charge for Water**

**Original**

1. Water will be supplied to Vessels only through hoses provided by each Vessel.
2. Except for water supplied at the Industrial Park, the charges for water at the following facilities are as follows:

|   | <u>Turning Basin</u> | <u>Jacintoport</u> | <u>Woodhouse</u> |
|---|----------------------|--------------------|------------------|
| a. Hook-up charge to meter, if performed between the hours of 8:00 a.m. to 5:00 p.m., Monday through Fridays, except Holidays | \$114.00             | \$35.00            | \$114.00         |
| b. Hook-up charge to meter, all other times   | \$178.00             | \$65.00            | \$178.00         |
| c. Charge per each 1,000 gallons of water   | \$4.75               | \$6.00             | \$6.50           |
| d. If facilities are connected to the sanitary sewer system, there will be an additional charge of \$4.00 per 1,000 gallons.  |                      |                    |                  |

4. For water supplied at the Industrial Park, where a meter is installed, the charges shall be \$2.75 per 1,000 gallons, minimum charge \$20.00 per month whether or not water is used.
5. If the Port of Houston Authority supplies a User with fittings or equipment necessary to take on fresh water, and that User fails to return the equipment, the User shall be charged \$53.00 each for 2 ½ inch Fitting Adapter and \$150.00 for each 50 foot section of hose with couplings.

**SUBRULE NO. 112 – Shed and/or Wharf Use Hire**

**Original**

Application

1. Vessels loading or discharging cargo, and utilizing wharf shed or sheds and/or wharf for the assembly or distribution of 100 tons or more of such cargo, will be assessed a shed and/or wharf use hire charge.
2. Charge

The charge shall be a one time charge equivalent to the first day's dockage set out in [Subrule No. 110](#) of this Tariff.

Shed and/or wharf use hire shall be charged on the overall length of the Vessel as shown in Lloyd's Register of Shipping. However, the Port Authority reserves, without question, the right to measure any Vessel when deemed by it to be necessary, and to use such measurements as the basis of the charge.

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**PORT OF HOUSTON  
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**Section Four: Rates, Rules, and Regulations Pertaining to Vessels**

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**SUBRULE NO. 113 – Fire or Water Damaged Cargo**

**Original**

Landing of fire or water damaged cargo on the facilities is a special operation, subject to special regulation by the Executive Director, and subject to charges listed below:

1. Dockage and shed and/or wharf use hire shall apply on all Vessels at regular tariff rates.
2. Electric current, A. D. T. service and water charges will be quoted by the Executive Director upon application for same.
3. Regular tariff charges for wharfage shall apply, subject, if applicable, to tariff provisions for cargo transshipped or reshipped.
4. Wharf demurrage rates, rules, and regulations set forth in [Subrule No. 137](#) will apply, except that after the expiration of the first seven-day period, the daily rate per ton for all subsequent days shall be double the daily rate per ton for each day of that first seven day period.
5. All car loading/unloading services will be performed at double the published tariff rate whenever the Party assigned the responsibility of providing loading and unloading service is called upon to pay double hourly rate for labor for the handling of damaged cargo.
6. All other services not covered by the regular tariff shall be subject to special contract.

**SUBRULE NO. 114 – Charge for Cleaning of Berth**

**Original**

1. Charge

- a. A charge of \$345.00 will be assessed each Vessel loading and/or discharging cargo in excess of 500 tons on, to, or across wharves for the cleaning of berth assignments, including space utilized in transit sheds, 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.
- b. A charge of \$253.00 will be assessed each Vessel loading and/or discharging 500 tons or less of cargo on, to or across wharves for the cleaning of berth assignments, including space utilized in transit sheds, 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.

2. Exceptions

Does not apply to:

- a. Vessels fitting up or loading bulk grain only.
- b. Vessels loading and/or unloading liquid cargo only, through pipe lines.
- c. Vessels loading and/or unloading containers only.
- d. Ro-Ro Vessels loading and/or unloading vehicles only.

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**PORT OF HOUSTON  
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**SUBRULE NO. 114 – Charge for Cleaning of Berth - (Continued)**

**Original**

3. 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.)

4. Excessive or Unusual Cleaning

When cleaning required to restore Vessel assignment to normal condition exceeds that cleaning which would usually attend to the cargo loaded or discharged, provisions of [Subrule No. 058](#) apply.

a. Loading, hauling, and disposal of loaded dumpsters of Dunnage or trash.

|                                  |          |
|----------------------------------|----------|
| Per 40 cubic yard container..... | \$246.00 |
| Per 30 cubic yard container..... | \$246.00 |

b. Relocating 30 or 40 cubic yard units to be fumigated (if required) ..... \$60.00

c. Equipment Rental:

|   |                  |
|---|------------------|
| Lift Machine (8,000 to 10,000 lb. capacity).....  | \$13.29 per hour |
| Lift Machine (12,000 to 18,000 lb. capacity)..... | \$18.13 per hour |
| Sweeper Machine.....                              | \$27.50 per hour |
| J-Loader .....                                    | \$32.13 per hour |

d. Labor Rate: The current hourly rate with benefits for Supervisor, Laborer, or Sweeper Operator used in the cleanup operation.

Special Note: The Port of Houston Authority will, upon request by the Vessel Agent, supply up to six (6) 40 cubic yard units for the purpose of CBP Agriculture required fumigations. Any additional units required will be supplied by the Vessel Agent. These additional units can be loaded by PHA labor at the above labor and equipment rates, or by any licensed Stevedore.

**SUBRULE NO. 115 – Electric Current Supply**

**Original**

Electric current normally will be supplied direct to Users by the electric provider, except in cases where this would be impractical. In such cases, the Port of Houston Authority will supply electric current, pursuant to request to and arrangements with Director of Operations.

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**PORT OF HOUSTON  
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**SUBRULE NO. 116 – Rental of Offices, Gear Room, etc.**

**Original**

Where available, offices will be assigned to steamship agents in the wharf shed regularly assigned to them.

Stevedores and others desiring offices, gear rooms, or floor space for similar or other purposes shall make application to the Executive Director, who will establish rentals therefore, if he approves such application.

If Stevedores or others are using space without proper authorization, they shall be liable for and billed for such past usage at the rate of 10 cents per square foot per day of each unauthorized usage, and shall also be subject to immediate eviction from all of the premises of the Port Authority.

The following monthly billing rates shall apply:

- |   |                               |
|---|-------------------------------|
| 1. Warehouse Office .....                                 | \$0.78 per sq. foot per month |
| 2. Security Cages .....                                   | \$0.27 per sq. foot per month |
| 3. Privately Owned Buildings (includes electricity) ..... | \$0.44 per sq. foot per month |

**SUBRULE NO. 117 – Mobile Equipment Washdown Facility**

**Original**

Use of the Mobile Equipment Washdown Facility shall be available only to those owners or lessees who have signed a User's Agreement. All Conditions stated in this tariff shall apply.

Operation of the Mobile Equipment Washdown Facility must be performed by an employee of the owner or lessee of the equipment to be cleaned who:

1. Has received training for operation of the Mobile Equipment Washdown Facility by a Port of Houston Authority approved training provider; and
2. Is on the Port of Houston Authority list of employees authorized by the employer to use the Mobile Equipment Washdown Facility. The Port of Houston Authority list of authorized employees will be maintained in the Operations Division.

|  |          |
|--|----------|
| Usage Fee (For the first four hours).....                | \$216.00 |
| For every hour or fraction thereof over four hours ..... | \$54.00  |

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**PORT OF HOUSTON  
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**Section Five: Rates, Rules, and Regulations Pertaining to Cargo**

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**SUBRULE NO. 127 – Receipts for Cargo from Steamship Companies**

**Original**

Designated freight handlers, in their capacity as unloaders of railroad cars, motor vehicles, or other conveyances delivering cargo to Port Authority transit sheds and wharves, shall give to the Port Authority, to the delivering carrier, and to the steamship company, receipts for cargo placed on the terminal, and the steamship company shall be responsible for such cargo from time of placement on the terminal by the designated freight handlers.

**EXCEPTION:** Upon prior arrangement with the Director of Operations, cargoes moving on charter arrangement and single shipments of bagged rice, bagged grain and grain products and certain Relief and United States Department of Agriculture shipments, from one shipper or shipper's agent to one destination, may be unloaded prior to firm booking on a specific Vessel. When so permitted the cargo will remain in the care, custody and control of the shipper until booked on a named Vessel at which time the steamship company shall issue a receipt for the shipment and assume responsibility for same.

If cargo is placed on a Vessel's berth between 8:00 a.m. and 5:00 p.m. a receipt for such cargo shall be issued prior to 6:00 p.m. that same day. If cargo is placed on that berth between midnight and 8:00 a.m. a receipt for such cargo shall be issued prior to 9:00 a.m. the same day. If cargo is placed on that berth between 5:00 p.m. and midnight, a receipt for such cargo shall be issued the following day no later than 9:00 a.m.

**SUBRULE NO. 128 – Consignment of Cargo**

**Original**

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

Shipments delivered to the Port Authority premises in railroad cars may not be accepted by the User of Port Authority facilities until the Vessel on which the shipment is to be transported has been assigned a berth.

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

**SUBRULE NO. 129 – Rules Governing Receipt and Delivery by Trucks**

**Original**

1. Prior to entering transit facilities of the Port Authority, trucks delivering cargo for shipment outbound from Port Authority wharves must have instructions specifying the Vessel on which the cargo will be transported.
2. Trucks carrying freight from freight handling areas must leave a properly completed and signed Port Authority Gate Pass describing the types and quantities of cargo exiting the terminal at the Port Authority's exit gate.
3. Trucks receiving cargo subject to [Subrule 137, subparagraph 3.a.](#) (hereinafter referred to as "Direct Discharge Steel") must follow the procedures below to prevent traffic congestion on Port Authority wharves.
  - a. Each truck waiting alongside a Vessel discharging Direct Discharge Steel must be attended by a driver. Trucks not in compliance with this rule may be removed from Port Authority property.
  - b. Each stevedore discharging Direct Discharge Steel will determine the optimum number of trucks required to be alongside a Vessel for the receipt of Direct Discharge Steel and communicate and coordinate with the trucking companies to ensure that only those trucks immediately needed for receipt of Direct Discharge Steel are on the wharf.
  - c. Additional trucks not immediately needed for receipt of Direct Discharge Steel will be staged at the Port Authority Direct Discharge Steel truck overflow lot and called to the wharf by the stevedore as needed. The Direct Discharge Steel truck overflow lot is available only for empty trucks being staged for the receipt of Direct Discharge Steel.

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**PORT OF HOUSTON  
TARIFF NO. 8**

**Section Five: Rates, Rules, and Regulations Pertaining to Cargo**

**Page No. 53**

**SUBRULE NO. 130 – Rules Governing Receipt and Delivery of Railroad Cars**

**Original**

1. Orders for Empty Cars

Orders for empty cars for loading must be placed through the Terminal Office/Rail Desk of the Port Authority. Loading of cars not ordered by the Port Authority will not be permitted.

2. Carding of Cars by Railroads

Cars will be handled in accordance with instructions shown on cars.

Cards attached to loaded cars must show contents, consignee and point of delivery. Those attached to empty cars must show commodity, by whom and at what point they are to be loaded, and the Navigation District's order number.

Cars not properly carded cannot be accepted.

3. Furnishing by Railroads of Billing or Transfer Sheets

All cars delivered to the Navigation District must be accompanied by billing or transfer sheets showing the same information called for in "Carding Cars," and in addition thereto, the car numbers and initials.

4. Classification and Delivery of Cars

All cars delivered to the Port Authority for loading or unloading must be classified and delivered in wharf lots; such deliveries must be made on such tracks and at such locations as designated by the Port Authority on switch list.

Loaded or empty cars are to be delivered into the property only when ordered through the Port Authority.

5. Bad Order or Over or Improperly Loaded Cars

All cars placed by the railroad will be accepted as good-order cars and will be loaded or unloaded, except that cars improperly loaded will not be handled at regular tariff rates.

The railroad agent will be called and special contract entered into covering the unloading of improperly loaded cars.

Charges for Unloading published in this tariff include the removal from rail cars, the lading, blocking, bracing, strapping, paper or debris of any kind which is not a part of the car or its equipment.

6. Railcar storage in the Turning Basin Terminals:

Railcars may be stored on Port Authority tracks by prior arrangement for specified periods. Cars stored on Port Authority tracks will be relocated by the User if requested by the Port Authority to meet the operational needs of the Port Authority.

Railcars stored in the Turning Basin Terminals will be assessed a fee of \$8.00 per calendar day or fraction thereof per railcar.

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**PORT OF HOUSTON  
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**SUBRULE NO. 131 – Care, Custody, and Control of Cargo**

**Original**

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

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**PORT OF HOUSTON  
TARIFF NO. 8**

**SUBRULE NO. 132 – Segregation of Cargo**

**Original**

1. Cargo Discharged from Vessels

- a. Vessels discharging cargo at Port Authority wharves must tender such cargo in separate lots as identified by applicable ocean bills of lading and marks.
- b. The party assigned responsibility for Loading and Unloading shall have the right of refusal to handle cargo not properly segregated by Vessel, but may, upon its election and at specific request of Vessel, perform segregation at actual cost of such service, plus 20 percent.
- c. Further segregation performed to comply with loading and/or delivery instructions will be performed at expense of party requiring same at actual cost of such service, plus 20 percent.
- d. Split deliveries of partial lot cargoes will be performed by the party assigned responsibility for Loading and Unloading at a charge of \$16.25 for each delivery out of each ocean bill of lading. Such charge will be borne by party requesting the service.

2. Cargo Received for Vessels

- a. Cargo (other than cotton) received in railroad cars in local switch service or in trucks will be segregated by the Party assigned responsibility of Loading and Unloading at time of unloading at the following rates and at expense of party requiring same.

Not more than three segregations ..... \$15.00 per car or truck  
More than three segregations ..... \$21.00 per car or truck

- b. Segregations of cargo at time of rest in Vessel's berth will be performed at rates in Paragraph (1) above, plus unloading rate applicable to the particular commodity as published in the Loading, Unloading, and Wharfage Charges section of this tariff. Such charges will be borne by party requiring service.

- c. Cotton will be segregated by mark at following rates:

At time of unloading from a railroad car or truck:

Not more than three marks ..... 57¢ per bale  
Not more than five marks ..... 123¢ per bale  
More than five marks ..... 136¢ per bale

In Vessel's berth:

Not more than three marks ..... 112¢ per bale  
Not more than five marks ..... 194¢ per bale  
More than five marks ..... 227¢ per bale

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**PORT OF HOUSTON  
TARIFF NO. 8**

**SUBRULE NO. 133 – Special Services Original**

1. Any labor or material required for special services not covered in this tariff shall be provided at actual cost plus twenty percent, or flat rate prices will be quoted by the Party providing services upon application.

2. Opening and Closing of Cases, Cartons, Crates, Boxes, Bags or Other Packages for U.S. Government Inspection

Freight handlers provided to assist and facilitate U.S. Department of Agriculture and U.S. Customs inspections by operating and/or closing cases, etc. will assess the following charges:

Per U.S. Customs or U.S. Department of Agriculture Entry:

30 minutes or less:..... \$51.70  
More than 30 minutes but one hour or less: ..... \$103.40  
Each additional hour or portion thereof:..... \$103.40

If labor and/or equipment is used in moving cargo in order for the U.S. Customs or U. S. Department of Agriculture to inspect same, the charges for such labor and/or equipment will be billed in accordance with the provisions of subparagraph (1) above.

3. Opening and Closing of Containers for U.S. Government Inspection

To furnish freight handlers and equipment to assist U.S. Department of Agriculture and U.S. Customs in opening and/or closing containers for the purpose of facilitating U.S. Government inspection, such services will be charged for on the following basis:

Per U.S. Customs or U.S. Department of Agriculture Entry:

For 30 minutes or less ..... \$81.15  
For in excess of each 30 minutes to and including one hour..... \$162.40

For excess of one hour, charges will be billed on the one hour basis for each such additional hour or portion thereof.

Any labor and/or equipment used in moving containers in order to accomplish inspections will be billed under the provisions of Paragraph (1).

**SUBRULE NO. 134 – Vehicle Cargo Terminal Use Fee Original**

1. For shipments consisting of one individually and privately owned vehicle, a charge under either [Subrule No. 145](#), or [Subrule No. 204](#), whichever is applicable, will be assessed by the freight handler who is responsible for delivering the vehicle from the wharf area to the consignee, and paid by such freight handler to the Port Authority; no additional wharfage or terminal use charges shall apply.

2. For all shipments of automobiles, trucks, or other vehicles, other than those described in subparagraph (1) above, in addition to all other applicable wharfage and terminal use charges, there shall be a charge of \$3.41 per vehicle.

**SUBRULE NO. 135 – Passenger Terminal Use Fee Original**

A charge of \$4.54 each applies to passengers embarking and/or debarking from passenger Vessels.

**SUBRULE NO. 136 – Terminal Use Fee / Stuffing and Stripping Original**

All cargo which is not subject to wharfage charges under Section 5 of this Tariff 8 but is stuffed or stripped into or from containers on Port Authority property or facilities shall be assessed and shall pay a charge of \$44.00 per container.

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**PORT OF HOUSTON  
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**SUBRULE NO. 137 – Free Time and Wharf Demurrage Charges**

**Original**

The following Free Time and Wharf Demurrage Charges shall apply:

1. Computation

- a. Wharf demurrage charges will be calculated for the period that the property remains on the wharves and premises of the Port Authority after the expiration of any applicable free time periods.
- b. Saturdays, Sundays and Holidays will not be excluded in the computation of free time and wharf demurrage charges.
- c. Any fractional part of twenty-four (24) hours will be counted as one day.
- d. Any fractional part of one ton (2,000 lbs.) will be counted as one ton. In the case of commodities designated as weight or measure, one (1) cubic meter shall be used as a measurement ton for the calculation of charges based upon tons. The Port Authority will use whichever tonnage value produces the greater revenue for designated weight or measure commodities.

2. Commencement and Termination of Free Time and Wharf Demurrage for Inbound and Outbound Cargo and Transshipped Cargo

- a. On Inbound (non-transshipped) cargo, free time commences on the day following the day that the Vessel has completed discharge; wharf demurrage charges apply after the expiration of free time and terminate the day before the day that the cargo is removed from the wharves and premises of the Port Authority.
- b. On Outbound (non-transshipped) cargo, free time commences on the day that the truck or rail car has completed discharge and placed the cargo on the wharves or premises in an assigned berth; wharf demurrage charges apply after the expiration of free time and terminate the day before the day that the cargo is loaded on a Vessel (whether or not that Vessel is the Vessel to which the cargo was originally assigned).
- c. On all transshipped cargo, free time commences on the day the Vessel completes discharge; wharf demurrage charges apply after the expiration of free time and terminate the day before the day that the cargo is loaded on a Vessel (whether or not that Vessel is the Vessel to which the cargo was originally assigned).

3. Free Time

- a. Inbound non-transshipped steel, not palletized or skidded, intended for direct discharge as shown on documentation submitted to the Port Authority ("Direct Discharge Steel"): One (1) day.
- b. Single consignments of one commodity not covered by 3. a. above of two thousand (2,000) Tons or more on one bill of lading from one shipper to one consignee:
  - 1) Inbound cargo forty-five (45) days
  - 2) Outbound cargo forty-five (45) days
- c. Forty-five (45) days at the Turning Basin Terminals on cotton and cotton linters exported from Port Authority wharves.
- d. Thirty (30) days on transshipped cargo.

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**PORT OF HOUSTON  
TARIFF NO. 8**

**Section Five: Rates, Rules, and Regulations Pertaining to Cargo**

**Page No. 58**

**SUBRULE NO. 137 – Free Time and Wharf Demurrage Charges - (Continued)**

**Original**

- e. Ten (10) days on inbound cargo unstuffed from containers or breakbulk cargo that is not transported to or from a Port Authority wharf by a Vessel;
  - f. Ten (10) days on outbound cargo stuffed into containers or breakbulk cargo that is not transported to or from a Port Authority wharf by a Vessel;
  - g. Thirty (30) days on all inbound cargo not covered above; and
  - h. Thirty (30) days on all outbound cargo not covered above.
4. Charges
- a. The following charges shall be assessed for wharf demurrage after expiration of free time:
    - 1) Eleven cents (11¢) per day, per bale on cotton and cotton linters;
    - 2) On all other cargo –
      - (a) Twenty-five cents (25¢) per day, per ton for the first seven (7) days;
      - (b) Thirty-four cents (34¢) per day, per ton for the next thirteen (13) days;
      - (c) Fifty-six cents (56¢) per day, per ton for the twenty-first (21<sup>st</sup>) day and for each day thereafter.
  - b. The minimum charge for all wharf demurrage will be \$15.00 per Bill of Lading.
  - c. If there are differences in rounding between charges per short ton and charges per metric ton, the charge per short ton shall prevail.
5. Reports
- a. Within one (1) day after the expiration of free time, stevedores shall submit a written report to the Port Authority of all cargoes subject to subparagraph 3.a. above (“Direct Discharge Steel”) which they are handling and which remain on Port Authority wharves after the expiration of the applicable free time period.
  - b. No later than the 5<sup>th</sup> Day of each month, stevedores shall submit a written report to the Port Authority of all cargoes (i) not covered by subsection 5.a. above and (ii) which they are currently handling and which remain on Port Authority wharves in excess of the applicable free time period.
6. Option of Movement to Storage
- Upon expiration of free time, Port Authority at its option, may move, or cause to be moved, cargo from its transit facilities to licensed public storage. Transfer charges to storage will be assessed at the applicable rate.
7. Rules and Charges During Waterfront Strike or Work Stoppage of Waterfront Labor (Not Applicable on Cotton and Cotton Linters)
- If and only if wharf demurrage has not commenced and the cargo is in its free time period, the computation of free time shall be suspended during a general waterfront strike or work stoppage in freight handling which prevents the removal of the cargo from Port Authority premises, but shall recommence immediately after such strike or work stoppage is over. Wharf demurrage charges shall continue to accrue under the rates provided herein during the period of any such strike or stoppage.

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**PORT OF HOUSTON  
TARIFF NO. 8**

**SUBRULE NO.138 – Marking or Re-marking of Freight**

**Original**

1. General provisions.

All services provided herein apply to weights at time of loading or unloading. Each service will be performed one time only per package, unless more times are required, in which case the charge shall apply each time the service is performed. Shipper must furnish: (1) any rubber stamp required which is in excess of 4" by 6"; and (2) the stamps, hook tags or gummed labels, and stencils.

2. Minimum charge.

The minimum charge per bill of lading will be: \$30.00

3. Rates per package, per service

|  | <u>Packages weighing<br/>115 lbs. gross or less</u> | <u>Packages weighing<br/>more than 115 lbs. gross</u> |
|--|---|---|
| Stamping.....                            | 14¢   | 24¢   |
| Applying hook tags or gummed labels..... | 16¢   | 29¢   |
| Stenciling and/or killing marks .....    | 16¢   | 29¢   |

4. Additional charges for stenciling.

If stencils are not furnished by the shipper but are furnished by the Freight Handler, there will be an additional charge of 14¢ per letter of each stenciling.

5. Additional charges for killing marks.

If marking or the killing of marks is to be performed after cargo is in a place of rest in a shed, a rehandling charge based on the unloading charge for the commodity will be made for the rehandling which will be in addition to the marking or killing of marks charge.

6. Killing Marks

Charges for killing marks will be the same as for stenciling as outlined in Paragraph (3) above.

If marking or the killing of marks is to be performed after cargo is in a place of rest in a shed, a rehandling charge based on the unloading charge for the commodity in Section Five will be made for the rehandling operation in addition to the marking or killing of marks charge.

7. Minimum Charge

Minimum charge .....\$30.00

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PORT OF HOUSTON  
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**SUBRULE NO. 139 – Charges for Services Performed on Cotton**

**Original**

Charges set forth below are for described services only.

1. Heading

See Cotton [Subrule No. 160](#)

2. Marking and Re-Marking

Marking (One mark and one brand not to exceed five letters each)

At time of unloading ..... 169¢ per bale  
In steamers berth ..... 261¢ per bale

Additional marks or brand, or to number consecutively, for each operation performed.

At time of unloading ..... 169¢ per bale  
In steamers berth ..... 261¢ per bale

Killing Marks and Re-Marking

At time of unloading ..... 390¢ per bale  
In Steamers berth ..... 502¢ per bale

Killing Marks Only

At time of unloading ..... 169¢ per bale  
In steamers berth ..... 261¢ per bale

3. Segregating - See [Subrule No. 132](#)

4. Tagging

Checking by Tag Numbers

At time of unloading ..... 107¢ per bale  
In Steamer's berth ..... 218¢ per bale

Applying Shipper's Tags

At time of unloading ..... 107¢ per tag  
In Steamer's berth ..... 218¢ per tag  
Picking out by tag number ..... 314¢ per bale, plus checking charge on all bales handled

5. Transferring

- a. Within steamer's berth ..... 107¢ per bale
- b. To other location, via flat bed trailer furnished by party ordering the service.

Loading ..... 107¢ per bale  
Unloading ..... 107¢ per bale

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PORT OF HOUSTON  
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Section Five: Rates, Rules, and Regulations Pertaining to Cargo

**SUBRULE NO. 139 – Charges for Services Performed on Cotton - (Continued)** **Original**

6. Weighing

Charge for weighing ..... 450¢ per bale

7. Minimum Charge

The minimum charge per bill of lading will be ..... \$30.00

**SUBRULE NO. 140 – Charges for Weighing of Commodities  
Other than Cotton and Green Coffee** **Original**

1. Weighing Individually

Uniform packages weighing 205 pounds gross or less, at time of loading or unloading .....  
..... 165¢ per package

2. Weighing in Drafts

At time of loading or unloading ..... Applicable car loading. Unloading rate set forth in Section Five

3. Re-Handling for Weighing

In addition to weighing charges, when the service is performed after commodity is at a place of rest in shed, a re-handling charge will be assessed at the applicable loading-unloading rate as published in Section Five.

4. Minimum Charge

The minimum charge per bill of lading will be ..... \$30.00

**SUBRULE NO. 141 – Charges for Services Performed on Green Coffee** **Original**

Complete services are offered the importer at charges set forth below:

1. Supervision

All import shipments ..... 13¢ per bag

a. Weighing

In drafts ..... 38¢ cwt.  
Individual bags (sound bags) ..... \$1.78 per bag  
Torn bags (repaired and weighed) ..... \$2.25 per bag  
Minimum Charge per bill of lading ..... \$30.00  
(Additional weight certificates will be issued at charge of \$1.70 per set per account.)

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**PORT OF HOUSTON  
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**SUBRULE NO. 141 – Charges for Services Performed on Green Coffee - (Continued) Original**

b. Taring

|                   |                |
|-------------------|----------------|
| Single bags.....  | \$3.19 per bag |
| Double bags ..... | \$3.75 per bag |

When Green Coffee in bags is discharged onto the wharf on stevedore pallets, the coffee will be palletized onto customer pallets at a rate of 76¢ per cwt. After the green coffee in bags has been palletized onto customer pallets, the rate for loading this palletized coffee into rail cars or motor trucks will be 30¢ per cwt. excluding the weight of the pallet.

c. Sampling

|  |                   |
|--|-------------------|
| Less than 5 pounds .....               | \$4.59 per sample |
| 5 pounds and over.....                 | \$0.99 per pound  |
| Sealing samples .....                  | \$2.53 per sample |
| Minimum charge per bill of lading..... | \$30.00           |

d. Reconditioning (Does not include cost of new covers)

|  |                 |
|--|-----------------|
| Rebagging .....                        | \$9.92 per bag  |
| Skimming.....                          | \$17.29 per bag |
| Destroying skimmings .....             | \$1.67 per bag  |
| Minimum charge per bill of lading..... | \$30.00         |

**SUBRULE NO. 142 – Loading, Unloading, and Handling of Cargo Original**

1. Service Included in Loading-Unloading Rates

Rates named herein cover only the labor and clerical expense incident to unloading or loading freight and receiving from or delivering same to steamship agents, sealing cars, stacking freight which has been unloaded, except as otherwise provided, reporting seals and condition of freight to party for whose account handled and bracing or stacking freight which is to be loaded.

2. Charge for Special Service

Cargo will be accepted at the rates named in this tariff for loading and unloading only in the regular course of business. All cargo will be handled in the order of its receipt, so far as conditions or circumstances will permit.

All overtime work will be performed at the overtime rate in the applicable labor agreement.

Additionally, payment of minimum guarantees and/or dead time for labor at cost plus twenty percent will be the responsibility of the party requesting overtime service.

The party responsible for ordering or canceling overtime service must make the proper arrangements with the party responsible for handling the cargo prior to 4:30 p.m. each day.

**PORT OF HOUSTON  
TARIFF NO. 8**

**SUBRULE NO. 142 – Loading, Unloading, and Handling of Cargo - (Continued)**

**Original**

3. Special Service Charge for Handling Damage Free Equipment

Whenever the party assigned responsibility of loading and unloading is required to unload or load rail cars or trucks, vans, or trailers designated as DF (damaged free) vehicles, there will be a charge of 74¢ per ton of 2,000 pounds in addition to the loading and unloading charge named herein as compensation for work performed in handling bracings which are part of the vehicles.

4. Rules and Charges for Loading of Cargoes Which Require Special Construction Bracing and/or Staking Into or Onto Cars or Trucks

Instructions and orders for cargoes which require special construction, bracing, and/or staking to load into or onto cars or trucks must be delivered prior to the loading operation. In addition to all other applicable charges, the rates for such loading operation shall include the cost (including purchase price, delivery, and/or handling), plus 15%, for all materials required to perform the loading operation, plus the cost of labor, plus 20%, required for preparation of all such materials.

**SUBRULE NO. 143 – Application of Wharfage and Loading/Unloading Rates**

**Original**

1. Classification by Analogy Not Permitted

Rates hereinafter named apply on the specific commodities and in the specific packaging shown and cannot be applied to analogous articles or packaging.

The rate applicable to commodities not specifically named, or not specifically named in the specific packaging shown, or designated by U. S. Customs as General Order, will be the rate shown by the designation: 'All Commodities Not Otherwise Specified' or 'Commodities N.O.S.'

2. Application of Carload Rates

Carload rates named herein apply to actual weight of consignments in railroad cars classed and defined as carload in applicable tariffs of the transporting railroad company. (Consignments in railroad cars transported at per-car charge or in switching service will also be rated on the carload basis.)

3. Minimum Charge

Cargo loaded or unloaded from or to any conveyance will be subject to a minimum handling charge of \$34.00 and a minimum wharfage charge of \$10.00.

4. Rates Applicable to Damaged Shipments

Whenever the applicable labor agreement so requires, the loading or unloading of damaged freight will be performed at the applicable overtime labor rate for such services.

5. Wharfage Earned

Cargo shall be considered to have earned wharfage when placed upon the wharf and wharfage will be collected whether or not eventually loaded on a Vessel.

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**PORT OF HOUSTON  
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**SUBRULE NO. 143 – Application of Wharfage and Loading/Unloading Rates - (Continued)**

**Original**

6. Wharfage Rate Applicable to Export USDA Shipments

Wharfage charges for USDA export Food Aid shipments will be collected at the rate in effect on the date that the USDA invitation bids are closed. Cargo awarded on invitations closed after a rate change has been published will be billed at the new published rate. This exception does not apply to USDA pre-position cargo or commercial food shipments. USDA pre-position cargo and commercial food shipments will be billed wharfage at the published rate in effect at the time the cargo is loaded onto a vessel.

7.. Wharfage Charge Applicable to Transshipped Cargo and to Cargo Handled on Offshore Side of Vessel Moored at a Public Wharf

When cargo is discharged to a wharf for transshipment by a Vessel, and (a) is transshipped within 30 days; (b) the same shipper and consignee appear on the bill of lading of the Vessel to which the cargo is transshipped as appeared on the bill of lading covering the shipment prior to discharge to the wharf; and (c) the cargo has not been removed from the wharf while awaiting transshipment, then wharfage will be invoiced to and paid by the discharging Vessel. In all other cases wharfage will be invoiced to and paid by the Vessel to which the cargo is loaded for transshipment. In computing the wharfage, the day on which the cargo is placed on the wharf shall be counted as the first day, but the day on which the cargo is loaded for transshipment shall not be counted.

Cargo transferred to or from the offshore side of a Vessel while such Vessel is moored to any District wharf will be assessed wharfage at the charges applicable had such cargo either been placed upon such wharf, or passed on, over or between the wharf and the Vessel.

8. Explanation of Terms

a. Combination Articles

Unless there is a specific rate in the Commodity Rates Section for articles which have been combined or attached to each other, the rate for such articles shall be the highest rate for any one of the articles combined or attached.

b. Parts or Pieces Constituting Complete Article

Parts or pieces constituting a complete article, all from the same shipper to the same consignee on the same bill of lading, will be charged at the rate for a complete article.

c. Knocked-down Articles

Rates on articles knocked down (K.D.) apply only when article is taken apart in such manner as to materially reduce space utilized. Merely separating article into parts without reducing bulk does not constitute knocking down or entitle article to K.D. rate.

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**PORT OF HOUSTON  
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**SUBRULE NO. 143 – Application of Wharfage and Loading/Unloading Rates - (Continued) Original**

8. Explanation of Terms (Cont'd)

d. Packing House Products, definition of:

|   |  |
|---|--|
| Where reference is made to the term "Packing House Products," same shall include the following:   |  |
| Back Fat, in packages   | Neatsfoot Oil  |
| Bacon, cured, in bags, barrels, boxes casks or crates   | Neatsfoot Stock  |
| Beef and Hog Intestines, uncleaned, in boxes or barrels   | Neutral  |
| Beef, pickled   | Oil, Oleo, in barrels or tierces                                     |
| Bladders, in boxes or barrels   | Oil, Red   |
| Cottonseed Fouts  | Oleo Stock   |
| Cottonseed Oil Fatty Acids  | Pig's Feet, pickled or in brine, in wood                             |
| Cracklings  | Pork, cured, packed  |
| Deglycerinated Cottonseed Oil   | Sausage, dried smoked or canned                                      |
| Glue, Flake, ground, jelly and sheet  | Sausage Casings, pickled, in barrels or kegs                         |
| Grease, in buckets, tubs, pails barrels or iron drums   | Sheepskin Trimmings, green   |
| Hams, boiled, packed  | Stearine   |
| Hams and Shoulders, cured, in bags, boxes, barrels, casks or crates   | Tails or Switches, green   |
| Lard in packages  | Tallow   |
| Lard, Leaf, packed  | Tallow Oil, in packages  |
| Lard, Oil, in packages  | Tongues, pickled, in wood or in glass                                |
| Meats, cured, dried or salted, in bags, boxes, barrels, casks or crates   | Tripe, in kegs, barrels or casks                                     |
| Meats, pickled, in glass  | Tripe, in kegs, barrels or casks                                     |
| Meats, canned, including canned vegetable ingredients, canned sausage, chicken tamales, chili con carne, corned beef, corned beef hash, meats (dried or smoked, meats (pickled or potted) | Vegetable Oil Shortening, in semi-solid or plastic form, in packages |
|   | Weasands, dry, in boxes or barrels                                   |

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**PORT OF HOUSTON  
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|  |                 |
|--|-----------------|
| <b>SUBRULE NO. 143 – Application of Wharfage and Loading/Unloading Rates - (Continued)</b> | <b>Original</b> |
|--|-----------------|

8. Explanation of Terms (Cont'd)

e. Furniture, All Kinds, Including Household Furniture, Furnishings and Appliances:

The foregoing description applies to all types of furniture, household furnishings and appliances, including Stoves, Refrigerators, Cooling Boxes or Store Display Refrigerator Boxes, with or without freezing units, Pianos, Radios, Phonographs, Television Sets, and combinations thereof. Does not apply to clothing or related items of personal effects.

f. Drums or Barrels, Definition of:

Drums or barrels are defined as straight-sided cylindrical containers of not less than 5 gallons capacity, with ends (heads) of equal diameter and with or without bail or handle.

g. Miscellaneous Manufactured Articles, Definition of: (See Note)

1) Group I

Sanitary, plumbing, heating and lighting fixtures, lamp bulbs and fittings, garden tools and garden supplies.

2) Group II

Travel goods, handbags, and leather goods, clothing and accessories, footwear, photographic and optical goods, watches and clocks, musical instruments, printed matter, candles, woodenware, glassware, dinnerware, tableware, kitchenware, ceramics and porcelain ware, chinaware and earthenware, cookware, pewter and tin ware, sporting goods, jewelry, paintings and art objects, stage scenery and costumes, trophies, antiques other than furniture.

3) Group III

Novelties, games & toys, plastic articles, artificial flowers, reed, bamboo and cane goods, willowware, Christmas tree ornaments and decorations, paper mache, and paper articles.

NOTE: Rate herein provided applies on straight or mixed shipments of the above named commodities unless other provisions, published elsewhere in this tariff, specifically describes any article included in this description of manufactured articles. Such other description must be specific as classification by analogy is not permitted.

9. Rates, charges and regulations relating to loading and unloading contained in Section Four hereof are maximum allowable rates which may be assessed. Freight Handlers, as identified in [Subrule No. 054](#) of this tariff, are authorized to perform loading and unloading services at rates not to exceed the published maximum.

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**PORT OF HOUSTON  
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**SUBRULE NO. 144 – Fuel Surcharge Calculation**

**Original**

For the purpose of offsetting variations in the price of diesel fuel, freight handlers will collect a fuel surcharge on all cargo that is subject to loading and unloading charges published in this Tariff in accordance with the following schedule.

| Average national retail price for a gallon of diesel fuel | Fuel Surcharge Percentage |
|---|---------------------------|
| Less than \$2.00  | 0%                        |
| Equal to \$2.00 and less than \$2.25                      | 1.75%                     |
| Equal to \$2.25 and less than \$2.50                      | 2.00%                     |
| Equal to \$2.50 and less than \$2.75                      | 2.25%                     |
| Equal to \$2.75 and less than \$3.00                      | 2.50%                     |
| \$3.00 and Over   | 2.75%                     |

1. The fuel surcharge is determined by the weekly average national retail price of diesel fuel published by the Department of Energy. The fuel surcharge is the percentage in effect on the day of loading or unloading of the freight.
2. The applicable percentage will be applied to freight handlers' invoiced loading and unloading charges.
3. The fuel surcharge is to be assessed in addition to all other applicable loading and unloading charges.

Exception 1: The fuel surcharge will not be applicable to cargo that is self-driven or self-loading or unloading.

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |            |   |            |                                       |
|--|---|------------|---|------------|---------------------------------------|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b> |   |            |   |            |                                       |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |            | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |            |                                       |
|  | <b>Original</b>                               | <b>M/T</b> | <b>S/T</b>  | <b>M/T</b> | <b>S/T</b>                            |
| All commodities not otherwise specified.....   | 2543  | 2307       | 336   | 305        |                                       |
| When united in unit 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. (See definition)  |   |            |   |            |                                       |
| <u>Weight Per Unit Including Pallet or Skid:</u>   |   |            |   |            |                                       |
| 227 kg. - 453 kg.....  | 1721  | 1561       |   |            |                                       |
| 500 lbs. - 999 lbs.  |   |            |   |            |                                       |
| 454 kg. - 725 kg.....  | 1618  | 1468       |   |            |                                       |
| 1,000 lbs. - 1,599 lbs.  |   |            |   |            |                                       |
| 726 kg. - 970 kg.....  | 1457  | 1322       |   |            | See<br>Specific<br>Commodity<br>Rates |
| 1,600 lbs. - 1,999 lbs.  |   |            |   |            |                                       |
| 908 kg. - 2,722 kg.....  | 1324  | 1201       |   |            |                                       |
| 2,000 lbs. - 6,000 lbs.  |   |            |   |            |                                       |
| Over 2,722 kg.....<br>Over 6,000 lbs.  | 1085  | 984        |   |            |                                       |
| <b>All commodities heavy lift charges .....</b><br>(See <a href="#">Subrule No. 146</a> )  |   |            |   |            | See Specific<br>Commodity Rates       |
| All commodities not otherwise specified, in drums, when handled with drum handling attachment lift truck equipment, based on drum handling attachment capacity or two drums:                       |   |            |   |            |                                       |
| 227 kg. - 453 kg.....  | 1771  | 1607       |   |            |                                       |
| 500 lbs. - 999 lbs.  |   |            |   |            |                                       |
| 454 kg. - 725 kg.....  | 1669  | 1514       |   |            | See<br>Specific<br>Commodity<br>Rates |
| 1,000 lbs. - 1,599 lbs.  |   |            |   |            |                                       |
| 726 kg. - 970 kg.....  | 1457  | 1322       |   |            |                                       |
| 1,600 lbs. - 1,999 lbs.  |   |            |   |            |                                       |
| 908 kg. - 2,722 kg.....  | 1324  | 1201       |   |            |                                       |
| 2,000 lbs. - 6,000 lbs.  |   |            |   |            |                                       |
| <b>All commodities, heavy lift charges .....</b><br>(See <a href="#">Subrule No. 146</a> )   |   |            |   |            | See Specific<br>Commodity Rates       |
| <u>Note:</u> When there is not a specific commodity wharfage charge provided in this tariff, use "All Commodities," N.O.S.   |   |            |   |            |                                       |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>   |   |            |   |            |            |
|---|---|------------|---|------------|------------|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b>  |   |            |   |            |            |
| Commodity   | Loading<br>or<br>Unloading<br>Except as Noted |            | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |            |            |
|   |   |            |   |            |            |
| <b>SUBRULE NO. 145 – (Continued)</b>  | <b>Original</b>                               | <b>M/T</b> | <b>S/T</b>  | <b>M/T</b> | <b>S/T</b> |
| 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.   |   |            |   |            |            |
| <u>Weight per unit including shipping bag:</u>  |   |            |   |            |            |
| 907 kg. - 2,722 kg.....   |   | 1669       | 1514  | 336        | 305        |
| 2,000 lbs. - 6,000 lbs.   |   |            |   |            |            |
| All commodities, not otherwise specified, in bulk through pipeline, including to or from Vessels moored on offshore side .....  |   |            |   |            |            |
| <b>Exception 1:</b> Bunker fuel and lubricating oils for Vessels, in bulk.....  |   | None       |   | 133        | 121        |
| <b>Exception 2:</b> Vessel waste products, i.e. oily waste, waste water (slops).....  |   | None       |   | 27         | -          |
| All commodities not otherwise specified, handled as dry bulk cargo, at a general cargo wharf, directly to or from truck .....   |   |            |   |            |            |
| <b>Exception 1:</b> Inbound oats handled in bulk directly to truck .  |   | None       |   | 162        | 147        |
|   |   | None       |   | 85         | 77         |
| <b>All commodities coming to rest on the wharves, exclusive of transshipment, received for Vessel or discharged from a Vessel on wharf without prior or subsequent unloading/loading services will be assessed a charge of 28¢ cwt. for receiving or delivering cargo without loading or unloading.</b> |   |            |   |            |            |
| <b>Note:</b> When there is not a specific commodity wharfage charge provided in this tariff, use "All Commodities, N.O.S."  |   |            |   |            |            |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |   |           |                        |
|--|---|---|-----------|------------------------|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b>   |   |   |           |                        |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |           |                        |
| <b>SUBRULE NO. 146 – Heavy Lift Charges</b>  |   | <b>Original</b>   |           |                        |
| <p>On shipments containing any package or piece weighing more than 4,536 kg., (10,000 pounds) all such packages or pieces will be subject to the following charges per net ton, and will apply in addition to the loading and unloading charges shown herein:</p> <p>Over 5 short tons and up to 20 short tons, inclusive ..... \$3.86<br/>           Over 20 short tons and up to 35 short tons, inclusive ..... \$6.09<br/>           Over 35 short tons and up to 100 short tons, inclusive ..... \$11.63<br/>           Over 4.54 M/T and up to 18.14 M/T, inclusive ..... \$4.25<br/>           Over 18.14 M/T and up to 31.57 M/T, inclusive ..... \$6.71<br/>           Over 31.75 M/T and up to 90.72 M/T, inclusive ..... \$12.82</p> <p><b>When there are minor differences in rounding between heavy lift charges in short tons and kilo tons, short tons shall prevail</b></p> |   |   |           |                        |
| Agricultural Implements<br>(See <a href="#">Subrule No. 204</a> )  |   |   |           |                        |
| <b>SUBRULE NO. 147</b>   | <b>Original</b>                               | <b>MT</b>   | <b>ST</b> | <b>MT</b><br><b>ST</b> |
| Aircraft and Aircraft Parts:   |   | 3210  | 2912      | 651<br>591             |
| Automobiles (See <a href="#">Subrule No. 204</a> )   |   |   |           |                        |
| <b>SUBRULE NO. 148</b>   |   | <b>Original</b>   |           |                        |
| Beans, Peas, Lentils, Dried:<br>In packages weighing not less than:<br>23 kg. or more than 50 kg.<br>50 lbs. or more than 100 lbs.   |   |   |           |                        |
| Minimum 2 railcars or 4 trucks .....   |   | 1123  | 1019      | 336<br>305             |
| Less than 2 railcars or 4 trucks .....   |   | 1669  | 1514      | 336<br>305             |
| <b>SUBRULE NO. 149</b>   | <b>Original</b>                               |   |           |                        |
| Bottles, empty, in packages .....  |   | 2725  | 2472      | 336<br>305             |
| <b>SUBRULE NO. 150</b>   |   | <b>Original</b>   |           |                        |
| Brass or Bronze Viz.:<br>Anodes, Bars, Blister, Bullion, Cakes, Cathodes, Ingots, Pigs,<br>precipitates, Residue, Slabs, Smelter and Sulphate .....  |   | 1310  | 1188      | 336<br>305             |
| <b>SUBRULE NO. 151</b>   | <b>Original</b>                               |   |           |                        |
| Buildings, prefabricated, knocked down or otherwise, and section<br>or parts thereof .....   |   | 2725  | 2472      | 336<br>305             |
| Burlap (See Jute)  |   |   |           |                        |
| <b>SUBRULE NO. 152</b>   |   | <b>Original</b>   |           |                        |
| Carbon Black:<br>In packages, 23 kg. (50 lbs.) and over .....  |   | 2725  | 2472      | 336<br>305             |
| In packages, not otherwise specified .....   |   | 3030  | 2749      | 336<br>305             |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>   |   |   |   |            |            |
|---|---|---|---|------------|------------|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b>  |   |   |   |            |            |
| Commodity   | Loading<br>or<br>Unloading<br>Except as Noted |   | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |            |            |
| <b>SUBRULE NO. 153</b>  | <b>Original</b>                               | <b>M/T</b>                                    | <b>S/T</b>  | <b>M/T</b> | <b>S/T</b> |
| Caustic Soda, in bulk through pipeline .....  |   | None  |   | 77         | 70         |
| <b>SUBRULE NO. 154</b>  | <b>Original</b>                               |   |   |            |            |
| Cement, Viz:<br>Hydraulic, Masonry, Mortar, Natural or Portland, and Cement<br>Plaster, in packages .....   |   | 2542  | 2306  | 181        | 164        |
| <b>SUBRULE NO. 155</b>  | <b>Original</b>                               |   |   |            |            |
| Chemicals, not otherwise specified:<br>In packages .....  |   | 2542  | 2306  | 336        | 305        |
| <b>SUBRULE NO. 156</b>  | <b>Original</b>                               |   |   |            |            |
| Cocoa Beans, in bags .....  |   | 2362  | 2143  | 292        | 265        |
| <b>SUBRULE NO. 157</b>  | <b>Original</b>                               |   |   |            |            |
| Coffee, Green, in sacks .....   |   | 2362  | 2143  | 292        | 265        |
| Unitized on Customer Pallets and discharged from the Vessel<br>to the wharf .....   |   | 1163  | 1055  | 292        | 265        |
| <b>SUBRULE NO. 158</b>  | <b>Original</b>                               |   |   |            |            |
| Container<br>(See Exception and Notes below)  |   | 701<br>per ton of<br>2,000 lbs.<br>773 per MT |   | 336        | 305        |
| <p><b>Exception:</b> 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><b>Note 1:</b> Container must be constructed in a manner that will permit handling from either side by forklift and/or crane equipment.</p> <p><b>Note 2:</b> Not applicable on shipments of household goods moving in packing vans or packing cases.</p> <p><b>Note 3:</b> Loaded containers will be charged loading or unloading and wharfage at the rates specified, based on the weight of the products only, providing gross and tare weights are shown on the documents requesting the handling.</p> <p><b>Note 4:</b> Empty containers will be charged loading or unloading and wharfage at the rates specified, based on the actual weight of such container.</p> <p><b>Note 5:</b> Cargo loaded or unloaded from or to any conveyance will be subject to a minimum handling charge of \$34.00 and a minimum wharfage charge of \$10.00.</p> |   |   |   |            |            |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |      |   |     |
|--|---|------|---|-----|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b> |   |      |   |     |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |      | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |     |
|  | M/T   | S/T  | M/T   | S/T |
| <b>SUBRULE NO. 159 Original</b>  |   |      |   |     |
| Copper, Viz.:<br>Anodes, Bars, Blisters, Cakes, Cathodes, Ingots, Pigs,<br>Precipitates, Residue, Slabs, Smelter and Sulphate .....  | 1959  | 1777 | 336   | 305 |
| When unitized in units not exceeding 10 feet in length in a manner to permit handling by lift truck equipment:   |   |      |   |     |
| <b>Weight Per Unit Including Pallet or Skid</b>  |   |      |   |     |
| 227 kg. - 453 kg.....  | 1561  | 1416 | 336   | 305 |
| 500 lbs. - 999 lbs.  |   |      |   |     |
| 454 kg. - 725 kg.....  | 1401  | 1271 | 336   | 305 |
| 1,000 lbs. - 1,599 lbs.  |   |      |   |     |
| 726 kg. - 907 kg.....  | 1310  | 1188 | 336   | 305 |
| 1,600 lbs. - 1,999 lbs.  |   |      |   |     |
| 908 kg. - 2,722 kg.....  | 1111  | 1008 | 336   | 305 |
| 2,000 lbs. - 6,000 lbs.  |   |      |   |     |
| Over 2,722 kg.....   | 925   | 839  | 336   | 305 |
| Over 6,000 lbs.  |   |      |   |     |
| <b>SUBRULE NO. 160 Original</b>  |   |      |   |     |
| Cotton, Cotton Linters, Cottonseed Hull Fiber Shavings or Second Cut Liners (square bales)   | <b>Per Bale</b><br>149                        |      | <b>Per Bale</b><br>56   |     |
| <b>SUBRULE NO. 161 Original</b>  |   |      |   |     |
| Fertilizer, Liquid<br>In bulk, through pipeline.....   | None  |      | 77  | 70  |
| <b>SUBRULE NO. 162 Original</b>  |   |      |   |     |
| Furniture, all kinds, including household furniture, furnishings and appliances, new or used.....<br>(See <a href="#">Subrule No. 143.8.e</a> )  | 3082  | 2796 | 336   | 305 |
| <b>SUBRULE NO. 163 Original</b>  |   |      |   |     |
| Fruits, Citrus<br>When unitized in units weighing not less than 726 kg. (1,600 lbs.) per unit including weight of pallet or skid and in a manner to permit handling by lift truck equipment .....  | 1111  | 1008 | 267   | 242 |
| Fruits, Fresh and Fruit Products Not Otherwise Specified .....   | 2928  | 2656 | 267   | 242 |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>   |  |            |   |            |            |
|---|--|------------|---|------------|------------|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b>                            |  |            |   |            |            |
| Commodity   | Loading<br>or<br>Unloading<br>Except as Noted  |            | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |            |            |
| <b>SUBRULE NO. 164</b>  | <b>Original</b>  | <b>M/T</b> | <b>S/T</b>  | <b>M/T</b> | <b>S/T</b> |
| Glass:  |  |            |   |            |            |
| Unitized in units not exceeding 10 feet in length, equipped with skid blocks under each unit to permit handling by lift truck equipment:  |  |            |   |            |            |
| <b>Weight Per Unit Including Blocks</b>   |  |            |   |            |            |
| 227 kg. - 453 kg.....   |  | 1798       | 1631  | 336        | 305        |
| 500 lbs. - 999 lbs.   |  |            |   |            |            |
| 454 kg. - 725 kg.....   |  | 1669       | 1514  | 336        | 305        |
| 1,000 lbs. - 1,599 lbs.   |  |            |   |            |            |
| 726 kg. - 907 kg.....   |  | 1457       | 1322  | 336        | 305        |
| 1,600 lbs. - 1,999 lbs.   |  |            |   |            |            |
| 908 kg. - 2,722 kg.....   |  | 1324       | 1201  | 336        | 305        |
| 2,000 lbs. - 6,000 lbs.   |  |            |   |            |            |
| N.O.S.....  |  | 2569       | 2331  | 336        | 305        |
| <b>SUBRULE NO. 165</b>  | <b>Original</b>  |            |   |            |            |
| Grain and grain products (not otherwise shown) consisting of not more than 25% of other ingredients, viz.:  |  |            |   |            |            |
| Barley, Corn, Darso, Feterita, Hegari, Kaffir Corn, Milo, Maize, Oats, Rye, Wheat, Flour and Bulgar in sacks weighting not less than 50 lbs. and not more than 110 lbs.   |  |            |   |            |            |
| Minimum 2 rail cars or 4 trucks.....  |  | 1123       | 1019  | 336        | 305        |
| Less than 2 rail cars or 4 trucks.....  |  | 1669       | 1514  | 336        | 305        |
| Not otherwise specified, in packages .....  |  | 1856       | 1684  | 336        | 305        |
| Grain and grain products consisting of not more than 25% 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..... |  |            |   |            |            |
|   |  | 772        | 700   | 336        | 305        |
| <b>Note 1:</b>  | Subject to minimum shipments of 91 M/T of 1,000 kgs. And must consist of full truckloads from on shipper at one origin to one consignee.                         |            |   |            |            |
| <b>Note 2:</b>  | Subject to minimum of 1361 kg. (3,000 lbs.) per pallet of minimum dimensions of 48" x 54".   |            |   |            |            |
| <b>Note 3:</b>  | Truck must be loaded in a manner which will permit direct side unloading with lift truck equipment; otherwise unitized rates under Cargo N.O.S. rate will apply. |            |   |            |            |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |       |   |     |
|--|---|-------|---|-----|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b> |   |       |   |     |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |       | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |     |
|  | M/T   | S/T   | M/T   | S/T |
| <b>SUBRULE NO. 166</b>   | <b>Original</b>                               |       |   |     |
| Handles or Dowels, Wooden:<br>In bundles to or from rail car or truck .....  | 3568  | 3237  | 336   | 305 |
| Headings (Barrel, Wooden)<br>(See <a href="#">Subrule No. 197</a> )  |   |       |   |     |
| <b>SUBRULE NO. 167</b>   | <b>Original</b>                               |       |   |     |
| Hides or Skins, Not Dressed or Tanned, Viz.:<br>Not otherwise specified .....  | 4006  | 3634  | 336   | 305 |
| <b>SUBRULE NO. 168</b>   | <b>Original</b>                               |       |   |     |
| Household Goods, excluding furniture, furnishings and appliances<br>not subject to the unitized rates in <a href="#">Subrule No. 145</a> .....   | 3069  | 2784  | 336   | 305 |
| (See <a href="#">Subrule No. 162</a> )   |   |       |   |     |
| <b>SUBRULE NO. 169</b>   | <b>Original</b>                               |       |   |     |
| Insulation: Fibre Glass<br>In packages, loose .....  | 20122   | 18254 | 336   | 305 |
| <b>SUBRULE NO. 170</b>   | <b>Original</b>                               |       |   |     |
| Iron or Steel Articles:  |   |       |   |     |
| Chain Iron in Coils, Ingot, Nails in Boxes or Kegs, Pig Iron, Railway<br>Equipment, Wire in Coils, Staples in Boxes or Kegs.....   | 2362  | 2143  | 223   | 202 |
| Bars, Billets & Blooms .....   | 1258  | 1141  | 223   | 202 |
| Steel Slabs .....  | 616   | 559   | 158   | 143 |
| Steel: Pipe, Beams, Structure and Plate:<br>Bundled or Loose   |   |       |   |     |
| To/From Railcar .....  | 2362  | 2143  | 223   | 202 |
| To/From Truck .....  | 1849  | 1677  | 223   | 202 |
| Steel Sheets, in Coils, Banded or Secured:   |   |       |   |     |
| Non-Skidded 227 kg. – 907 kg. ....   | 1258  | 1141  | 223   | 202 |
| Non-Skidded 500 lbs. – 1,999 lbs.  |   |       |   |     |
| Non-Skidded 908 kg. – 5,443 kg. ....   | 744   | 675   | 223   | 202 |
| Non-Skidded 2,000 lbs. – 11,999 lbs.   |   |       |   |     |
| Non-Skidded 5,444 kg. and over .....   | 616   | 559   | 223   | 202 |
| Non-Skidded 12,000 lbs. and over .....   |   |       |   |     |
| Skidded .....  | 873   | 792   | 223   | 202 |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |                       |   |            |            |
|--|---|-----------------------|---|------------|------------|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b> |   |                       |   |            |            |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |                       | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |            |            |
| <b>SUBRULE NO. 170 (Continued)</b>   | <b>Original</b>                               | <b>M/T</b>            | <b>S/T</b>  | <b>M/T</b> | <b>S/T</b> |
| Steel Sheets, Packaged Skidded .....   |   | 616                   | 559   | 223        | 202        |
| Wire Rods, in Coils  |   |                       |   |            |            |
| 680 kg. – 1,360 kg. ....   |   | 1034                  | 938   | 223        | 202        |
| 1,500 lbs. – 2,999 lbs.  |   |                       |   |            |            |
| 1,361 kg. and over .....   |   | 772                   | 700   | 223        | 202        |
| 3,000 lbs. and over  |   |                       |   |            |            |
| Except Barge Shipments of Iron or Steel Articles of domestic origin .....  |   | Apply applicable rate |   | 162        | 147        |
| <b>SUBRULE NO. 171</b>   | <b>Original</b>                               |                       |   |            |            |
| Istle:   |   |                       |   |            |            |
| In bales .....   |   | 2542                  | 2306  | 336        | 305        |
| <b>SUBRULE NO. 172</b>   | <b>Original</b>                               |                       |   |            |            |
| 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. ....   |   | 1798                  | 1631  | 336        | 305        |
| 450 lbs. – 999 lbs.  |   |                       |   |            |            |
| 454 kg. – 725 kg. ....   |   | 1684                  | 1528  | 336        | 305        |
| 1,000 lbs. – 1,599 lbs.  |   |                       |   |            |            |
| 726 kg. – 907 kg. ....   |   | 1457                  | 1322  | 336        | 305        |
| 1,600 lbs. – 1,999 lbs.  |   |                       |   |            |            |
| 908 kg. – 2,722 kg. ....   |   | 1324                  | 1201  | 336        | 305        |
| 2,000 lbs. – 6,000 lbs.  |   |                       |   |            |            |
| N.O.S. ....  |   | 2619                  | 2376  | 336        | 305        |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>   |   |      |   |     |
|---|---|------|---|-----|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b>      |   |      |   |     |
| Commodity   | Loading<br>or<br>Unloading<br>Except as Noted |      | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |     |
|   | M/T   | S/T  | M/T   | S/T |
| <b>SUBRULE NO. 173</b>  | <b>Original</b>                               |      |   |     |
| Lead, in Pigs or Bars .....   | 2542  | 2306 | 336   | 305 |
| <b>SUBRULE NO. 174</b>  | <b>Original</b>                               |      |   |     |
| Liquid Latex, direct to tank car or tank truck.....   | None  |      | 257   | 233 |
| <b>SUBRULE NO. 175</b>  | <b>Original</b>                               |      |   |     |
| Livestock, Viz.:  |   |      |   |     |
| Calves, Goats, Sheep and Hogs .....   | 2542  | 2306 | 61  |     |
| Colts and Donkeys .....   | 2542  | 2306 | 109   |     |
| Horses, Mules and Cattle .....  | 2542  | 2306 | 134   |     |
| <b>SUBRULE NO. 176</b>  | <b>Original</b>                               |      |   |     |
| Logs and Burls, all kinds .....   | 2853  | 2588 | 336   | 305 |
| <b>SUBRULE NO. 177</b>  | <b>Original</b>                               |      |   |     |
| Lumber, all kinds (except Balsa Wood or Plywood) and Railroad Ties:   |   |      |   |     |
| 1. To or from railroad open top cars and open top trucks.....   | 2853  | 2588 | 336   | 305 |
| 2. To or from closed cars and closed trucks, bundles with not less than 4 pieces to the bundle.....   | 3493  | 3169 | 336   | 305 |
| 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, in packages weighing: |   |      |   |     |
| 227 kg. - 453 kg.....   | 2067  | 1875 | 336   | 305 |
| 500 lbs. - 999 lbs.   |   |      |   |     |
| 454 kg. - 725 kg.....   | 1669  | 1514 | 336   | 305 |
| 1,000 lbs. - 1,599 lbs.   |   |      |   |     |
| 726 kg. - 907 kg.....   | 1452  | 1317 | 336   | 305 |
| 1,600 lbs. - 1,999 lbs.   |   |      |   |     |
| 908 kg. - 2,722 kg.....   | 1324  | 1201 | 336   | 305 |
| 2,000 lbs. - 6,000 lbs.   |   |      |   |     |
| Machinery: Self-Propelled<br>(See <a href="#">Subrule No. 204</a> )   |   |      |   |     |

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**PORT OF HOUSTON  
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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |      |   |     |
|--|---|------|---|-----|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b> |   |      |   |     |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |      | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |     |
|  | M/T   | S/T  | M/T   | S/T |
| <b>SUBRULE NO. 178</b>   | <b>Original</b>                               |      |   |     |
| Milk, Non-Fat Dried:   |   |      |   |     |
| 1. In bags, weighing not less than 50 lbs. and no more than 110 lbs.   |   |      |   |     |
| Minimum 2 railcars or 4 trucks .....   | 1123  | 1019 | 336   | 305 |
| Less than 2 railcars or 4 trucks .....   | 1669  | 1514 | 336   | 305 |
| 2. In cartons .....  | 1168  | 1060 | 336   | 305 |
| <b>SUBRULE NO. 179</b>   | <b>Original</b>                               |      |   |     |
| Miscellaneous Manufactured Articles,<br>(See <a href="#">Subrule No. 143.8.g</a> ):  |   |      |   |     |
| Group I .....  | 3171  | 2877 | 336   | 305 |
| Group II .....   | 4553  | 4130 | 336   | 305 |
| Group III .....  | 7563  | 6861 | 336   | 305 |
| <b>SUBRULE NO. 180</b>   | <b>Original</b>                               |      |   |     |
| Mohair, in bales or bags   | 3467  | 3145 | 336   | 305 |
| <b>SUBRULE NO. 181</b>   | <b>Original</b>                               |      |   |     |
| Molasses, Blackstrap, Glucose and Syrup in Bulk, through<br>privately owned pipeline .....   | None  |      | 77  | 70  |
| <b>SUBRULE NO. 182</b>   | <b>Original</b>                               |      |   |     |
| Nuts, Bolts, Washers, Screws, Staples, and/or Nails unitized:  |   |      |   |     |
| Less than 1,500 lbs. per unit .....  | 1296  | 1176 | 328   | 298 |
| 1,500 lbs. per unit and over .....   | 899   | 816  | 328   | 298 |
| Oils, Vegetable<br>(See <a href="#">Subrule No. 203</a> )  |   |      |   |     |

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**PORT OF HOUSTON  
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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |                          |   |     |
|--|---|--------------------------|---|-----|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b> |   |                          |   |     |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |                          | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |     |
|  | M/T   | S/T                      | M/T   | S/T |
| <b>SUBRULE NO. 183</b> <span style="float: right;"><b>Original</b></span>  |   |                          |   |     |
| Paper, Kraft, and/or Wrapping, Pulpboard or Fibreboard:  |   |                          |   |     |
| In rolls:  |   |                          |   |     |
| Weight per roll:   |   |                          |   |     |
| 454 kg. - 725 kg.....  | 1424  | 1292                     | 268   | 243 |
| 1,000 lbs. - 1,599 lbs.  |   |                          |   |     |
| 726 kg. - 907 kg.....  | 1246  | 1130                     | 268   | 243 |
| 1,600 lbs. - 1,999 lbs.  |   |                          |   |     |
| 908 kg. - 2,722 kg.....  | 1060  | 962                      | 268   | 243 |
| 2,000 lbs. - 6,000 lbs.  |   |                          |   |     |
| Over 2,722 kg.....   | 1002  | 909                      | 268   | 243 |
| Over 6,000 lbs.  |   |                          |   |     |
| Not otherwise specified .....  | 1721  | 1561                     | 336   | 305 |
| Bleachboard, Coated or Uncoated:   |   |                          |   |     |
| In Rolls:  |   | Apply<br>applicable rate | 195   | 177 |
| <b>SUBRULE NO. 184</b> <span style="float: right;"><b>Original</b></span>  |   |                          |   |     |
| Paper, Printing or Newsprint .....   | 1347  | 1222                     | 268   | 243 |
| In rolls, average weight per roll not less than 680 kg.<br>(1,500 lbs.), minimum shipment per Vessel 2,000 short tons .....  | 796   | 722                      | 268   | 243 |
| <b>SUBRULE NO. 185</b> <span style="float: right;"><b>Original</b></span>  |   |                          |   |     |
| Peanuts, all kinds, in sacks .....   | 1875  | 1701                     | 185   | 168 |
| <b>SUBRULE NO. 186</b> <span style="float: right;"><b>Original</b></span>  |   |                          |   |     |
| Pelts, sheep or goat, dried, dressed or tanned .....   | 3210  | 2912                     | 336   | 305 |
| <b>SUBRULE NO. 187</b> <span style="float: right;"><b>Original</b></span>  |   |                          |   |     |
| Personal effects, new or used, not subject to the unitized rates in <a href="#">Subrule No. 145</a> .....  | 3069  | 2784                     | 336   | 305 |

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**PORT OF HOUSTON  
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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |      |   |     |
|--|---|------|---|-----|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b>   |   |      |   |     |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |      | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |     |
|  | M/T   | S/T  | M/T   | S/T |
| <b>SUBRULE NO. 188</b>   | <b>Original</b>                               |      |   |     |
| Petroleum and Petroleum Products:<br>Additives for lubricating and fuel oils:  |   |      |   |     |
| Oil, Crude, Fuel and Gas:<br>In bulk, truck and railcar<br>Deliveries .....  | None  |      | 336   | 305 |
| Oil, Lubricating or refined:<br>In bulk, truck and railcar<br>Deliveries .....   | None  |      | 336   | 305 |
| <b>SUBRULE NO. 189</b>   | <b>Original</b>                               |      |   |     |
| Pipe and Couplings, Cement:  |   |      |   |     |
| Pipe and Couplings, tendered for unloading from flat-bed truck or railroad flatcar, in minimum units next described:   |   |      |   |     |
| Pipe, not exceeding 6 inches in diameter, unitized upon 3" by 3" by 90" maximum stacking boards in a minimum unit quantity of 2,041 kg. (4,500 pounds) .....   | 1669  | 1514 | 336   | 305 |
| Pipe, exceeding 6 inches in diameter, unitized upon 3" by 3" by 90" maximum stacking boards in a minimum unit quantity of 1,361 kg. (3,000 pounds) .....   | 1875  | 1701 | 336   | 305 |
| Couplings, in solid crates, minimum unit weight 1,361 kg. (3,000 lbs.) (Including rubber fittings for same) .....  | 1875  | 1701 | 336   | 305 |
| <b>SUBRULE NO. 190</b>   | <b>Original</b>                               |      |   |     |
| Pipe and Tubes, Fiberglass:<br>Not less than 36" and not over 72" in diameter; not less than 20' and not over 40' in length; packaged in units weighing not less than 2,722 kg. (6,000 lbs.) and not over 5,443 kg. (12,000 lbs.) per unit ..... | 1849  | 1677 | 336   | 305 |
| <b>SUBRULE NO. 191</b>   | <b>Original</b>                               |      |   |     |
| Plastic Scrap; Baled .....   | 4237  | 3844 | 336   | 305 |
| <b>SUBRULE NO. 192</b>   | <b>Original</b>                               |      |   |     |
| Poles and Pilings, Wooden .....  | 2941  | 2668 | 336   | 305 |

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**PORT OF HOUSTON  
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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |      |   |     |
|--|---|------|---|-----|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b>                       |   |      |   |     |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |      | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |     |
|  | M/T   | S/T  | M/T   | S/T |
| <b>SUBRULE NO. 193 Original</b>  |   |      |   |     |
| 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" or more in thickness between layers of rails..... | 2439  | 2213 | 336   | 305 |
| <b>SUBRULE NO. 194 Original</b>  |   |      |   |     |
| Refrigerated Commodities, all kinds, except as noted .....   | 3568  | 3237 | 328   | 298 |
| Offals.....  | 3568  | 3237 | 229   | 208 |
| Frozen Boxed Products:   |   |      |   |     |
| Poultry, Poultry Parts, Beef, Pork, Lamb, Mullet and Mullet Roe.....   | 3568  | 3237 | 283   | 257 |
| <b>SUBRULE NO. 195 Original</b>  |   |      |   |     |
| Rice and Rice Products:<br>In packages weighing not less than 50 pounds and not more than 110 lbs.   |   |      |   |     |
| Minimum 2 railcars or four trucks .....  | 1123  | 1019 | 336   | 305 |
| Less than 2 railcars or four trucks .....  | 1669  | 1514 | 336   | 305 |
| Rice, 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 .....  | 772   | 700  | 336   | 305 |
| Note 1: Subject to minimum shipments of 227 M/T (250 tons) of 1,000 kilos (2,000 lbs.) and must consist of full truckloads from one shipper at one origin to one consignee.  |   |      |   |     |
| Note 2: Subject to a minimum of 1,361 kilos (3,000 lbs.) per pallet of minimum dimensions of 48" x 54".  |   |      |   |     |
| Note 3: Truck must be loaded in a manner which will permit direct side unloading with lift truck equipment; otherwise unitized rates under Cargo N.O.S. rate will apply.   |   |      |   |     |
| <b>SUBRULE NO. 196 Original</b>  |   |      |   |     |
| Scrap metal, Iron or Steel in bulk direct from railcars, trucks, or barge to Vessel .....  | None  |      | 208   | 189 |
| <b>SUBRULE NO. 197 Original</b>  |   |      |   |     |
| Staves and Stave Bolts, and/or Wooden Barrel Headings (other than as provided below .....  | 4393  | 3985 | 336   | 305 |
| Staves and Stave Bolts weighing 9 kilos (20 lbs.) or less each, and/or Wooden Barrel Headings, when shipped loose or in bundles containing less than four to the bundle.....   | 9143  | 8294 | 336   | 305 |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |      |   |     |
|--|---|------|---|-----|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b> |   |      |   |     |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |      | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |     |
|  | M/T   | S/T  | M/T   | S/T |
| <b>SUBRULE NO. 198</b>   | <b>Original</b>                               |      |   |     |
| Sugar, Cruse, Raw or Refined, or Glucose, Dextrose or Maltose, other than Liquid, in packages .....  | 2542  | 2306 | 336   | 305 |
| <b>SUBRULE NO. 199</b>   | <b>Original</b>                               |      |   |     |
| Tallow, inedible, through pipeline .....   | None  |      | 96  | 87  |
| <b>SUBRULE NO. 200</b>   | <b>Original</b>                               |      |   |     |
| Tea<br>In packages .....   | 2775  | 2517 | 336   | 305 |
| Ties, Railroad (See <a href="#">Subrule No. 177</a> )  |   |      |   |     |
| <b>SUBRULE NO. 201</b>   | <b>Original</b>                               |      |   |     |
| Timbers:<br>6 inches by 8 inches or over, or other dimensions equaling<br>6 inches by 8 inches:  |   |      |   |     |
| (1) To or from open-top cars or trucks .....   | 2875  | 2608 | 336   | 305 |
| (2) To or from closed cars or trucks:<br>Bundled with not less than 4 pieces to the bundle .....   | 3493  | 3169 | 336   | 305 |
| Not bundled, or with less than (4) pieces to the bundle ....   | 3904  | 3542 | 336   | 305 |
| <b>SUBRULE NO. 202</b>   | <b>Original</b>                               |      |   |     |
| Tires and Tubes, loose or in packages, except bicycle tires and tubes, compressed .....  | 3171  | 2877 | 336   | 305 |
| <b>SUBRULE NO. 203</b>   | <b>Original</b>                               |      |   |     |
| Vegetable Oils, Viz.:<br>Copra, Cottonseed, Linseed, Peanut, Sesame, Soy Bean, and Velvet Bean Oil:<br>In bulk, through pipeline .....   | None  |      | 111   | 101 |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |                           |   |            |            |
|--|---|---------------------------|---|------------|------------|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b>   |   |                           |   |            |            |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |                           | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |            |            |
| <b>SUBRULE NO. 204</b>   | <b>Original</b>                               | <b>M/T</b>                | <b>S/T</b>  | <b>M/T</b> | <b>S/T</b> |
| Vehicles, Machinery (self propelled), Automobiles, Trucks, Trailers, Utility Vehicles, Military Ordinance Vehicles, Agricultural Machinery, (Tractors, Combines, etc.)   |   |                           |   |            |            |
| Driven On/Off Land Carrier Equipment .....   |   | 1310                      | 1188  | 655        | 594        |
| Minimum Charge: \$ 58.00   |   |                           |   |            |            |
| Maximum Charge: \$188.00   |   |                           |   |            |            |
| Lift On or Lift Off Carrier Equipment.....   |   | 3133                      | 2842  | 655        | 594        |
| Knock Down, Parts.....   |   | 2542                      | 2306  | 474        | 430        |
| <b>Wharfage Exceptions:</b>  |   |                           |   |            |            |
| 1. Agricultural Machinery .....  |   | Apply<br>Applicable rates |   | 336        | 305        |
| 2. Used Grading or Road Making Machinery being returned to the United States, (import only).....   |   | Apply<br>Applicable rates |   | 336        | 305        |
| 3. Front End Loaders with Backhoe Attachments. This Wharfage rate is applicable to single shipments consisting of 700 units or more.....   |   | Apply<br>Applicable rates |   | 474        | 430        |
| <b>Additional Charges:</b>   |   |                           |   |            |            |
| The following additional charges may apply to the handling of vehicles:  |   |                           |   |            |            |
| 1) A charge of \$37.00 per vehicle will be made when necessary to drain or add fuel or water or disconnect or connect battery cable to vehicles, whether vehicles have been imported or will be exported.  |   |                           |   |            |            |
| 2) A charge of \$37.00 per vehicle will be made if the Customs stamped or perforated title is not surrendered to the freight handler at the time of delivery. (Export vehicles only).  |   |                           |   |            |            |
| 3) A charge at labor cost, plus 20% for overhead, will be made for any special services required, including, but not limited to: repairs, resolution of mechanical problems, battery charging, etc.  |   |                           |   |            |            |
| Detached implements, apparatus or attachments for vehicles will incur a separate handling charge based on the appropriate rate. However, if physically attached to the vehicle at the time of loading or unloading, it will be considered part of the unit and no additional charges will apply. |   |                           |   |            |            |

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| <b>LOADING, UNLOADING, AND WHARFAGE CHARGES</b>  |   |  |   |   |            |
|--|---|--|---|---|------------|
| <b>ALL HANDLING charges and WHARFAGE charges are in cents per short tons of 2,000 pounds or metric tons of 1,000 kilos and apply to all shipments at actual weight, except as otherwise noted.</b>   |   |  |   |   |            |
| Commodity  | Loading<br>or<br>Unloading<br>Except as Noted |  | Wharfage<br>Export/Import,<br>Intercoastal<br>Coastwise &<br>Intracoastal |   |            |
| <b>SUBRULE NO. 205</b>   | <b>Original</b>                               | <b>M/T</b>                             | <b>S/T</b>  | <b>M/T</b>  | <b>S/T</b> |
| Wind power generating equipment including but not limited to Turbines, Towers, Hubs, Blades, Nacelles and other components. Wind power equipment is designated as a weight or measure commodity, whichever creates the greatest wharfage ..... |   | 2543                                   | 2307  | 275 per short ton<br>(Weight)<br>or 150 per cubic<br>meter<br>(Measure) |            |
| Per Weight Ton   |   |  |   |   |            |
| <u>Exception:</u> (Freight Handling Only)  |   | 275 per short ton<br>weight or measure |   | same as above   |            |
| Loading or Unloading of Wind power blades.....   |   |  |   |   |            |
| <b>SUBRULE NO. 206</b>   | <b>Original</b>                               | <b>M/T</b>                             | <b>S/T</b>  | <b>M/T</b>  | <b>S/T</b> |
| Wood, Balsa .....  |   | 4060                                   | 3683  | 336   | 305        |
| <b>SUBRULE NO. 207</b>   | <b>Original</b>                               |  |   |   |            |
| Wood, Built-Up or Combined<br>Finished or Unfinished:<br>Unitized in units not exceeding 10 feet in length, in a manner to permit handling by forklift truck equipment:  |   |  |   |   |            |
| <b>Weight per unit including pallet:</b>   |   |  |   |   |            |
| 1,000 lbs. - 1,599 lbs.<br>454 kg. - 725 kg.....   |   | 1669                                   | 1514  | 336   | 305        |
| 1,600 lbs. - 1,999 lbs.<br>726 kg. - 907 kg.....   |   | 1452                                   | 1317  | 336   | 305        |
| 2,000 lbs.- 6,000 lbs.<br>908 kg. - 2,722 kg.....  |   | 1324                                   | 1201  | 336   | 305        |
| In bundles or crates of not less than 4 pieces to the bundle .....   |   | 2542                                   | 2306  | 336   | 305        |
| Loose or in bundles or crates of less than 4 pieces to the bundle .  |   | 3904                                   | 3542  | 336   | 305        |
| <b>Exception:</b> (Wharfage only)  |   |  |   |   |            |
| Plywood or Doorskins.....  |   | Apply<br>Applicable rates              |   | 93  | 84         |
| <b>SUBRULE NO. 208</b>   | <b>Original</b>                               |  |   |   |            |
| Wood, Fibreboard, unitized in units not exceeding 10 feet in length, in a manner to permit handling by forklift truck equipment:   |   |  |   |   |            |
| <b>Weight per unit including pallet:</b>   |   |  |   |   |            |
| 1,000 lbs. - 1,599 lbs.<br>454 kg. - 725 kg.....   |   | 1669                                   | 1514  | 336   | 305        |
| 1,600 lbs. - 1,999 lbs.<br>726 kg. - 907 kg.....   |   | 1452                                   | 1317  | 336   | 305        |
| 2,000 lbs.- 6,000 lbs.<br>908 kg. - 2,722 kg.....  |   | 1324                                   | 1201  | 336   | 305        |
| Not otherwise specified .....  |   | 2542                                   | 2306  | 336   | 305        |
| <b>SUBRULE NO. 209</b>   | <b>Original</b>                               |  |   |   |            |
| Woodpulp, wrapped in bundles .....   |   | 1669                                   | 1514  | 336   | 305        |
| <b>SUBRULE NO. 210</b>   | <b>Original</b>                               |  |   |   |            |
| Wool .....   |   | 2619                                   | 2376  | 336   | 305        |

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