

PORT FREEPORT

TARIFF NO. 005

**RATES, CHARGES, RULES,
REGULATIONS
AND
SERVICES AVAILABLE AT
PUBLIC WHARVES**

**ISSUED BY PORT FREEPORT
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FREEPORT, TX 77541
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**PORT FREEPORT TARIFF NO. 005
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GULF SEAPORTS MARINE TERMINAL CONFERENCE

Federal Maritime Commission Agreement 224-200163 Approved December 2, 1988

Participating Members

- (1) Board of Commissioners of the Port of New Orleans
- (2) Board of Commissioners of Lake Charles Harbor and Terminal District
- (3) Greater Baton Rouge Port Commission
- (4) Orange County Navigation and Port District of Orange, Texas
- (5) Mississippi State Port Authority at Gulfport
- (6) Port of Beaumont Navigation District of Jefferson County, Texas
- (7) Port of Houston Authority of Harris County, Texas
- (8) Board of Trustees of the Galveston Wharves
- (9) Alabama State Port Authority, Mobile, Alabama
- (10) South Louisiana Port Commission, LaPlace, Louisiana
- (11) Brownsville Navigation District of Cameron County, Texas
- (12) Port of Port Arthur Navigation District of Jefferson County, Texas
- (13) Tampa Port Authority of Hillsborough County, Florida
- (14) Port of Corpus Christi Authority
- (15) Panama City Port Authority
- (16) Port of Pensacola
- (17) Port Freeport of Brazoria County, Texas
- (18) Board of Commissioners of the Jackson County Port Authority (Port of Pascagoula)
- (19) Manatee County Port Authority of Palmetto, Florida
- (20) St. Bernard Port, Harbor and Terminal District, Chalmette, LA
- (21) Port of West St. Mary, Franklin, LA
- (22) Port Fourchon, LA

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.

SHIPERS' REQUESTS AND COMPLAINTS: Shippers, or other users of the facilities and services of the members of said Conference, desiring to present requests or 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 upon the Chairman in advance of the meeting

Richert Self
Conference Chairman c/o
Lake Charles Harbor & Terminal District
1611 West Sallier Street
Lake Charles, LA 70601

SUBJECT: RULES AND JURISDICTION**JURISDICTION OF PORT FREEPORT**

(A) The Port Commission of Port Freeport, of Brazoria County, Texas, has jurisdiction over and control of navigable waters of Port Freeport.

(B) The Commissioners constitute the Pilot Commission for the appointment of and operations of Port Freeport Pilots. The Pilots, operating as the Brazos Pilots, are appointed by the Governor of Texas upon recommendation of the Pilot and Canal Commissioners (Port Freeport Commissioners). The Commissioners have designated the Chief Executive Officer as Chief Inspector of Pilots. Pilotage rates are uniform. The Pilots are under the supervision of the Commissioners.

(C) The Commissioners have jurisdiction over and control of the use of all facilities owned by Port Freeport and over any facilities operated by Port Freeport. All port property and port leases are subject to the terms, rates and conditions of Tariff No. 5, unless otherwise specified under separate contract.

(D) The Commissioners have the authority to regulate and fix charges for the use of such waterways and facilities.

GENERAL AUTHORITY

(A) Port Freeport, publisher of this tariff, is the official contractor for the loading and unloading of all cargo received at its terminals unless authorized by the Chief Executive Officer.

(B) The docks are for the handling of intracoastal, coastwise, intercoastal, import and export cargoes exclusively. Port Freeport reserves the right to control the loading and unloading of all freight handled on these facilities, and the rates to be charged. Port Freeport will perform themselves or through their authorized agents the loading and unloading of all freight at the rates named in this tariff. Subsequent handling of freight from a point of rest constitutes an additional handling subject to handling charges provided in this tariff for loading or unloading.

(C) All users of these facilities must comply with this tariff and no user of these facilities will be permitted to deviate from the rates, rules and regulations herein prescribed unless specifically authorized by the Chief Executive Officer.

CARGO STATEMENTS

All vessels, their owners and agents shall, within five days after date of sailing of any such vessel, report to Port Freeport all cargo loaded and unloaded at all locations within Port Freeport. Such reports to show units, dimensions of units, packages, commodities, tonnage, cubic meters, and origin and destination. Any other data required for proper statistical information may be requested by the Chief Executive Officer.

Failure to file certified copies of manifests within the time specified shall constitute, in opinion of Port Freeport, cause for suspension of credit or other privileges of the vessel, until such failure is remedied.

RECORDS ACCESS

Upon request by Port Freeport, vessels, their owners, agents, masters, stevedores and all other users of the Port facilities shall produce manifests of cargo, delivery orders, dock receipts, interchanges, reports and/or other documents as required. The purpose of said requests shall be for the purpose of ascertaining the accuracy of the manifests in order to verify the proper charges are paid under this tariff or other written agreement between the parties. Said documentation shall be provided to Port Freeport following forty-eight (48) hours after request. Failure to provide accurate records (i.e. dimensions, weights, manifest, etc.), particularly those used for billing purposes by Port Freeport, may be a violation of Chapter 37 of the Texas Penal Code and federal law and may be reported to the proper authorities by Port Freeport.

DELINQUENT LIST

Port Freeport reserves the right at any time or times and without notice to deny the use of its facilities to any user who or which is delinquent in payment of its accounts for more than thirty (30) days; such denial may be continued until such accounts are fully paid up and in current status.

APPLICATION

(A) The Rates, Rules and Regulations contained in this Tariff shall apply equally to all users of the waterways and facilities of Port Freeport and shall apply on all traffic on the waterways and facilities from the effective date shown in this Tariff and on all amendments thereto.

(B) Amendments shall be issued to cover needed changes in this Tariff. However, this Tariff is subject to change at the discretion of the Port Commission.

(C) The use of the waterways and facilities under the jurisdiction of Port Freeport shall constitute consent to the terms and conditions of this Tariff and evidences an agreement on the part of all vessels owners.

(D) This tariff is made available to the public and is accessible on the Port Freeport website, at www.portfreeport.com, pursuant to the Shipping Act of 1984, as amended, and 46 C.F.R. Section 525.2, and by hard copy upon request to Port Freeport.

SUBJECT: ABBREVIATIONS

¢	Cents
\$	Dollar
%	Percent
(A)	Addition
(C)	Change in wording which results in neither an increase or reduction in rates
(I)	Increase
(N)	New item
(R)	Reduction
Cu. Ft	Cubic feet
cwt	Hundred-pound weight
FMC	Federal Maritime Commission
FTZ	Foreign Trade Zone
GRT	Gross registered ton
ISO	International Standardization Organization
KG	Kilogram
Lbs.	Pounds
LOA	Length-over-all
MBF	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

SUBJECT: DEFINITIONS
AGENT OR VESSEL AGENT

Any party who acts on behalf of another party, including but not limited to the party or entity, who submits the application for a vessel's berth.

ARRIVAL AT BERTH

The time at which an incoming vessel moors to her berth calculated from the time the last line is secured.

BERTH

The water area at the edge of a wharf, including mooring facilities, used by a vessel while docked.

BERTH SPACE

The area within Port Freeport's facilities designated or allotted by Port Freeport for use for the receipt and accommodation of freight for export pending arrival of the vessel to which such freight is consigned and for the receipt and accommodation of import freight pending delivery or tender of delivery by the steamship company to the owner or consignor thereof.

BONDED STORAGE

Storage accomplished under bond payable to the United States Treasury Department until cleared for entry by the United States Customs.

BUNKERS

Any marine fuel, ie., IFO, MDO, MGO, or LNG to be delivered to an oceangoing vessel by means of bunker barge, tanker or tank truck.

CAPTAIN OF THE PORT (COTP)

Captain of the Port (COTP) means the officer of the Coast Guard, under the command of a District Commander, so designated by the Commandant for the purpose of giving immediate direction to Coast Guard law enforcement activities within an assigned area.

CARGO

Any commodity (dry bulk, liquid bulk, breakbulk, autos, machinery, equipment, baled, palletized, bagged, containerized, crated, etc.) imported, exported, domestic or stored at the Port facilities carried by vessel, truck, rail or barge.

CHASSIS

A wheel assembly constructed to accept mounting of containers and equipment with a device for coupling to a self-powered tractor for movement.

CHECKING

The service of counting and checking cargo against appropriate documents for the account of the cargo or the vessel, or other person requesting the same.

CONTAINER

A standard ISO seagoing container 20 feet in length or over.

COST PLUS

Any operation not covered by Port Freeport Tariff will be performed on a cost plus 20% supervision basis.

DAY

A consecutive 24-hour period or fraction thereof.

DOCKAGE

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

FEDERAL MARITIME COMMISSION (FMC)

Agency, which administers various federal statutes regarding ocean shipping, ports and marine terminals.

FEU

(Forty-foot Equivalent Unit) is an inexact unit of cargo capacity often used to describe the capacity of container ships and container terminals.

FOREIGN TRADE ZONE (FTZ)

Designated areas, approved by the Federal government, considered outside the Customs territory of the United States. An isolated policed area adjacent to a port of entry (as a seaport or airport) where foreign goods may be unloaded for immediate transshipment or stored, repacked, sorted, mixed, or otherwise manipulated without being subject to import duties.

FREE TIME

The specified period during which cargo may occupy space as directed by the Chief Executive Officer, or their designee on terminal property free of terminal storage charges.

HANDLING

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

HAZARDOUS MATERIAL (HAZMAT)

Any of a list of materials, compiled by the Federal government and considered to be health/safety hazards.

HOLIDAYS

New Year's Day	January 1
Martin Luther King Jr.'s Birthday	3 rd Monday in January
President's Day	3 rd Monday in February
Good Friday	Friday before Easter Sunday
Memorial Day	Last Monday in May
Independence Day	July 4
Labor Day	1 st Monday in September
Columbus Day	2 nd Monday in October
Veteran's Day	November 11
Thanksgiving	4 th Thursday in November and 4 th Friday in November
Christmas	December 24 th & 25 th

- A) On holidays observed by ILA, all Loading/Unloading will be performed at overtime rates.
- B) No work shall be performed on Labor Day or Christmas Day unless agreed otherwise.
- C) When scheduled holidays fall on Saturdays, the previous Friday will be recognized as the holiday and when the scheduled holiday falls on Sunday, Monday will be recognized as the holiday.

LINER SERVICE

Vessels making regularly scheduled calls for the receipt and delivery of cargo and/or passengers at Port Freeport.

LEASE

A contractual agreement wherein Port Freeport is referred to as landlord, and Port user is referred to as tenant. Terms of agreement may supersede some terms of the prevailing tariff.

LOADING OR UNLOADING

The service, whether provided by the Port or 3rd party, of loading or unloading cargo between any place on the terminal and railroad cars, trucks, or any other means of land conveyance to or from the terminal facility.

LO/LO

This abbreviation stands for Lift-on/Lift-off. Cargo or containers are lifted onto or off a vessel by crane.

MANIFEST

An itemized list of all cargo loaded or unloaded from a vessel.

MARGINAL TRACKS

Railroad tracks on the wharf apron within reach of ship's tackle.

OVER DIMENSIONAL, OVERWEIGHT CARGO

Cargo that measures over sixty-feet in length, or over twenty-feet in width, or over twenty-feet in height or weighs in excess of seventy thousand pounds.

PALLETS

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 forklift trucks and without damage to the cargo.

PASSENGER VEHICLE

A motor vehicle used to transport persons and designed to accommodate 10 or fewer passengers, including the operator.

POINT OF REST

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

PROJECT CARGO

A project, consisting of separate and differing items, various lengths, widths, and weights, or not otherwise specified (NOS); to be stored, loaded, discharged over various time period.

RO/RO

The abbreviation stands for roll-on/roll off. Self-propelled or not self-propelled cargo that is rolled onto a vessel as opposed to being lifted onboard using cranes.

SHED HIRE

A charge assessed against a vessel for providing a wharf shed for assembling and distributing cargo.

SHIP SIDE

The location of cargo within reach of ship's tackle or in berth space, in accordance with the customs and practices of this port.

STEVEDORES

Companies which employ labor and provide equipment and contract with vessels for handling of cargo on vessels and at waterside.

STRIPPING CONTAINERS

Unloading cargo from containers.

STUFFING CONTAINERS

Loading cargo into containers.

TARIFF

A publication issued by Port Freeport and filed with the Federal Maritime Commission, which sets up the definitions, rates, rules and regulations for the Port in general or for a particular function of the Port.

TERMINAL

Use of the word "terminal" in this tariff means the facilities of Port Freeport.

TERMINAL STORAGE

Port may, at its sole discretion, allow port Users to use areas in the port for the storage of cargo at a specified storage rate. Terminal storage may include providing warehouse, terminal, or off-site facilities for the storage of inbound or outbound cargo, including wharf storage, shipside storage, closed or covered storage, opened or ground storage, and bonded storage, after storage arrangements have been made.

TERMINAL USE FEE

A fee assessed for the use of any Port owned property and facilities for the movement within or loading or unloading of cargo to or from any means of conveyance.

TEU

(Twenty-foot Equivalent Unit) is an inexact unit of cargo capacity often used to describe the capacity of container ships and container terminals.

TON

Subject to a specific exception, the term "ton" as used in the tariff, refers to a U.S. short ton of a unit weight of 2,000 pounds.

TRAFFIC INTRACOASTAL TRAFFIC: All traffic between interior points served by canals and rivers within the state of Texas. (Including intra-ports)

A) **COASTWISE TRAFFIC:** All traffic between any two ports of the United States.

B) **INTERCOASTAL TRAFFIC:** All traffic between Atlantic and Gulf ports of the United States and the West Coast of the United States.

C) **IMPORT TRAFFIC:** All traffic moving from any foreign ports to the continental United States.

D) **EXPORT TRAFFIC:** All traffic moving from the continental United States to foreign ports.

TRANSIT SHED

A covered area designated for short term use in cargo operations – to/from vessel, and/or truck, and/or railroad car.

TRANSSHIPPED CARGO

Cargo landed from a vessel and reloaded on a second vessel without being removed from the wharves. Transshipped cargo may move into warehouses and/or open storage areas provided it remains in-bond. Tariff rates will be used for storage or handling where applicable.

UNITIZED

The term "unitized" when applicable in this tariff in connection with loading and unloading, means shipments of commodities, either pre-palletized, skidded, crated, boxed, or packaged to permit free access of forklift trucks.

USER

A user of the facilities owned, leased, and/or controlled by Port Freeport shall include any vessel or person using any Port of Freeport properties, facilities, or equipment, or to whom or for whom, any service, work, or labor is furnished, performed, done, or made available by Port Freeport, or any person owning or having custody of cargo moving over such facilities.

VESSEL

Every description of watercraft or other artificial conveyance, 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.

WHARF

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

WHARFAGE

A charge assessed against the cargo or vessel on all cargo passing or conveyed over, onto, or under wharves or between vessels (to or from barge, lighter, or water) when berthed at wharfs 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.

SUBJECT: WATERWAY REGULATIONS**ITEM 305⁽¹⁾****DISPOSAL OF OILY RESIDUE AND WASTE**

Issued: September 1, 2015

Effective: May 1, 2019

Annex V of the International Convention for the Prevention of Pollution from Ships (MARPOL) and the United States Coast Guard's Implementing Regulations (33 CFR parts 151 158) require that reception facilities be available for those vessels which have indicated to Port Freeport in advance, the need to dispose of ship generated refuse.

Vessel owner, disponent owner or their agent will obtain, a company acceptable to the United States Coast Guard to provide these services and shall contact Port Freeport's operations department for an approved list of vendors.

It is the responsibility of the vessel to provide ships agent(s) a minimum of seventy-two (72) hours advance notice, the amount of refuse that will be discharged upon vessel arrival. \$.20 per barrel with \$100.00 minimum fee per vessel shall apply.

ITEM 310**BALLAST, RUBBISH, TRASH**

Issued: December 18, 2003

Effective: November 1, 2017

It is strictly prohibited to throw or discharge ballast, rubbish, gray water, sludge, dunnage, ashes or anything into the waterways. Applicant will be in compliance at all times with applicable federal, state and local laws and regulations and international treaties and conventions related to safety and environmental protection of the marine environment, including, but not limited to, federal, state and local regulations regarding the discharge of ballast water. Any tools, materials, equipment, dropped over the side, are to be reported. Vessels requiring ballast disposal service shall make necessary arrangements with the Director of Operations.

Priority of berth space for such operations shall be solely at the discretion of the Director of Operations. Should any vessel, its owners or agents, stevedore, or other user of the facilities abandon any drums, boxes or other containers of cargo upon Port Freeport property and not remove same therefrom within 48 hours after notification by Port Freeport of the location of such items, same will be removed by Port Freeport, its employees or contractors, and the cost of such removal plus twenty percent shall be billed to the vessel, its owners or agents, stevedore or freight handler or other user of the facilities which shall be deemed by its failure to remove same to have agreed to the payment for same.

ITEM 315

SIGNS

Issued: December 30, 1993
Effective: November 1, 2017

Painting or erecting signs on Port Freeport structures is prohibited. Signs may be erected on Port Freeport structures or property only after submission to the Chief Executive Officer or their designee of design, materials, fastenings, and method of erection, and upon written permission from the Chief Executive Officer or their designee.

ITEM 320

SPEED LIMIT

Issued: December 30, 1993
Effective: May 1, 2019

In combination with the authority bestowed by the State of Texas; whereby the control and operation of all types of vessels using the harbors, turning basins, navigable channels and waterways within this district, and regulations promulgated by the Secretary of the Army, this tariff adopts these operational rules governing vessel speeds.

- (A) Every vessel shall at all times proceed at a safe speed so that it can avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.
- (B) Every vessel shall reduce its speed sufficiently to prevent any damage when approaching another vessel in motion or tied up, a wharf or other structure, or any other manner of structures or improvements likely to be damaged by collision, suction, or wave action.
- (C) Vessels may not exceed a safe maneuvering and steerage speed and will not create any unusual wake.
- (D) Vessels and their operators shall be liable for damage or injuries caused by excessive operating speeds or wakes.

ITEM 325

COLLISIONS

Issued: December 30, 1993
Effective: May 1, 2019

In the event of collision between any craft or vessel with another craft or vessel, or between a craft or vessel and any wharf, dock, pier, bridge system, a written report shall be submitted to the Chief Executive Officer, Port of Freeport," by the pilot and the master, owner, agent or operator of said dock facility," and such report shall be filed within 24 hours of the time of the collision.

Any vessel or craft, proceeding to sea after a collision or accident, shall mail, through its master, from its next port of call, a report on such occurrence. The pilots are to report details of grounding, collisions, accidents and incidents of interest to the Chief Executive Officer or their designee.

ITEM 330^(I)**BERTH APPLICATIONS AND ARRANGEMENTS (*)**

Issued: September 1, 2015
Effective: May 1, 2019

All vessels, or their agents, charterers or owners, desiring a berth at the wharves of Port Freeport shall make application for such berth on prescribed forms, such to show date of arrival, departure, and type and quantity of cargo to be handled and other information needed. All such applications to be filed with the Director of Operations, at least (72) hours prior to vessel arrival.

As a part of its application for berth, the vessel, its owners or agents, shall advise Port Freeport 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.

Any damage caused by the vessel to the wharf or any installation or equipment which is the property of Port Freeport, whether it be through incompetence or carelessness on the part of the pilot or officer of the ship carrying out operations or for any other reason, shall be the responsibility of the master and of the owners of the ship causing the damage. Port Freeport shall be able to detain the ship until it has received a satisfactory guarantee for the amount of the damage caused or a reasonable estimate thereof.

The signed application and berth assignment form shall constitute a contract, subject to the rates, rules, and regulations, and provisions contained in this tariff between Port Freeport and the vessel, her agents, charterers, and owners.

Berth availability shall be at the sole discretion of the Director of Operations or their designee and is subject to change. Whenever other vessels are waiting to load or unload cargo and there is the need for the vessel already in berth to work overtime to minimize further delay, such vessels, their agents, charterers, and owners will work overtime at their own expense when requested to do so by the Director of Operations.

Any vessel, her agents, charterers, and owners refusing to work overtime at her agents, charterers and owners' expense shall at their expense vacate the berth on order of the Director of Operations. The berth shall then be assigned to the next waiting vessel in turn whose agents, charterers, and owners are 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 ahead of other waiting vessels when willing to work on overtime or when there is no further need for overtime work.

Any vessel having completed loading and unloading cargo shall on request of the Director of Operations vacate the berth immediately.

Any vessel, her agents, charterers, and owners failing to timely vacate its berth when so ordered, shall be subject to payment of additional dockage charges at the rate of \$800.00 per hour or fraction thereof.

Assessment of the additional dockage charge shall not affect the right of Port Freeport to remove such vessel at cost, risk, and expense of her agent, charterer, and owner.

Port Freeport at its sole discretion may deny the right to moor a vessel and may order a vessel to vacate its berth at Port Freeport docks when Port Freeport deems it necessary for reasons of safety, security and/or other operational considerations.

SOVEREIGN IMMUNITY

To the extent Owner or Operator of vessel (“LINE”) has or hereafter may acquire any immunity from jurisdiction of any court or from any legal process, LINE hereby waives such immunity and agrees not to assert, by way of motion, defense or otherwise, in any suit, action or proceeding, the defense or claim of sovereign immunity or any claim that LINE, its vessel or cargo is not personally subject to the jurisdiction of the applicable Courts by reason of sovereign immunity or otherwise, or that LINE, vessel or cargo is immune from any legal process (whether through service of notice, attachment or arrest prior to judgment, attachment in aid of execution, or otherwise) with respect to itself or its property, or that the suit, action or proceeding is brought in an inconvenient forum, or that the venue of the suit, action or proceeding is improper, or that this Tariff may not be enforced in or by such courts.

SUBJECT: REGULATIONS ON USE OF FACILITIES**ITEM 335^(I)****BUNKERS AND BUNKERING**

Issued: September 1, 2015

Effective: May 1, 2019

(A) When bunkers are pumped from barge or tank truck to vessel, a charge of \$0.18 per barrel will be assessed. Dockage will not be charged on the bunker barge. A minimum charge of \$30.00 will be assessed on tank trucks.

(B) This charge shall not apply to liquefied natural gas facilities that will be supplied with or that will supply liquefied natural gas as bunker fuel by United States flag vessels.

(C) To comply with U.S. Coast Guard Regulations, advance notification of vessel to vessel transfers (for vessels with a capacity of 250 barrels or more) including transfers between vessels at a dock or pier, are to be reported by the lightering or bunkering vessel, and such vessel must submit a four (4) hour advance notification to the Coast Guard, Marine Safety Office by telephone at (979), via facsimile at (979) 766-3689 or by radio over VHF-FM Channel 83.

ITEM 340^(I)**CLEANLINESS OF PREMISES**

Issued: September 1, 2015

Effective: May 1, 2019

(A) Steamship agents and operators and other users of the wharves, sheds and other property of Port Freeport shall be held responsible for cleaning of the property which they have been allowed to use or assigned or leased to them, including adjacent aprons and gutter, as directed by the Director of Operations.

(B) If such user does not properly clean the wharf or property he has been using, the Director of the Operations Department shall order the property cleaned and bill the user responsible:

- 1) An assessment of \$131.00 per each 1,000 cargo tons, or
- 2) Cleanup cost-plus twenty percent (20%) whichever is greater, or
- 3) \$190.00 minimum

ITEM 345

SAFETY

Issued: July 27, 2006

Effective: May 1, 2019

GENERAL SAFETY

(A) Users shall comply with all safety standards and accident prevention regulations promulgated by federal, state or local authorities having jurisdiction, including Port Freeport, and shall at all times conduct all operations in a manner to avoid the risk of bodily harm to any persons and the risk of damage to any property, equipment or material. Users shall continuously inspect all work, materials and equipment to discover and determine any conditions, which might involve such risks and shall be solely responsible for discovery, determination and correction of any such conditions and shall continue to be responsible until all work is completed.

(B) Users are responsible for actions of omissions or commission by its representatives, personnel, agents, contractors and vendors and their respective employees and shall be liable and shall promptly remedy damage or loss to property as a result of such acts. Users shall be fully responsible for the safety and health protection of its representatives, employees, agents, contractors, vendors and their respective employees and visitors it brings on site.

(C) Users shall conduct a site safety orientation for new hires and a regular periodic training meeting for employees or personnel working on or using Port Freeport's facilities. Port Freeport has the right to monitor such meetings. Further, Users shall provide suitable training about, but not be limited to, safe work practices, safety policies and rules, personal protective equipment requirements and hazardous materials. Contractors and vendors shall provide specialized training to personnel engaged in risky and non-routine tasks.

(D) Users' employees, agents, contractors and visitors are required to wear appropriate personal protective equipment per safety rules and regulations.

(E) Users shall designate a "Safety Representative" on-site that is responsible for the administration of its safety program. The Safety Representative shall have the necessary ability, knowledge and training in safety practices to maintain a safe work environment. The name and contact information for the Safety Representative shall be provided to Port Freeport Security (979) 373-5900.

(F) Safety Representatives shall successfully complete the Port Safety Officer orientation program, which is provided by Port Freeport.

(G) The Safety Representatives shall attend all Tenant Safety meetings.

(H) Users shall upon request provide Port Freeport with a copy of its Safety Plan (i.e. safety policy and safety procedures). All such 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 designated actions the Port Users' employees must take to ensure safety during a fire or other emergency incident.

(I) All accidents or damage on Port Freeport's property are to be reported to Port Freeport Security (979) 373-5900 immediately upon occurrence. Port Freeport Safety is to be provided with a written accident investigation report about all a) accidents resulting in fatality, lost time, when personnel are hospitalized as a result of a single incident or b) any damage to Port Freeport equipment or property; or c) any damage greater than \$1,000.00 to non-Port Freeport equipment or property damage occurs within ten (10) days of the day of the accident. If the investigation goes beyond 10-days, the User shall submit a written update to Port Freeport each Friday by noon until the accident investigation is completed. Port Freeport reserves the right to conduct an independent investigation. If the incident occurred on Port Freeport property, Port Freeport Protective Services shall be granted access to the area, to the extent permitted by law.

(J) The Safety requirements set out herein are only minimum requirements and the User should take all precautions necessary to prevent bodily injury or property damage. In the event Port Freeport observes any unsafe practice, it may stop the User's work. Port Freeport does not assume Users responsibility for the safety and health of its personnel and the discovery and/or elimination of hazards, which could possibly cause accidents or damage. Users agree to indemnify and hold harmless Port Freeport from and against all losses, claims, demands and suits for damages including court costs and attorney fees resulting from or relating to that Users' compliance or failure to comply with this Item 345.

(K) Users are obligated to contractually bind its Contractors, representatives, vendors, suppliers, agents and their respective employees to the provisions set forth in this Item 345 as well as all applicable provisions set forth in this Subcontract.

(L) Port Freeports reserves the right to conduct safety inspections of Port Freeport tenants to assure the tenants are following the safety requirements within this Tariff.

(M) Port Freeport reserves the right to inform the United States Coast Guard or appropriate agency 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.

(N) All safety training, safety inspections, and safety meetings shall be documented and maintained per applicable laws and regulations.

(O) Any User of Port facilities or property may be required to appear before the Port Commission regarding any safety incident or safety record as a condition to maintain a Port Freeport issued license or permit or to continue use of Port Freeport facilities and property.

CORRECTIVE ACTIONS

Port Freeport may issue a Notice of Safety Violation for any violation to the safety requirements within this document. Additionally, Port Freeport may impose corrective actions, including but not limited to suspension of port entry rights, stop work, and/or revoke Port Freeport issued licenses/permits. In the event of revocation of license or permit, the User will be permitted an opportunity to present to the Port Commissioners why such license or permit should not be revoked.

If a Notice of Safety Violation is issued, a copy of the Notice of Safety Violation shall be given to the individual and their employer. Any Notice of Safety Violation may be appealed to the Director of Protective Services, within 30 days of the date it is given to the individual. In such appeal, the individual shall have the right to present any materials or statements pertinent to the matter at hand.

VEHICLE SAFETY

(A) All persons shall comply with all posted speed limits and traffic signs while operating any motorized vehicle on Port Freeport property.

(B) Any person operating a commercial vehicle on Port Freeport property, which has had prior or shall have a subsequent operation on public roads, shall have a valid commercial driver's license in effect at all times during the operation of such vehicle. Any person operating a motorized vehicle on Port Freeport property shall have a valid state driver's license in effect at all times during the operation of such vehicle.

(C) Handheld smart devices for any purpose other than navigational aids or use by emergency personnel operating in their official capacities is prohibited while operating a motorized vehicle on Port Freeport property.

ITEM 350**DAMAGE TO PROPERTY OF PORT FREEPORT**

Issued: December 1, 1994

Effective: May 1, 2019

Users of the facilities of Port Freeport shall be held responsible for all damage to the property of Port Freeport occasioned by them, and any such damage shall be responsible for such damage billed against the user responsible for such damage at cost plus twenty percent (20%). For limits of liability on Port Freeport, see Sub rule 81, Item 495.

Any damage to Port Freeport property shall be immediately reported to Port Freeport Security and/or Operations.

ITEM 355**DAMAGE OR LOSS AND LIABILITY (*)**

Issued: April 26, 2007

Effective: November 1, 2017

Except as may be caused by its own negligence, but without waiving any of Port Freeport's legal rights to immunity, Port Freeport shall neither be responsible for injury to, or loss of, any cargo being loaded or unloaded at its public wharves; nor any delays, injury to, or loss of, cargo on its wharves or in its sheds, by fire, leakage, or fire protection devices; acts of terrorism, storms or hurricanes; nor collapse of building, wharves, floors, or foundations; nor breakage of pipes; nor loss or injury caused by rats, mice, weevils, moths, animals, birds, insects; neither frost nor the elements; nor any delay, loss or damage arising from combination of strikes, tumult, insurrections, or acts of God, or force majeure.

Liability for loss or damage as a result of switching operations on the leased tracks of Port Freeport is set forth in contract between Port Freeport and Union Pacific Railroad.

Any loss or damage which may be caused by the acts of Port Freeport employees or equipment, shall be agreed upon in writing at the place and time of the loss or damage, and in no event will any claim whatsoever be accepted for such damage unless the claim is made within 30 days of the occurrence.

Except as may be caused by the acts of Port Freeport's own negligence, but without waiving any of Port Freeport's legal right to immunity, users agree to indemnify and save harmless Port Freeport from and against all losses, claims, demands, and suits for damages, including death and personal injury, and including court costs and attorney's fees, incident to, or resulting from their operations on the property of Port Freeport and the use of its facilities.

In the event suit should be brought by or against Port Freeport in a court of competent jurisdiction to collect any monies due, enforce any provision or remedy any default under this tariff by User or Users of the public facilities of Port Freeport, which suit results in a final judgment, then the prevailing party shall be entitled to recover of and from the non-prevailing party, in addition to the usual court costs, reasonable attorney's fees. For limits of liability on Port Freeport, see Sub rule 81, item 495.

ITEM 365

FIRE PREVENTION

Issued: December 30, 1993
Effective: November 1, 2017

(A) Smoking and open flames: It is unlawful to smoke, weld or have open flames in the sheds or within 50' of the piers.

(B) Vehicle Parking: Automobiles, trucks, trailers or other motor vehicles shall not park on the waterfront facilities, or in sheds except while waiting to load or discharge cargo, ship supplies, or passengers when attended by a driver, or when handled or stored as cargo, or when parked in a designated area.

(C) Refueling on docks or piers: It is unlawful to refuel vehicles, automobiles or other vehicular cargo within 50' of sheds or pier. Exception: Mobile cranes working cargo are allowed to be refueled alongside the wharves by a fuel vehicle in compliance with 2017 NFPA 385 and 2015 International Fire Code 5706.6. Additionally, the fuel vehicle must be in compliance with all Department of Transportation and City of Freeport standards.

ITEM 370

FUMIGATION REQUIREMENTS

Issued: December 30, 1993
Effective: November 1, 2017

All commodities bagged or packaged that are subject to insect/pest infestation, which remain in transit sheds for a period of 45 days, or show signs of infestation before 45 days, must be fumigated immediately and each 45-day period thereafter as long as the cargo remains in the transit sheds.

Fumigation expense will be for the account of the cargo owner, shipper, consignee, or whoever has care custody, and control of the cargo. If fumigation is not performed as required, Port Freeport reserves the right to fumigate such commodities and bill the cargo owner, shipper consignee or whoever has care custody and control of the cargo.

ITEM 375

HANDLING of HAZARDOUS COMMODITIES

Issued: December 30, 1993

Effective: November 1, 2017

Shipments of articles classified as explosive or dangerous in applicable regulations of the Department of Transportation will be permitted only upon full compliance with such regulations by shippers, their agents, and the agencies of transportation. Conformance shall be made also to such further rules or regulations as may be issued by other state, federal or municipal authorities.

For the protection and safety of Port Freeport, users of its facilities, and the general public, rights are reserved to issue such directives or regulations as may be deemed necessary by Port Freeport to insure safe handling, stowing, loading, discharging, or transportation of explosives or dangerous articles within the confines of Port Freeport facilities or waterfront. Notification is required prior to the tender of explosives or dangerous articles.

The master, agent, or person in charge of any domestic or foreign vessel which is inbound into the jurisdiction of Port Freeport, which has on board any hazardous commodities so classified in applicable regulations of the Department of Transportation, shall submit a listing of the weight of such commodity, its label and the location at which it is stowed within the vessel to a representative of Port Freeport upon arrival at the wharf.

Port Freeport may refuse the use of its facilities or waterfront for the handling, stowing, loading, discharging or transportation of such explosives or dangerous articles, which are considered by the Chief Executive Officer as offering undue risk or exposure to such risk.

ITEM 380

INSURANCE (*)

Issued: April 15, 2004

Effective: November 1, 2017

(A) All vehicles entering Port premises may be required to show proof of automobile liability insurance as required by the State of Texas. Vehicles not in possession of proof of insurance will not be permitted to enter Port premises until proof of insurance coverage is produced.

State of Texas minimum auto insurance requirement:

- \$30,000 in bodily injury coverage per person
- \$60,000 in bodily injury coverage total per incident
- \$25,000 in property damage coverage per incident

(B) Steamship agencies and subcontractors working for them, stevedoring companies and subcontractors working for them, doing business on or in connection with the facilities of Port Freeport shall keep in full force and effect, the following coverage. The coverage designated by an asterisk (*) must name Port Freeport as an additional Insured and must contain a subrogation waiver in favor of Port Freeport.

*1. General Liability insurance covering claims for personal injury, death and property damage and its operations to be carried out upon or in connection with the public facilities of Port Freeport. The limits of

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general liability shall not be less than a combined single limit of \$1,000,000 per occurrence, subject to a \$2,000,000 general aggregate limit, and providing a deductible not to exceed \$25,000.

*2. Automobile liability, including coverage for all owned, non-owned and hired vehicles, with a minimum combined bodily injury and property damage limits of \$1,000,000.

3. Workers' Compensation Coverage (with U.S. Longshoremen and Harbor Workers Act coverage if workers are working aboard a vessel and/or performing Longshore duties) at statutory limits.

*4. Employer's liability insurance with limits of no less than \$1,000,000.

*5. Umbrella or Excess Liability insurance with limits of \$5,000,000 per occurrence and annual aggregate, except automobile liability, which is not subject to an aggregate, to apply in excess of insurance provided for in items (B)1, (B)2 and (B)4 above.

The Policy or Policies shall be endorsed to provide that thirty (30) days prior written notice shall be given to the Board of Commissioners of Port Freeport in the event of cancellation or material changes in the policy. Such insurance should be placed in a company or companies having a current Best's General Policyholders Rating of A+ or A or their equivalents, and a copy of the Policy or Policies of Insurance, or Certificate or Certificates of Insurance shall be delivered to the Board of Commissioners of Port Freeport. Certificate or Certificates of Insurance so furnished shall certify that the Policy or Policies comply with the requirements of this item. Port Freeport reserves the right to change established minimum coverage limits for special situations.

(C) All others (contractors, subcontractors, suppliers and services, etc.) working for Port Freeport shall have and keep in effect the insurance coverage designated by an asterisk (*) must name Port Freeport as an additional Insured, and with a subrogation waiver in favor of Port Freeport.

*1. General Liability insurance covering claims for personal injury, death and property damage and its operations to be carried out upon or in connection with the public facilities of Port Freeport. The limits of general liability shall not be less than a combined single limit of \$1,000,000 per occurrence, subject to a \$2,000,000 general aggregate limit, and providing a deductible not to exceed \$25,000.

*2. Automobile liability, including coverage for all owned, non-owned and hired vehicles, with a minimum combined bodily injury and property damage limits of \$1,000,000.

3. Workers' Compensation Coverage (with U.S. Longshoremen and Harbor Workers Act coverage if workers are working aboard a vessel and/or performing Longshore duties) at statutory limits. Employer's liability insurance with limits of no less than \$1,000,000.

The Policy or Policies shall be endorsed to provide that thirty (30) days prior written notice shall be given to the Board of Commissioners of Port Freeport in the event of cancellation or material changes in the policy. Such insurance should be placed in a company or companies having a current Best's General Policyholders Rating of A+ or A or their equivalents, and a copy of the Policy or Policies of Insurance, or Certificate or Certificates of Insurance shall be delivered to the Board of Commissioners of Port Freeport. Certificate or Certificates of Insurance so furnished shall certify that the Policy or Policies comply with the requirements of this item. Port Freeport reserves the right to change established minimum coverage limits for special situations.

(D) Certificates of insurance evidencing that all of the listed coverages are in force and effect must be provided directly by the issuing company or its agent. Evidence must be provided showing that the agent is licensed in Texas. Liability policies must provide for deductible rather than retention.

ITEM 385(I)**PORT SECURITY MEASURES**

Issued: September 1, 2015

Effective: October 1, 2020

(A) Port Freeport may, from time to time, implement and enforce such security measures, procedures, policies and regulations, and furnish and maintain such services and devices for the protection of persons and property on or about the channels, waterways, docks, slips and other facilities and improvements owned, operated or controlled by the Port as the Port deems reasonably necessary, including specifically, and without limitation, those required by 33 CFR section 105, as amended, and other applicable federal, state and local laws and regulations regarding maritime security (“Port Security Measures”). The Port may institute tariffs to cover the cost of Port Security Measures to be paid by the Users who shall be liable for such charges as set out in the tariff.

(B) Users and its agents, employees, contractors and invitees shall comply with any and all Port Security Measures in effect or as levied from time to time by the Port. Should any of these parties cause the Port to be levied a fine due to act or omission, physically or verbally, of agents, employees, contractors or invitees, User shall be responsible for such fine plus a ten percent (10%) administration fee.

(C) Any and all Port Security Measures are for the protection of the channels, waterways, Port properties and the terminal in general.

(1) In the event that User requires additional unarmed security on Port Freeport property, User shall utilize a state licensed security firm of their choice or the Port can provide these services at the tariff rate.

(2) In the event that User requires additional armed security on Port Freeport property restricted area, User shall coordinate additional security through Port Freeport’s Protective Services. Non-Port Freeport armed security services may be used with the approval of the Port.

(3) Additional security measures may also include patrol, which consist of land-based or water- based patrols in a specific area or around a specific vessel. Non-Port Freeport security patrol services may be used with the approval of the Port outside the restricted area and Port Freeport harbor security zones. Additional security measures may also include canine detection capabilities for narcotics, explosives, and firearm on Port Freeport owned or leased property.

(4) User shall be responsible for arranging additional security at User’s sole cost and expense.

(5) Under no circumstances shall the Port be responsible for or liable to User or any other person, for losses due to destruction, theft or burglary or vandalism of its cargo or property.

(6) Additional security function(s) provided by the Port will be charged at the rate of:

- Unarmed Security if requested will be at cost + 20%.
- Armed Security, if requested will be at cost plus twenty percent (20%).
- Waterside Patrol (dedicated to specific task, area, or vessel): \$257.50 per hour (4 hour minimum).

- Special Services - Port Freeport is prepared to offer armed patrol, waterside armed patrol and/or armed anchorage escort services on a case by case basis, the cost to be determined based on circumstances and no less than cost plus twenty percent (20%).

(D) Port Freeport right to deny or revoke access: Port Freeport reserves the right to deny or revoke access to Port Freeport property for any security or safety reason as determined solely and conclusively by Port Freeport.

(E) Individuals accessing the Port more than four (4) times per month for two (2) consecutive months shall obtain a Port Freeport identification card, which can be obtained at Port Freeport's Emergency Operation Center. Individuals must have a purpose of business within the Port prior to obtaining a Port Freeport identification card. Port Freeport identification cards are granted at the sole discretion of Port Freeport for a period determined by Port Freeport. The Port reserves the right to suspend or revoke a Port Freeport identification card at anytime.

(F) All security related incidents on Port Freeport property shall be reported to Port Freeport Security immediately under the conditions and timelines set forth in Tariff Item 345.

TWIC ESCORT REQUIREMENTS FOR INDIVIDUALS

Possessing a TWIC does not grant automatic access to Port Freeport's restricted area facilities. There must be a reason to be on property, and approval for access is required. U.S. Coast Guard regulations allow for certain non-TWIC holders to be escorted in restricted and secure areas as long as they have a reason to be on the property and are approved for access.

At Port Freeport, a Port Freeport Escort Credential is required in order to perform escort duties. An escort card may be issued according to current port procedures, which includes both the sponsoring company and Port Freeport approval along with the successful completion of the Port Freeport TWIC Escort training program. There is no charge for the training program if attended on a regularly scheduled day, but there is a fee for the Port Freeport Escort Credential. Reference Port Freeport Tariff Item 390 for fee amounts.

TWIC escorting privileges are granted at the sole discretion of Port Freeport for a period determined by Port Freeport. Additionally, Port Freeport reserves the right to deny granting escorting privileges or to suspend, revoke or deny renewal of escorting privileges previously granted to an individual, for any such reason as Port Freeport deems necessary including, but not limited to the following:

- Submittal by an employer or nominated applicant of false or misleading information.
- Failure to adhere to the policies, rules and regulations of Port Freeport or other applicable federal, state or local laws and regulations including but not limited to:
 - Any attempt to gain entry to Port Freeport's facilities or restricted areas within its facilities through fraud or deception;
 - Any attempt to bypass established entry points;
 - Use or attempted use of a credential issued to anyone other than the approved TWIC escort or loaning of an approved TWIC escort credential to another person;
 - Use or attempted use of a fraudulent credential;

- Failure to perform escorting duties in the manner prescribed by Port Freeport policy.
- Submittal by an approved TWIC escort of false or misleading information or refusing to cooperate in a security-related investigation.
- Conviction of an approved TWIC escort of any offense for which he/she would have initially been denied approval in accordance with the policies of Port Freeport.
- Failure to present a TWIC upon request or loss of TWIC privileges at any regulated port authority.
- An employer no longer meets the criteria under which its eligibility was initially established, or an approved TWIC escort leaves the employment of the company for which escorting privileges were approved.
- The loss of the original sponsor.
- Violation of Port Freeport safety and security policies.

SPONSORSHIP FOR A TWIC ESCORT COMPANY

TWIC escorts companies shall have a sponsor to operate within Port Freeport. Additionally, TWIC escorts companies shall complete an application for their TWIC Escort License. The TWIC Escort sponsor and license application forms may be obtained from the Port Freeport Emergency Operation Center.

There is no fee for sponsoring a contract TWIC escort company.

TWIC escorts companies shall pay an annual license and application fee to provide TWIC escorting services on Port Freeport property. Reference Tariff Item 390 for fee amounts. Port Freeport reserves the right to deny granting TWIC Escort License and privileges or to suspend, revoke or deny renewal of such escorting licenses and privileges previously granted to a company, for any such reason as Port Freeport deems necessary including, but not limited to the actions listed within the previous section of the Tariff.

New TWIC Escort License applications and renewals shall be presented to Port Freeport's Board of Commissioners for approval. If the license application does not get approved, 50% of the license and application fee will be refunded.

A TWIC escort company may be sponsored by multiple firms. There shall be a separate sponsor form for each sponsor, but only one application is necessary.

All individuals who provide TWIC escort services and are employed by a TWIC escort company shall complete an Individual TWIC Escort sponsor forms, which may be obtained at the Port Freeport Emergency Operation Center. These individuals shall successfully complete the Port Freeport provided TWIC Escort training program prior to being granted a Port Freeport Escort Credential. The TWIC Escort training course shall be provided on a regularly scheduled basis. Individuals may obtain the course schedule at Port Freeport's Emergency Operation Center. There is no fee for the regularly scheduled course. If needed, a TWIC escort company may request a class on a non-regularly scheduled day. Reference Tariff Item 390 for fee amounts.

The following Employers are eligible to sponsor a contract firm to provide TWIC Approved Escort services:

- (1) Tenants leasing land, buildings, or office space within the boundaries of Port Freeport.
- (2) Port Freeport.
- (3) Steamship Agents with vessels routinely calling on Port Freeport.

TWIC escorts companies shall not stage company equipment or escort vehicles on Port Freeport property unless:

- (1) The equipment and/or vehicles are staged on Port Freeport property leased/rented by the contract TWIC escort company. The rates for this property shall be at the going Tariff rate or an agreed upon contract rate.
- (2) The equipment and/or vehicles are staged on Port Freeport property leased/rented by the contract TWIC escort company's sponsor.

SPONSORSHIP FOR AN INDIVIDUAL TWIC ESCORT

All individuals not associated with a TWIC escort company that are applying for a Port Freeport Escort Credential shall have a sponsor. The Individual TWIC Escort sponsor forms may be obtained from the Port Freeport Emergency Operation Center. The User Company assumes the liability of penalties levied against Port Freeport as they relate to the failure of the respective escort to comply with escorting responsibilities mandated by applicable sections of the TWIC regulation. The following Employers are eligible to sponsor their employees for TWIC Approved Escort privileges:

- Tenants leasing land, buildings, or office space within the boundaries of Port Freeport.
- Steamship Agents with vessels routinely calling on Port Freeport.
- Companies who provide transportation for vessel crews, agents, or tenants.
- TWIC escort contractor companies contracted by Port Freeport or its tenants and clients to perform TWIC escort functions within the restricted areas.
- Employees of Port Freeport and its elected officials.
- Port Freeport Protective Services.
- Contractors or other invitees of Port Freeport, its tenants, or vessels who provide necessary, on- going services to facilities or vessels.

Individuals shall successfully complete the Port Freeport provided TWIC Escort training program prior to being granted a Port Freeport Escort Credential. The TWIC Escort training course shall be provided on a regularly scheduled basis. Individuals may obtain the course schedule at Port Freeport's Emergency Operation Center. There is no fee for the regularly scheduled course. If needed, a sponsoring company may request a class on a non-regularly scheduled day. Reference Tariff Item 390 for fee amounts.

Individuals who are granted a Port Freeport Escort Credential shall:

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- Possess and maintain a valid TWIC.
- Be sponsored by their employer as a TWIC escort within the Restricted Access areas.
- Be a direct employee of the sponsoring employer and may not be sponsored by more than one employer.
- Complete the training requirements listed in 33 CFR 105.215, as provided by the Port Freeport's Protective Services Department.
- Must possess a working cellular telephone while engaged in Approved Escort duties.
- Possess a valid Port Freeport identification. This identification shall be on the person at all times when on Port Freeport property.
- Possess a valid Port Freeport TWIC Escort credential. This credential shall be on the person at all times when on Port Freeport property.

TWIC ESCORT PROCESS

Users may choose any licensed TWIC escort service. Prior to entering a restricted or secure area, approved escorts shall check-in with security at the facility's access control point (i.e. gate or checkpoint). Security shall confirm that the approved escort possesses a current and valid Port Freeport identification card, Port Freeport TWIC Escort credentials, and TWIC identification card. The approved escort and the non-TWIC holders being escorted shall sign-out at the Facility Security Station upon their departure.

At the discretion of Port Freeport, Protective Services may review the credentials and identification cards listed above at any time within a restricted or secured area. Additionally, both the approved escort and the non-TWIC holders being escorted may have their vehicle screened at any time within a restricted or secured area.

Approved escorts may escort a maximum of:

- Five (5) stationary non-TWIC holders
- Two (2) non-TWIC holders in motion

For stationary non-TWIC holders, the approved escort shall stay within physical proximity of the non-TWIC holders that they are escorting. The non-TWIC holder shall stay within visual sight of the approved escort at all times.

Approved Escorts must possess a working cellular telephone while engaged in escorting duties in Restricted Areas and must immediately report loss of side-by-side contact with escorted individuals, or any suspicious activity engaged in by such escorted individuals, to the Port Freeport Gate 8 operations (979) 233-3565.

The approved escort shall not be relieved of custody or responsibility for escorted persons until the approved escort, and each of the non-TWIC holders being escorted by the Approved Escort have checked-out at the facility's access control point or been transferred to another approved escort. If transferred to another approved escort, there shall be physical evidence of this confirmation (ex. log, record, etc.).

ITEM 390(I)

PORT SECURITY FEES

Issued: September 1, 2015
Effective: October 1, 2020

In order to fulfill our 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, Port Freeport will assess a Port Security Fee as set forth herein. Such fee, in the amounts set forth below, shall be in addition to all other fees and charges due under this tariff:

Vessels (including, without limitation, barges):

Nine percent (9.27 %) of total dockage assessed per port call

Cargo:

Break-bulk \$0.21 per ton
Bulk Cargo (dry or liquid) 0.07 per ton
Containers \$4.12 per loaded container
Vehicles \$1.33 per unit

OTHER SECURITY RELATED FEES

Port Freeport will assess security related security fee as set forth herein. Fees listed below may be paid at Port Freeport's Emergency Operation Center. Such fee, in the amounts set forth below, shall be in addition to all other fees and charges due under this tariff:

Port Freeport Identification Card:

Initial Port Identification Card: \$27.00

Replacement Port Identification Card: \$54.00 Renewal Port Identification Card: \$16.00

Port Freeport TWIC Escort Credential:

Initial Port Credential: \$27.00

Replacement Port Credential: \$54.00 Renewal Port Credential: \$16.00

Parking Pass:

Dock Side Parking Pass: \$106.00/year; or \$6.00/day

TWIC Escorts:

TWIC Escort Company License: \$320.00/year initial; \$110.00/year renewal TWIC Escort Training on Non-Regularly Scheduled Day: \$54.00/student (includes cost of escort credential)

TRAFFIC VIOLATIONS

A written warning may be issued at the discretion of the security officer for any traffic violation (ex. speeding; failure to stop; striking a fixed object). For traffic offenses that have an increased safety risk, Port Freeport may also exercise its right to revoke the offender's Port Freeport access rights for a short period of time, but for more serious offenses, Port Freeport may also exercise its right to revoke the offender's Port Freeport access rights for a longer period of time.

For repeat offenders, Port Freeport may also exercise its right to revoke the offender's Port Freeport access right up to one (1) year or longer.

Licensed law enforcement officials may issue citation(s) and may detain and/or arrest traffic offenders to the limit allowed by local, state, or federal law.

PARKING VIOLATIONS

A written warning may be issued at the discretion of the security officer for any parking violation. For offenses with an increased risk to safety and/or security (ex. blocking traffic; illegal parking on the dock), vehicles may be towed at the owner's expense.

For repeat offenders, Port Freeport may also exercise its right to revoke the offender's Port Freeport access right up to one (1) year.

Licensed law enforcement officials may issue citation(s) and may detain and/or arrest parking offenders to the limit allowed by local, state, or federal law.

ITEM 395(I)

PAYMENT OF BILLS (*)

Issued: September 1, 2015
Effective: October 1, 2020

(A) A lien in favor of Port Freeport shall arise on all cargo and personal property moved on to Port premises to secure the payment of all fees, interest, penalties and other charges payable under this tariff. If there are carrier liens on cargo for unpaid charges for storage or other terminal charges established pursuant to 49 U.S.C. 80109, whether established by contract or by law, said carrier liens shall inure to the benefit of Port Freeport on cargo or personal property moved on to Port premises, and the carrier shall be deemed to have assigned such liens to Port Freeport to secure the payment of all sums payable under this tariff.

(B) All charges incurred under provisions of this tariff are due upon presentation and shall be payable within thirty (30) days from the date of the bill or invoice.

Late Charges: Interest at a rate of one and one-half percent (1.50%) per month or the maximum legal percentage allowed by the state of Texas, will be assessed on the balance due on invoices more than thirty (30) days old, calculated on a daily basis, for each day over 30 days, and the amount of such penalty shall be added to the amount due each month until the amount of arrearage is paid. In addition, any party owing the invoice, or any part thereof shall pay and be responsible for paying, jointly and severally, all of Port Freeport's costs and expenses in collecting the invoice including reasonable attorney's fees.

(C) Presentation of bills to owners and agents of vessel or to stevedores is done as a matter of accommodation and convenience and shall not constitute a waiver of the lien for charges furnished the vessel for which the Maritime Law gives a lien.

(D) Port Freeport does not recognize the numerous shippers or consignees and cannot attempt to collect or assist in collecting storage and similar bills which may be passed on to shipper and consignees by the vessel, its owners and agents, such bills are due when presented and must be paid regardless of when the vessel, its owners and agents are reimbursed.

(E) Invoices must be paid when presented, and errors if any, will be rectified by Port Freeport.

(F) Port Freeport reserves the right to estimate and collect in advance all charges which may accrue against vessels, their owners and agents, or against cargo loaded or discharged by such vessels, or from other users of the facilities of Port Freeport, whose credit has not been properly established with Port Freeport or who are habitually on the delinquent list. Use of facilities may be denied until such payments or deposits are made.

(G) Port Freeport reserves the right to apply any payment received against the oldest bills rendered against vessels, their owners and agents, or other users of facilities, except that payment made on behalf of specific vessels and/or owners will be applied, as specified by the payer.

ITEM 405(I)

STEVEDORE CONTRACTOR LICENSE

Issued: September 1, 2015
Effective: October 1, 2020

Any person or entity must hold a valid Stevedore License approved by the Port Freeport Commission to operate as a stevedore at facilities owned or operated by Port Freeport.

(A) Stevedore contractors whether currently performing or desiring to perform stevedore services at Port Freeport facilities, are required to file an application for a Stevedore Contractor's license. All stevedoring companies are subject to the following conditions:

(1) The stevedore company must file a new application with the \$2,700.00 fee along with certificates of insurance for workmen's compensation, and employers' liability, general automobile liability, comprehensive, and personal injury insurance, and U.S. Longshoremen and Harbor Workers Act. The application will be subject to approval by the Board of Commissioners. Port Freeport reserves the right to establish minimum coverage limits.

Issuance, Duration and Expiration of Licenses

(2) Issuance of a license shall be evidenced by the dated signature of Port Freeport's Chief Executive Officer or their designee on the original or renewal application form after the Board of Commissioners has approved or renewed the license.

Stevedore Licenses shall be issued only to be effective during a given calendar year.

Every Stevedore License shall automatically expire on December 31 of the calendar year in which the license was in effect and thereafter is invalid and without effect, unless the Board of Commissioners approves a renewal of the license for the following calendar year.

Without the Board of Commissioners approval, no action or inaction of Port Freeport staff shall operate to revive an expired or terminated Stevedore License.

Stevedore Licenses that have not been renewed on or prior to December 31 are expired and holders of such licenses must file an application for a new license.

The expiration or termination of a Stevedore License shall be without prejudice to the option of the license holder to file an application for a new Stevedore License.

(3) Requirements for License Approval

No Stevedore License shall be approved unless the proposed license holder is shown to be a financially and legally responsible operator, who is ready and able competently to perform stevedoring services, taking into account the management, ownership and control of the license holder. Financially responsible operators are those who regularly comply with their contractual undertakings and legal obligations, are not in default and have no material history of default in their obligations, and who at all times maintain in force and effect the insurance required of holders of a Stevedore License.

Legally responsible operators are those who regularly comply with and who have no history of violation of material federal and state statutes, including those statutes having particular applicability to those in the stevedoring business, as well as the Tariffs of Port Freeport.

Competent operators are those whose past practices demonstrate their commitment to safe and efficient performance of stevedoring services for others and who possess the skill, experience, equipment and personnel necessary to do so.

The proposed license holder must provide the OSHA Log 300 and the Total Recordable Incident Rate (TRIR) which reflects a company's safety record. The proposed license holder must also provide a copy of the company's safety plan or policy, the number of lost time injury events in the past year for both Port Freeport site and corporate and the company's drug and alcohol policy must include random testing.

(4) Annual Renewal of Licenses

No Stevedore License shall be renewed except upon the filing with Port Freeport of a fully completed renewal application, including proof of required insurance, payment of the required renewal license fee of \$1,100.00 and the approval of the renewal by the Board of Commissioners.

(5) Consideration of Original and Renewal Applications

Port Freeport shall review each original or renewal application, may require the applicant to submit additional information, and may consider additional information obtained through an investigation or submitted by the public that bears on an applicant's responsibility or competence.

Port Freeport's staff shall make a written recommendation to the Board of Commissioners on each original and renewal application received.

All original and renewal applications shall be acted upon by the Board of Commissioners at the publicly posted meetings. Notice of such action shall be posted in accordance with the Texas Open Meetings Act.

Original or renewal applicants who are the subject of a negative recommendation, and License holders that are the subject of a recommendation of revocation or suspension, shall be given notice of the substance and grounds for the recommendation and may address the Board of Commissioners in public session.

All original and renewal applications for a Stevedore License filed with Port Freeport, written materials obtained or received by Port Freeport in connection with its consideration of an application, and the written recommendations of Port Freeport staff to the Board of Commissioners, shall be considered public records, with the exception of an applicant's customer or other proprietary information that is exempted from disclosure by the Texas Public Information Act.

(6) Revocation, Suspension and Termination of License

Denial or Revocation of License. The Board of Commissioners may deny, revoke or decline to approve or renew a Stevedore License if the license holder does not meet all of the requirements for license approval,

or has made material misrepresentation on an original or renewal application, or has been convicted of a material criminal offense. A material criminal offense is one that directly relates to the competence, duties and responsibilities of the Stevedoring License holder.

Suspension and Termination of License. Any license holder may have its license suspended or terminated as follows:

i. Safety Incidents. Port Freeport holds safety as a critical obligation, which is incumbent on all users of the Port facilities, including licensed stevedores. Maintaining a safe work environment is mandatory to maintaining a Stevedore License at Port Freeport. As a condition to obtaining and maintaining a Stevedore License, the stevedore must enforce its own safety policy and comply with all Port safety policies, currently existing or hereafter implemented, as to the stevedore's employees, agents, contractors and invitees.

A license holder shall immediately, but in no event not less than 24 hours after the incident, report to the Port any violation of a stevedore's safety policy or the Port's safety policy. Said report will be in writing and delivered to both the Port Director of Operations and Director of Protective Services. The license holder will cooperate in the furnishing of any and all information requested by the Port.

The Executive Port Director, or an appointed designee, may immediately recommend to the Board to suspend a Stevedore license as a result of any safety incident at Port Freeport, including whether or not said safety incident results in bodily injury or injury to personal property. The license holder may seek reinstatement of the Stevedore License by requesting a hearing in front of the Port Commissioner's Operations Committee. The Port Commissioner Operations Committee may recommend to the Board discretion to reinstate the Stevedore License and may impose additional requirements or limitations in reinstating the Stevedore License.

ii. Failure to Comply with Tariff. The Executive Port Director, or an appointed designee, may immediately recommend to the Board to suspend a Stevedore License for the license holder's failure to comply with the terms of the Tariff, as it exists or hereafter amended. The license holder may seek reinstatement of the Stevedore License by requesting a hearing in front of the Port Commissioner's Operations Committee. The Port Commissioner Operations Committee has sole discretion to recommend to the Board to reinstate the Stevedore License and may impose additional requirements or limitations in reinstating the Stevedore License.

(7) Automatic Termination of License

For Attempted Transfer of License. A Stevedore License shall not be sold, transferred, assigned or otherwise used by anyone other than the license holder named in the license application. A license holder's Stevedore License shall automatically terminate on the date and time of any attempted sale, transfer, assignment or use of the license by another person or entity.

For Change in Control. Stevedore Licenses are issued upon the assumption that the management and control of the license holder is as stated in the application. In the event of the change of control of a Stevedore License holder, or of that part of a license holder's stevedoring business conducted at Port Freeport's facilities, the license holder's Stevedoring License shall automatically terminate on the date and time of the change.

Change control means, as pertinent to the license holder, the sale of a controlling interest of the stock of a privately held corporation holding the license, or the merger of a privately or publicly held corporate license holder with another corporate entity, or the sale of a controlling interest in a business.

(8) Stevedore Insurance

Every holder of a Stevedore License shall maintain the following insurance continuously in force and effect:

1. General Liability insurance covering claims for personal injury, death and property damage and its operations to be carried out upon or in connection with the public facilities of Port Freeport. The limits of general liability shall not be less than a combined single limit of \$1,000,000 per occurrence, subject to a \$2,000,000 general aggregate limit, and providing a deductible not to exceed \$25,000, and must name Port Freeport as an additional insured, and must contain a subrogation waiver in favor of Port Freeport. Liability coverages must afford "occurrence" coverage.
2. Automobile liability, including coverage for all owned, non-owned and hired vehicles, with a minimum combined bodily injury and property damage limits of \$1,000,000, and must name Port Freeport as an additional insured, and must contain a subrogation waiver in favor of Port Freeport. Liability coverages must afford "occurrence" coverage.
3. Employer's liability insurance with limits of no less than \$1,000,000, and must name Port Freeport as an additional insured, and must contain a subrogation waiver in favor of Port Freeport. Liability coverages must afford "occurrence" coverage.
4. Stevedore's Legal Liability insurance with limits of no less than \$1,000,000, and must name Port Freeport as an additional insured, and must contain a subrogation waiver in favor of Port Freeport. Liability coverages must afford "occurrence" coverage.
5. U.S. Longshoremen & Harbor Workers and Texas Workers Compensation at statutory limits and must contain a subrogation waiver in favor of Port Freeport.
6. Umbrella or Excess Liability insurance with limits of \$5,000,000 per occurrence and annual aggregate, except automobile liability, which is not subject to an aggregate, to apply in excess of insurance provided for in items (8)1, (8)2, (8)3, and (8)4 above, and must name Port Freeport as an additional Insured, and must contain a subrogation waiver in favor of Port Freeport. Liability coverages must afford "occurrence" coverage.

All of the listed coverages shall contain a provision to the affect that the insurer shall not cancel or materially amend the policy without first giving Port Freeport thirty days' prior written notice of intent to cancel or amend.

Such insurance should be placed in a company or companies having a current Best's General Policyholders Rating of A+ or A or their equivalents.

Certificates of insurance evidencing that all of the listed coverages are in force and effect must be provided directly by the issuing company or its agent. Evidence must be provided showing that the agent is licensed in Texas. Liability policies must provide for deductible rather than retention.

(B) Stevedore company employees are subject to all rules and regulations of Port Freeport and those local, state, and federal regulations pertaining to workers and safety. Stevedore companies are responsible for their employee's safety and conduct while working at Port Freeport. Port Freeport must be informed by the stevedore company when any employee is dismissed from work. Dismissed employees must leave Port Freeport premises immediately and remain the responsibility of the stevedore company until they leave.

C) Port Service Charge

A use fee of \$0.40 per short ton of manifested cargo handled will be billed to stevedores. Port Freeport provides clean rest rooms, janitorial supplies, ice, use of roadways, dock aprons, labor parking, maintenance of rail and common areas, dock lighting, plumbing and sewage.

(D) Stevedoring Companies operating at Port Freeport are responsible and liable for all damages to the facilities, equipment and cargos in the sheds. Damages must be reported in writing after each accident.

(E) Stevedore companies are responsible for keeping work areas safe and litter free. Machines used by stevedores must be in a safe condition and free from oil or fuel leaks. Stevedore equipment, supplies, and dunnage are not permitted to remain in sheds upon completion of each vessel without permission.

(F) Stevedore companies operating at Port Freeport facilities are required to have a drug and alcohol policy in force when a stevedore license is issued. This policy must include random testing and be available for inspection by Port Freeport when requested.

ITEM 410(I)

PERMITS

Issued: September 1, 2015
Effective: May 1, 2019

(A) WELDING/HOT WORK

Welding, oxyacetylene, electric or other “hot work” at Port Freeport facilities is permitted subject to the conditions set out by the U.S. Coast Guard Captain of the Port and the conditions set out in the Welding and Hot Work Permit issued by Port Freeport. A copy of the permit issued by Port Freeport must be in the possession of the person on the job in charge of the operation and that person must and cause all others to fully comply with all applicable codes and industry standards and with all applicable federal, state and local laws, rules and regulations. Hot work will not be permitted when conditions are deemed to be hazardous to Port Freeport facilities. Suitable fire extinguishing equipment shall be available in the hot work area ready for instant use.

Service Fee - \$92.00

(B) OVER DIMENSIONAL / OVERWEIGHT CARGO

Handling, lifting, loading, unloading, or in any way moving “Over Dimensional/Overweight Cargo” to / from a Vessel/Barge at Port Freeport facilities shall be subject to a duly authorized Over Dimensional/Overweight Cargo Permit, and any conditions set forth therein. The Over Dimensional/Overweight Cargo Permit shall be approved by Port Freeport Director of Operations or his designee.

A copy of said permit issued by Port Freeport shall be in the possession of the person designated by the Stevedore as responsible for the operation. That designee shall cause all persons involved with the operation to fully comply with all applicable codes, industry standards and safety rules, including but not limited those set forth in the Over Dimensional/Overweight Cargo Permit and this Tariff. Port Freeport retains the right to unilaterally deny an Over Dimensional/Overweight Permit and may require any terms reasonably necessary to ensure the safe movement of Over Dimensional/Overweight Cargo.

Permit Fee - \$542.00

SUBJECT: VESSEL REGULATIONS**ITEM 415(I)****DOCKAGE ON VESSELS (*)**

Issued: September 1, 2015
 Effective: October 1, 2020

Basis of Charges:

(A) Dockage shall be based on the length overall of the vessel as shown in the most current Lloyd's Register of Ships. Port Freeport reserves, without question, the right to admeasure any vessel when deemed necessary, and use such measurement as the basis of the charge.

Time Begins:

(B) Dockage on all vessels (except as shown herein) shall be charged from the time a vessel makes fast to a wharf or occupies the berth immediately alongside until it is freed from and vacates such berth or wharf. Each succeeding twenty-four-hour period after the actual time of docking shall be considered a full day.

Dockage Rate:

(C) Dockage on all vessels except as otherwise provided in this item shall be charged on the length overall of vessels in feet (meters) shown in Lloyd's Register of Ships and shall be on the following basis:

Length Overall of Vessel in Feet		Rate per Foot Per 24-hour day
<u>Over</u>	<u>Not Over</u>	
0	199	\$2.99
200	399	\$3.79
400	499	\$5.23
500	599	\$7.12
600	699	\$8.32
700	799	\$10.50
800	899	\$12.86
900	And Over	\$15.21

(D) After the 24-hour period, any period of berth occupancy of twelve hours or less will be billed at one half of that day's dockage. Approval or disapproval will be given on an individual ship basis by the Director of Operations.

(E) Barges berthed at the barge dock No. 4 will be charged at a rate of \$183.67 per 24-hour period. No more than two barges are permitted at the barge dock at one time.

(F) CANCELLED

(G) Dockage on barges, intercoastal or river barges shall be charged at the length overall (LOA) rate of the vessel, with a minimum of \$183.67 per 24-hour period.

(H) CANCELLED

(I) Drilling rigs berthed at any Dock will be charged double the per foot rate.

(J) Any vessel berthed in an unauthorized manner or unassigned berth, without submission and approval of a berth application or that has been shifted without the approval of the Director of Operations shall be subject to a payment of dockage in an amount equal to twice the published rate. Such vessel may be moved at the Director of Operations' request to a properly designated berth without notice at the owner's risk and expense.

(K) DELETED

1. DELETED

(L) (a) Work boats that support deep berth operations and offshore boats which lift supplies or load fuel will be charged a rate of \$454.75 per day or fractional part thereof.

(b) Flat rates on supply boats for offshore operations will be billed \$918.42 per day regardless of how many trips in and out (this is a per vessel rate).

(M) Dockage shall not be charged on the following:

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

ITEM 420^(I)

SHED HIRE

Issued: September 1, 2015

Effective: May 1, 2019

(A) This charge will not apply against vessels loading or discharging cargo direct from car, truck or barge to vessel. (Cont'd)

(B) Shed hire shall be charged against a vessel loading or discharging cargo based on the quantity of cargo loaded or discharged as follows:

(1) Up to 500 net tons	\$429.60
(2) 501 to 1,000 net tons	\$601.66
(3) 1,001 to 5,000 net tons	\$796.44
(4) 5,001 net tons and over	\$1,158.95

ITEM 425

PILOTAGE RATES

Issued: December 1, 1997

Effective: May 1, 2019

For pilot rates contact:
 Brazos Pilots Association
 2502 Deep Sea Drive, Freeport, Texas 77541
 (979) 233-1120
www.BrazosPilots.com

SUBJECT: SPACE RENTALS, FREE TIME, AND PENALTIES**ITEM 430****CONDITIONS GOVERNING MERCHANDISE**

Issued: December 30, 1993
Effective: October 1, 2020

Port Freeport does not engage in the warehousing of property on its wharves or premises. All property landed or received on the wharves or premises of Port Freeport is thereafter at the risk of the owner. The quoting of penalty rates does not imply that Port Freeport will permit property to remain on its wharves any particular time. Port Freeport reserves the right to remove any or all such property to any other part of the wharves or premises or remove and place in storage elsewhere at the risk and expense of the owner; and Port Freeport may retain possession of the property until all charges are paid in full and may sell the cargo for such unpaid charges in accordance with state law.

Steamships, their owners and agents, or others having property on the wharves or premises shall be required at all times to have a watchman protecting such property.

ITEM 435(C)(I)**FREE TIME**

Issued: September 1, 2015
Effective: November 1, 2017

OPEN OR WAREHOUSE STORAGE: No free time allowance unless otherwise agreed. Arrangements for the use of this facility must be made with the Chief Executive Officer or their designee in advance of cargo arrival at Port Freeport. SEE ITEM 586

SUBJECT: EQUIPMENT CHARGES**ITEM 440****DAMAGE BY EQUIPMENT**

Issued: December 30, 1993

Effective: November 1, 2017

Equipment with lugs or steel treads must be kept off concrete wharf by suitable mats. The Director of Operations is to specify such protection. Failure to so provide shall make User liable for damages.

ITEM 445(I)(A)**EQUIPMENT CHARGES**

Issued: September 1, 2015

Effective: October 1, 2020

The following equipment is available for rent with a two- hour minimum rental. Billing shall be in half hour increments, subject to the following:

- (1) Forklift Machine - 5,000 to 6,000 lb. capacity - \$25.97/hour
- (2) Forklift Machine - 15,000 lb. capacity - \$43.28/hour
- (3) Forklift Machine - Hyster 440/40,500 lb. capacity - \$178.55/hour
- (4) Forklift Machine 8,000 lb. capacity - \$31.38/hour
- (5) Container Handler/ Top Loader - \$176.39 without operator
- (6) Yard Truck - \$40.04/hour
- (7) Power Sweeper - \$40.04/hour
- (8) Street Sweeper - \$154.50/hour – to include operator
- (9) 80' Manlift - \$97.85/hour
- (10) 135' Manlift - \$164.80/hour
- (11) Scissor Lift - \$51.50/hour
- (12) Welding Machine - \$20/hour

(B) PALLETS: Port Freeport will furnish pallets in good order when requested by customers. Pallet use rate is \$1.34 per 2,000 lbs. Before return, user will clean pallets of all foreign material and repair all damaged boards and runners with comparable dimension hardwood. If pallets are not cleaned or repaired, the cost of cleaning and repairing will be assessed the user plus 20%.

(C) CANCELLED

(D) Multi-Purpose Crane

- (1) The Ports multi-purpose mobile crane no. 1 will be made available at a charge to stevedores, agents and owners of any vessel which has been assigned to a berth for the loading and/or unloading of 20', 40', 43' or 45' containers, breakbulk or bulk cargo.
- (2) The multi-purpose crane rental charge for loading or unloading cargo:
 - \$458.06 per hour during straight time
 - \$509.00 per hour during overtime periods

Exception: For heavy lifts over length, height and not otherwise specified, crane rental charge for loading or unloading:

\$795.30 per hour during straight time periods
 \$877.25 per hour during overtime periods

The Port will furnish a qualified crane operator trained and/or certified by the crane manufacturer and/or a certified crane instructor.

Billing shall be in half hour increments, subject to the following:

- a. There shall be a minimum charge of two hours rental. In addition, a one-time charge of \$137.63 for mobilization/de-mobilization and securing of crane for each crane order.
 - b. Crane time shall be computed from the time the crane is ordered to be available (start-up time), until crane is dismissed. Standby time shall be charged at the rate of \$188.06 per hour straight time \$243.74 per hour overtime.
 - c. Parties desiring to rent the crane shall make application no later than 12 hours prior to start up time.
 - d. Parties canceling crane use application within four hours of start-up time shall be assessed one hour of crane rental.
3. a. The renting or use of Ports crane by the user shall be subject to the Port's rates, rules and regulations as listed in Port's Tariff, the renting or use of which shall constitute an agreement with the Port to pay such charges and be bound by such conditions.
- b. The Ports crane is presumed to be in good operating condition when turned over to user, but Port does not warrant the mechanical conditions of the crane, and its sole responsibility shall be to furnish mechanics believed competent to make such repairs as are called to its attention. The Port reserves the right to stop operation at any time to make repairs that appear to be necessary.
- c. The Port will not permit its crane in any way to lift, move or transport a container, which is loaded in excess of the containers rated capacity. Parties causing such unauthorized use shall be held liable for all losses, claims and demands; incidental to or resulting from such unauthorized use.

(E) Gantry Crane

Operator furnished by User, electricity and maintenance furnished by Port. Billing shall be assessed in half hour increments, subject to the following:

1. A rate of \$800.00 per crane per hour with a 4-hour minimum. This rate does not include a crane operator.
2. Ordering or cancelling of Gantry Cranes to be the same as ordering labor.
3. Gang detention expenses caused by gantry crane failure will be administered on the following basis:
 - a. After the first half-hour of gang detention, the Port will credit, upon application, the Vessel Operator's account at the rate of \$133.00 per five-minute increment for each five-minute increment of each gang which is eligible for a credit for gang detention expenses. Any time in excess of a five-minute period which is not a full five minutes will not be credited. The time for each container gang which is entitled to credit for gang detention expenses shall be computed separately and shall not be cumulated. All applications for gang detention must be received within six months of Vessel completion. Applications received after six months will be denied. In the event any party other than the Vessel Operator may be entitled to credit or reimbursement for gang detention expenses, that party shall make application to the Vessel Operator, who shall be solely responsible for issuing such credit or reimbursing such expenses to the requesting party.
 - b. No credits will be given for (1) Gantry Crane failure brought about by abuse by the User of the Gantry Crane; (2) Yard Crane failure, yard congestion, or other operational terminal delays; (3) Service area power failures; or (4) Acts of God.
4. Applies to fully automated container vessel operations only.

ITEM 450

REMOVAL OF OBJECTS FROM CHANNEL

Issued: December 30, 1993
Effective: November 1, 2017

Stages and/or save-all nets must be used to prevent cargo or equipment from falling into the channel. In the event contractors, stevedores, Channel or others responsible do not set stages or save all nets properly, Port Freeport reserves the right to stop loading or unloading of vessel until stages are properly placed. Contractors, stevedores, or others shall be liable for the removal of any articles dropped in basin or channel and Port Freeport reserves the right to remove such articles, on a basis of cost plus 20 percent, at the expense of contractor, stevedore or others responsible for the vessel.

ITEM 455

RESPONSIBILITY OF USER ON EQUIPMENT RENTED FROM PORT FREEPORT

Issued: April 17, 2003
Effective: May 1, 2019

(A) All steamships, their owners, agents and stevedores, or others hereinafter called User, renting or using freight handling machinery or equipment on Port Freeport's property, shall be under and subject to the following conditions and charges. The renting or use of Port's property which shall constitute an agreement with Port Freeport to pay such charges and be bound by such conditions.

(B) Condition of, and Responsibility for Leased Equipment:

Port Freeport equipment is presumed to be in good operating condition when turned over to the User; but Port Freeport does not warrant the equipment's condition. Port Freeport's sole responsibility shall be to furnish a mechanic(s) believed to be competent to make repairs if User notifies Port Freeport of a breakdown. Port Freeport will not be responsible for delays caused by breakdown of equipment or other causes. Port Freeport reserves the right to stop operation of equipment at any time to make repairs that appear to be necessary.

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

(D) Cranes and/or other equipment is under the User's orders and supervision and User accepts sole responsibility and liability for any damage or injury of whatever nature to property or persons caused by the operation of such cranes and/or equipment, including damages to Port Authority property. User agrees to hold harmless and fully indemnify Port Authority from any and all liability from personal injuries or property damage occasioned by the operations, use or possession of such cranes and/or other equipment. For limits of liability on Port Freeport, see Item 495.

ITEM 460^(I)**USE OF PRIVATELY-OWNED CRANES**

Issued: September 1, 2015

Effective: November 1, 2017

Privately owned cranes may be used on the property of Port Freeport by permission of the Director of Operations.

SUBJECT: CHARGES FOR ELECTRIC CURRENT, LIGHTS, ICE AND WATER**ITEM 465****ELECTRIC CURRENT**

Issued: August 30, 1996

Effective: May 1, 2019

Electric Current Supplied: Electric current normally would be supplied direct to users by the Reliant Energy, except in cases where this would be impractical. In such cases, Port Freeport will supply electric current, pursuant to request to and arrangements with Port Freeport's Director of Operations.

ITEM 470**ICE**

Issued: December 1, 1995

Effective: November 1, 2017

Contact the Director of Operations for availability of ice.

ITEM 475⁽¹⁾**WATER**

Issued: September 1, 2015

Effective: October 1, 2020

(A) A charge for water shall be made of \$12.75 per 1,000 gallons. Rate may be adjusted as necessary to cover Port Freeport costs.

(B) Minimum sale of water to be \$72.50 per service for ships.

(C) Service Charge:

For each connection - \$53.50

For each connection when on overtime - \$98.00

For hoses supplied - \$79.00

(D) A watchman will be required and provided at rate shown for special watchman when water is supplied on overtime.

SUBJECT: MISCELLANEOUS**ITEM 480⁽¹⁾****PATROL SERVICES**

Issued: September 1, 2015
Effective: October 1, 2020

(A) Patrol service shall be provided as follows:
\$105.80 per day and charge will be assessed against the vessel.

ITEM 485**INFORMATION TECHNOLOGY FEES**

Issued: December 1, 1995
Effective: October 1, 2020

Port Freeport will assess cyber technology fees as set forth herein. Such fee, in the amounts set forth below, shall be in addition to all other fees and charges due under this tariff:

Radio Communications:

Dedicated Talk Group: \$210.00 annually
Radio Usage Fee: \$8.50 /radio/month

Additional Services:

EOC Datacenter IDF Wall Mounted Device - \$52.50 /month
EOC Datacenter Rack Space - \$105/month per 1U (1.75")
Port Freeport Pair of fiber (From EOC Datacenter to Warehouse) - \$105/month
Port Freeport will not provide any devices or cables.
Port Freeport will not provide internet services. Please contact your internet service provider.

SUBJECT: SPECIAL SERVICES**ITEM 495****LIMITS OF LIABILITY**

Issued: December 30, 1993
Effective: November 1, 2017

No provisions contained in this tariff shall limit or relieve Port Freeport from liability for its own negligence, nor require any person(s), vessels, or lessees to indemnify or hold harmless Port Freeport from liability for its own negligence.

ITEM 500**INCIDENTAL SERVICES**

Issued: September 1, 2015
Effective: October 1, 2020

(A) Any special services not covered in this tariff shall be provided at actual cost-plus twenty percent (20%). The base labor rate shall be \$61.00 per hour with one hour minimum.

(B) DELETED

ITEM 505**TRUCK SCALE**

Issued: September 1, 2015
Effective: May 1, 2019

Port Freeport maintains, for use of its clients, a 70', 200,000 lb. capacity platform truck scale. Port Freeport has Weigh masters licensed by the State of Texas. One copy of weight certificates will be supplied. Charges for use of the scale are:

Charge Per Truck - \$11.00

(A) Due to Texas Statute effective September 1983 forcing additional responsibility and liability on loaders of trucks, effective immediately, when trucks are loaded by labor directly employed by Port Freeport it shall be mandatory those trucks weigh on Port premises before cargo release is given allowing trucks to depart Port facilities.

SUBJECT: LOADING/UNLOADING REGULATIONS**ITEM 515****APPLICATION OF TIME**

Issued: April 17, 2003
Effective: May 1, 2019

All times covered herein apply to guaranteed times. Straight time applies from 8:00 a.m. to 12:00 noon, and 1:00 p.m. to 5:00 p.m., except on Saturdays, Sundays, and labor holidays. Local Union guarantee shall apply for all call outs.

Overtime applies from 1:00 a.m. to 6:00 a.m., 7:00 a.m. to 8:00 a.m., 5:00 p.m. to 6:00 p.m., and 7:00 p.m. to 12:00 midnight, and on Saturdays, Sundays, and labor holidays.

Double time applies from 6:00 a.m. - 7:00 a.m.; 12:00 noon - 1:00 p.m.; 6:00 p.m. - 7:00 p.m.; 12:00 midnight - 1:00 a.m.

Where fractional hour requires full hour charge, fractional hour straight time or overtime will be applied to fill out fractional hour overtime or double time on a continuous period of operation.

ITEM 520**APPLICATION OF RATES**

Issued: December 30, 1993
Effective: May 1, 2019

The rates named herein apply on the specific commodities and in the specific packaging shown.

ITEM 525**BAD ORDER OR OVERLOADED/IMPROPERLY LOADED RAIL CARS**

Issued: December 30, 1993
Effective: October 1, 2020

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 person responsible for loading/unloading the car will be called and a special contract entered into covering the unloading of improperly loaded cars.

ITEM 535

LOADING AND UNLOADING TRUCKS

Issued: December 30, 1993
Effective: November 1, 2017

Motor trucks delivering direct to transit shed or receiving cargo in transit shed shall be charged the loading and/or unloading rates in this tariff unless contractually agreed otherwise.

ITEM 540⁽¹⁾

MINIMUM INVOICE

Issued: September 1, 2015
Effective: May 1, 2019

The minimum charge for wharfage shall be \$50.00.

ITEM 545

ORDERS AND RELEASE OF RAIL CARS

Issued: December 30, 1993
Effective: May 1, 2019

Port Freeport does not order or release railroad cars. It is the responsibility of the Tenant, consignee or cargo owner to order and release from the railroad and notify Director of Operations. All charges are the responsibility of the Tenant, consignee or cargo owner.

ITEM 550

REHANDLING COMMODITIES

Issued: December 30, 1993
Effective: November 1, 2017

DELETED

ITEM 555

SERVICE INCLUDED AT RATES NAMED

Issued: December 30, 1993
Effective: November 1, 2017

DELETED

ITEM 560

SHIPMENTS FOR CONSIGNEES NOT ON WHARVES

Issued: December 30, 1993
Effective: November 1, 2017

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

ITEM 565

SPECIAL SERVICES

Issued: December 30, 1993
Effective: November 1, 2017

DELETED

SUBJECT: WHARFAGE APPLICATION AND REGULATIONS**ITEM 570****APPLICATION OF SPECIFIC RATES**

Issued: December 30, 1993
Effective: November 1, 2017

Specific rates apply only on commodities specifically named moving in the manner specifically named. Classification of a commodity as being similar to a named commodity for application of rate is not permitted. Likewise, a rate applying on a named commodity "in sacks" only, will not apply to the same commodity "in barrels" or otherwise. All commodities not specifically named and not in specified packaging will take the "not otherwise specified rate" (N.O.S.).

ITEM 575^(I)**BULK COMMODITIES**

Issued: September 1, 2015
Effective: May 1, 2019

- A. Bulk commodities, dry or liquid, import or export will be charged a wharfage rate of \$0.77 per 2,000 pounds.
- B. Domestic Milled rice that exits the Port via truck or rail will be assessed a rate of \$0.75 per 2,000 pounds.
- C. Crude and/or petroleum products (NOS) of all kinds (including but not limited to methane, LPG, propane, gasoline, diesel, and/or jet fuel) that enter or exit the Port via tank trucks will be assessed a rate of \$21.22 per truck.

ITEM 585**RESPONSIBILITY FOR PAYMENT**

Issued: December 30, 1993
Effective: November 1, 2017

All vessels and their owners receiving any commodity on a wharf or in a transit shed, or loading or unloading any commodity while at a wharf, thereby contract to pay and are responsible for the wharfage on such commodities, at the rate provided herein, to be collected either from vessels, their owners, or their agents.

ITEM 586(I)

TERMINAL USE CHARGES

Issued: September 1, 2015
Effective: October 1, 2020

Charges quoted herein are in addition to wharfage when applicable, and such other charges as may accrue under terms of this tariff.

(A) A terminal use charge of \$50.00 per container unit, whether full or empty, loaded to or discharged from ocean going vessels. Includes 7 days of free time on Velasco Terminal.

(B) A terminal use charge of \$200.00 per loaded railroad car will be assessed on commodities arriving to or departing from Port facilities.

(C) A terminal use charge of \$0.83 per ton will be assessed on commodities handled to or from terminal sheds to or from motor trucks.

(D) DELETED

(E) A charge of \$3462.78 per acre or portion thereof will be assessed on a per month basis against cargo landing in designated storage area and / or located on leased space after the lease has been terminated. This includes any commodity / cargo imported, exported and domestic requiring storage on Port facilities. Designation of area will be determined by availability and discretion of Chief Executive Officer or designee.

(F) A charge of \$0.48 per square foot per month or portion thereof will be assessed on a per month basis against cargo landing in designated covered storage area inside warehouse. This includes any commodity / cargo imported, exported and domestic requiring storage on Port facilities. Designation of area will be determined by availability and discretion of Chief Executive Officer or designee.

(G) A charge of \$4.33 per square foot per month (including electricity) or portion thereof will be assessed on a per month basis for designated office space (when available). The cost of electricity and water shall be included. The cost of internet, telephone and housekeeping shall be the responsibility of the occupant. All other rules within Port Tariff No. 005 will apply. Designation of area will be determined by availability and discretion of Chief Executive Officer or designee.

(H) A terminal use charge of \$2.16 per ton will be assessed to 3rd parties (stevedores/terminal operators) using Port facilities on commodities handled to or from ocean containers to or from over the road trucks (also known as a swing/trans load/ transfer), for the use of port truck dock facilities. This will also apply to commodities handled for USDA and CBP Inspections.

SUBJECT: CONTAINER AND CONTAINERIZED CARGO, RULES, REGULATIONS & RATES**ITEM 590****ADDITIONAL SERVICES**

Issued: September 1, 2015

Effective: November 1, 2017

DELETED

ITEM 595**FREE TIME AT PARKING OR OPEN STORAGE**

Issued: May 23, 2002

Effective: November 1, 2017

DELETED

ITEM 600**GENERAL RULES & REGULATIONS ON CONTAINERS, CONTAINERIZED & RO-RO CARGO**

Issued: December 1, 1996

Effective: November 1, 2017

Facility use and services will be provided at tariff rates, rules and regulations equal in terms and applications to all users. Use of the facilities shall constitute a consent to conditions herein contained, evidencing thereby agreement on the part of all vessels, roll-off cargo their owners and agents, and other users however described to pay all charges specified and be governed by all such rules and regulations. Except as to these specific provisions provided in this Section, governing rules, regulations, and charges are set forth in other portions of this tariff. For volume rates per container unit, stuffing or stripping cargo, contact Chief Executive Officer or designee. Stevedoring services, rates and charges are provided by others and are not included as part of this tariff.

ITEM 605(I)**LOADING/UNLOADING OF 20', 40' & 43' CONTAINERS TO/FROM CHASSIS**

Issued: September 1, 2015

Effective: November 1, 2017

DELETED

ITEM 610(I)**RENTAL OF CONTAINER HANDLER (WITHOUT OPERATOR)**

Issued: September 1, 2015

Effective: May 1, 2019

DELETED

ITEM 625(I)**WHARFAGE ON CONTAINERS**

Issued: September 1, 2015

Effective: May 1, 2019

Wharfage on all containerized cargo or empty containers moved through the terminal:

\$3.14 Per 2,000 Pounds

(A) This charge is assessed on the total weight of cargo in the container or on the weight of the empty container and is in addition to all other applicable charges.

(B) Containerized cargo received into Port Freeport's Container Terminal by rail or truck, and subsequently forwarded from the terminal by rail or truck for movement beyond Port Freeport, is subject to the wharfage charge applicable on export or import containerized cargo.

SUBJECT: SEGREGATION OF SHIPMENTS

ITEM 630^(T)

SHIPMENTS REQUIRING SEGREGATION

Issued: September 1, 2015
Effective: November 1, 2017

DELETED

SUBJECT: LOADING/UNLOADING AND WHARFAGE CHARGES
RATES IN CENTS PER 2,000 LBS, EXCEPT AS NOTED

ITEM 635^(I)
HANDLING & WHARFAGE CHARGES

Issued: September 1, 2015
 Effective: May 1, 2019

When a commodity does not appear under a specific heading, refer to "All commodities not otherwise specified."

All commodities as described below when boxed, crated, bundled, bagged or in drums, unitized and suitable for handling by forklift machine: (See Notes 1 & 2)

WHARFAGE N.O.S. \$2.41 per 2,000 lbs.

Note 1:

Must be loaded in a safely secured manner that can be handled as a single unit by use of a forklift machine.

Note 2:

Does not apply to vans, automobiles, tanks, trucks, or tractors, including military ordnance or other military vehicles.

Note 3:

Heavy lifts subject to additional charges per agreement with Chief Executive Officer.

ITEM 640^{(A)(I)}
RORO CARGO

Issued: September 1, 2015
 Effective: October 1, 2020

NEW AND USED PASSENGER VEHICLES WHARFAGE: \$7.30 PER UNIT

ALL OTHER RORO CARGO WHARFAGE: \$4.12 PER TON

CARGO THAT ARRIVES INTO THE PORT AND DEPARTS THE PORT NOT ON A VESSEL:

PASSENGER VEHICLES AS PER ABOVE:

\$14.60 PER UNIT TRANSIT FEE / \$2.74 PER UNIT SECURITY FEE

ALL OTHER RORO CARGO:

\$8.24 PER TON TRANSIT FEE / \$8.73 PER UNIT SECURITY FEE

CHEMICALS, IN BAGS OR DRUMS, UNITIZED, PALLETIZED OR OTHERWISE SUITABLE FOR HANDLING BY MECHANICAL EQUIPMENT

Issued: September 1, 2015
Effective: May 1, 2019

DELETED

ITEM 665^(I)**FRUIT, UNITIZED, PALLETIZED, OR OTHERWISE SUITABLE FOR HANDLING BY MECHANICAL EQUIPMENT, NOT OTHERWISE SPECIFIED:**

Issued: September 1, 2015
Effective: May 1, 2019

WHARFAGE: \$2.41 per 2,000 lbs.

ITEM 680^(I)**IRON OR STEEL: PIPE, BEAMS, STRUCTURAL AND PLATE: BUNDLED OR LOOSE**

Issued: September 1, 2015
Effective: May 1, 2019

WHARFAGE: \$2.41 per 2,000 lbs.

ITEM 700^(I)**PAPER AND PAPER PRODUCTS, IN ROLLS OR IN BALES**

Issued: September 1, 2015
Effective: May 1, 2019

WHARFAGE: \$2.41 per 2,000 lbs.

ITEM 705^(I)**RESINS, SYNTHETIC, UNITIZED, PALLETIZED, SUITABLE FOR HANDLING BY MECHANICAL EQUIPMENT**

Issued: September 1, 2015

Effective: May 1, 2019

WHARFAGE: \$2.41 per 2,000 lbs.

ITEM 710^(I)**RICE**

Issued: September 1, 2015

Effective: May 1, 2019

WHARFAGE: \$2.41 per 2,000 lbs.

ITEM 720^(I)**PROJECT CARGO – NOT SPECIFIED**

Issued: September 1, 2015

Effective: October 1, 2020

Project cargo will be charged a wharfage rate of \$2.68 per 2,000 pounds or 1 CBM (1 cubic meter) whichever is greater.

ITEM 721^(I)**WIND POWER GENERATION CARGO**

Issued: September 1, 2015

Effective: November 1, 2017

Wharfage \$2.63 per 2,000 pounds or \$1.66 per CBM whichever is greater

This item covers all wind components and related parts shipments, including but not limited to blades, tower sections, nacelles, nose cones and parts shipped in containers or as B/B.

ITEM 722

COLD STORAGE RATES

Issued: September 1, 2015

Effective: November 1, 2017

- A) DELETED
- B) DELETED
- C) DELETED

ITEM 723^{(C)(I)}

CONTAINER THROUGHPUT AND RELATED RATES

Issued: September 1, 2015

Effective: October 1, 2015

- A) DELETED
- B) DELETED
- C) DELETED
- D) DELETED

SUBJECT: PIPELINE RIGHT OF WAY**ITEM 724_(A)****TEMPORARY DREDGE PIPELINE RIGHT OF WAY CHARGES**

Issued: September 1, 2015
Effective: May 1, 2019

Licenses: For Temporary Dredge Pipelines
Application fee of \$541.06 (20 years) in addition to pipeline fees listed below:

Note: A minimum \$5,100.00 refundable deposit for potential damages due to temporary dredge pipeline placement will be required at the time of application. Such deposit will be refunded subject to final inspection after temporary dredge pipeline has been removed. Port Freeport reserves the right to request a greater deposit based on the estimated length of temporary dredge pipeline. The term of the license shall terminate the earlier of the following dates: 1) completion of the project or 2) one (1) year from the date the access agreement is executed. This item does not apply to pipelines carrying any other substance than dredge materials.

Description: For temporary dredge pipeline installations along, across, under or within railroad right-of-way, submerged lands and other properties.

- A) Pipeline not over 8" diameter
\$2.89 per LF per pipe
- B) Over 8" but not over 16" diameter
\$3.96 per LF per pipe
- C) Over 16" but not over 32" diameter
\$7.57 per LF per pipe

For Qualification for Pipeline License and Application please click here:
http://www.portfreeport.com/forms_new.asp