

# HOUSTON PILOTS 2026 TARIFF

The charges for Pilotage Services on the Houston Ship Channel and to or from Harris County ports and sea (“Pilotage Services”), and associated fees, are as follows commencing January 1, 2026. **Charges** for Pilotage Services are computed by adding the Draft Charge computed in Section I to the Unit Charge computed in Section II, plus the applicable other Charges and Fees set forth in this Tariff.

## I DRAFT CHARGE

The **draft charge** is computed by multiplying the **draft rate** in the table below by the draft (in feet) of the vessel requesting Pilotage Services. Please note that vessels 450 feet and greater (in total length) will be charged for a minimum draft of 24 feet, regardless of their actual draft. The over-40 foot draft rate applies to all vessels with a draft exceeding 40 feet.

The **zone** is determined by the vessel’s destination within the Houston Ship Channel furthest from Galveston Bay either (a) upon a vessel’s arrival from sea to a facility within a zone; or (b) upon a vessel’s sailing from a location within a zone to sea. The zones of the Houston Ship Channel are defined as follows:

Zone	Vessel draft up to 40 Feet	Vessel draft over 40 Feet
1 Sea – to and including Barbours Cut	98.50	147.75
2 Baytown – to and including Lynchburg	100.24	200.48
3 Above Lynchburg – to and including Shell	101.97	203.94
4 Above Shell – to and including Targa	103.63	207.26
5 Above Targa – to and including U.S. Gypsum	105.43	210.86
6 Above U.S. Gypsum – to and including Turning Basin	107.13	214.26

## II UNIT RATES

In addition to the draft charge, vessels will pay a **unit charge** that is defined as the **units** of a vessel multiplied by the **unit rate** below. The **units** of a vessel are determined by multiplying the vessel’s length overall (in feet) by the vessel’s extreme breadth (in feet), then divided by 100. The **length overall** is the distance between the forward and after extremities of the vessel. The **extreme breadth** is the maximum distance between the outside of the shell plating of a vessel or the outermost limits of any overhanging deck cargo, whichever is greater. The **unit rates** vary by zone and are as follows:

(continued)

Zone 1:

Units	Unit Rate	Units	Unit Rate	Units	Unit Rate
0-200	1.932	1101-1150	4.848	1651-1700	7.382
201-300	1.932	1151-1200	4.867	1701-1750	7.485
301-400	1.932	1201-1250	6.449	1751-1800	7.590
401-500	2.575	1251-1300	6.554	1801-1850	7.693
501-600	2.575	1301-1350	6.658	1851-1900	7.795
601-700	2.575	1351-1400	6.761	1901-2000	7.898
701-800	3.856	1401-1450	6.863	2001-2100	8.216
801-900	3.856	1451-1500	6.965	2101-2200	9.298
901-1000	3.856	1501-1550	7.070	2201-2300	9.646
1001-1050	3.856	1551-1600	7.174	2301-2400	9.994
1051-1100	4.427	1601-1650	7.280	2401-over	10.342

Zones 2 & 3:

Units	Unit Rate	Units	Unit Rate	Units	Unit Rate
0-200	1.932	1101-1150	5.545	1651-1700	8.443
201-300	1.932	1151-1200	5.567	1701-1750	8.561
301-400	1.932	1201-1250	7.377	1751-1800	8.681
401-500	2.575	1251-1300	7.497	1801-1850	8.799
501-600	2.575	1301-1350	7.616	1851-1900	8.915
601-700	2.575	1351-1400	7.734	1901-2000	9.033
701-800	3.856	1401-1450	7.850	2001-2100	9.397
801-900	4.331	1451-1500	7.967	2101-2200	9.763
901-1000	4.331	1501-1550	8.087	2201-2300	10.128
1001-1050	4.331	1551-1600	8.206	2301-2400	10.494
1051-1100	5.064	1601-1650	8.325	2401-over	10.859

Zones 4, 5, & 6:

Units	Unit Rate	Units	Unit Rate	Units	Unit Rate
0-200	1.932	1101-1150	5.545	1651-1700	8.443
201-300	1.932	1151-1200	5.567	1701-1750	8.561
301-400	1.932	1201-1250	7.377	1751-1800	8.681
401-500	2.575	1251-1300	7.497	1801-1850	8.799
501-600	2.575	1301-1350	7.616	1851-1900	8.915
601-700	2.575	1351-1400	7.734	1901-2000	9.033
701-800	3.856	1401-1450	7.850	2001-2100	9.397
801-900	4.331	1451-1500	7.967	2101-2200	9.763
901-1000	4.331	1501-1550	8.087	2201-2300	10.128
1001-1050	4.331	1551-1600	8.206	2301-2400	10.494
1051-1100	5.064	1601-1650	8.325	2401-over	10.859

(continued)

The minimum of a draft charge plus the unit charge is: \$2,562.26

### III SHIFT RATES

In the event a vessel requests Pilotage Services to move from one location on the Houston Ship Channel to another location in the same zone, such movement is called a shift. The fee for a shift is the sum of the shifting charge set forth in (a) below and the unit shifting charge for the vessel set forth in (b) below. All other fees for the movement also apply. In the event a vessel requests to move between two or more zones, such a movement is considered a transit, not a shift, and charges will be calculated in accordance with Sections I and II above as a sailing (with the exception that Zone 1 rates will apply to all such movements). For the avoidance of doubt, a movement of a vessel into or out of Bayport is a transit and is not a shift.

#### a) Shifting Charge

The shifting charge (for a vessel movement within one zone) is: \$1,512.21

#### b) Unit shifting charge

The **unit shifting charge** is computed by the Vessel's units (defined in Section II under Unit Rates) multiplied by the following rate:

Units	Unit Rate	Units	Unit Rate	Units	Unit Rate
0-200	-	701-800	2.418	1301-1400	4.813
201-300	0.406	801-900	2.818	1401-1500	5.211
301-400	0.812	901-1000	3.217	1501-1600	5.610
401-500	1.214	1001-1100	3.616	1601-1700	6.008
501-600	1.612	1101-1200	4.013	1701-1800	6.408
601-700	2.023	1201-1300	4.414	1801-over	6.808

The minimum unit shifting charge is: \$ 1,711.86

### IV DEAD SHIPS

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

### V ANCHORAGE AND PILOT TRANSFERS

An anchorage fee is charged in addition to the regular pilotage fee for moving a ship from or to any anchorage or within an anchorage, including Bolivar Roads anchorage.

(continued)

The anchorage fee is: \$ 910.51

Anchorage of a vessel at any other location is subject to the regular transit charges for a sailing movement, plus an anchorage charge to be determined under section IX Special Tariff Clause.

If any movement requires the addition of a pilot or change of a pilot and is not determined to be 2 or more separate movements, a pilot transfer fee will be charged in addition to all other transit or shifting fees.

The pilot transfer fee is: \$ 910.51

## **VI DETENTION CHARGE**

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

On Dock:

To prevent delays in channel traffic management, the following charges shall apply when a vessel is detained at dock:

After: 30 minutes	\$562.56
36-45 minutes	\$804.14
46-50 minutes	\$1,045.72
51-55 minutes	\$1,287.30
56-60 minutes	\$1,528.88
61-65 minutes	\$1,770.46
>=66 minutes, the following rate per 5 additional minute segment, or part thereof:	\$241.58

All other:

After: 60 minutes	\$562.56
After: 120 minutes	\$1,125.12
After: 180 minutes	\$1,687.68

## **VII CHARGE FOR FAILURE TO TIMELY DISCHARGE PILOT AND HOLDING CHARGES**

A standard fee is charged for holding a pilot for other than failure to timely discharge a pilot.

The rate per pilot, per hour, or portion thereof, is: \$ 562.56

Other than for weather, all holding time will be billed to all vessels requiring a pilot to delay, slow down or hold a vessel for any reason (dock availability, mechanical difficulties, traffic management delays associated with dredging, waterway construction projects, unexpected waterway closures, pilot discretion for safety, etc.).

(continued)

Holding a pilot on the vessel during arrivals at the dock or any anchorage (failure to timely discharge) will result in the following charges per pilot:

0-35 minutes after first line	\$	-
36-45 minutes after first line	\$	120.78
46-50 minutes after first line	\$	362.36
51-55 minutes after first line	\$	724.70
56-60 minutes after first line	\$	966.27
61-65 minutes after first line	\$	1,207.84
66-70 minutes after first line	\$	1,449.40
71-75 minutes after first line	\$	1,690.98
76-80 minutes after first line	\$	1,932.54
81-85 minutes after first line	\$	2,174.10
>= 86 minutes after first line, the following rate per 5 additional minute segment, or part thereof	\$	241.58

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

**VIII CANCELLATIONS**

Vessels will be subject to cancellation charges for each pilot when a pilot is ordered and then the order is cancelled as follows:

	<u>2 Hours</u>	<u>1 Hour</u>
At Dock	\$ 625.05	\$ 1,250.11
	<u>4 Hours</u>	<u>2 Hour</u>
All other	\$ 937.58	\$ 1,875.16

**IX SPECIAL TARIFF CLAUSE**

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

**X SECOND PILOT REQUIREMENTS**

Requirements for two pilot jobs are specified in the Houston Pilot Navigational Safety Guidelines which are incorporated by reference. The rate for the second pilot is the same as the first, including the addition of all fees and charges.

(continued)

**XI PORT SAFETY**

A port communications and safety charge shall be paid into a fund to be used to cover related costs as described in Addendum A

The fee for each pilot job is as follows: \$285.00

**XII TRANSPORTATION**

A pilot Transportation fee will be charged for each pilot job as follows:

\$153.33

**XIII SHORT NOTICE CHARGE**

If a vessel requests a move with less than 4 hours notice, there will be an additional charge for each pilot participating in the job as follows:

\$287.53

**XIV PILOT BOAT CAPITAL FUND**

Charge for all transits, excluding shifts from dock to dock. Said per movement charge shall be paid into a fund to be used for payment of the costs of pilot vessel(s) as described in Addendum B.

The per movement charge is as follows:

\$380.00

**XV PILOT BOARD ADMINISTRATION FEE**

A charge for each arrival to fund the administrative and oversight requirements of the Board of Pilot Commissioners for Harris County Ports (the "Board"). This fee will be adjusted each year based on the actual administrative expenses of the Board for the preceding year, as determined by the Board.

\$ 58.44

**XVI OTHER ADMINISTRATIVE FEES**

The ordering party takes all responsibility to properly identify and communicate, at the time of order, the party that shall be billed and shall pay for pilotage. A fee not to exceed \$650.00 per change in billing party may be charged to any ordering party that incorrectly assigns the billing party, or subsequently changes the billing party after a movement has occurred.

## **XVII PILOT INFORMATION AND OUTREACH**

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

## **XVIII CUSTOMER INQUIRIES**

For questions concerning invoices or billing issues please email [billing@houston-pilots.com](mailto:billing@houston-pilots.com) for assistance. The Presiding Officer is also available at [po@houston-pilots.com](mailto:po@houston-pilots.com) to discuss billing issues where further review is desired.