

# HOUSTON PILOTS 2025 TARIFF

The Rates for Pilotage on the Houston Ship Channel and to or from the Houston Ship Channel and sea or Bolivar Roads are as follows commencing January 1, 2025.

## I DRAFT RATES

| Zones  | 40 Feet<br>and Under | Over<br>40 Feet |
|--|----------------------|-----------------|
| 1 Sea – to and including Barbours Cut                | 90.42                | 98.00           |
| 2 Baytown – to and including Lynchburg               | 92.01                | 184.03          |
| 3 Above Lynchburg – to and including Shell           | 93.60                | 187.22          |
| 4 Above Shell – to and including Targa               | 95.13                | 190.26          |
| 5 Above Targa – to and including U.S. Gypsum         | 96.78                | 193.59          |
| 6 Above U.S. Gypsum – to and including Turning Basin | 98.34                |                 |

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

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

## II UNIT RATES

In addition to the draft charge, vessels will pay a unit charge. The unit charge equals the units of a vessel 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 are as follows:

| <u>Units</u> | <u>Unit Rate</u> | <u>Units</u> | <u>Unit Rate</u> | <u>Units</u> | <u>Unit Rate</u> |
|--------------|------------------|--------------|------------------|--------------|------------------|
| 0-200        | 1.773            | 1101-1150    | 4.848            | 1651-1700    | 7.381            |
| 201-300      | 1.773            | 1151-1200    | 4.867            | 1701-1750    | 7.484            |
| 301-400      | 1.773            | 1201-1250    | 6.449            | 1751-1800    | 7.589            |
| 401-500      | 2.364            | 1251-1300    | 6.554            | 1801-1850    | 7.692            |
| 501-600      | 2.364            | 1301-1350    | 6.658            | 1851-1900    | 7.794            |
| 601-700      | 2.364            | 1351-1400    | 6.761            | 1901-2000    | 7.897            |
| 701-800      | 3.540            | 1401-1450    | 6.863            | 2001-2100    | 8.215            |
| 801-900      | 3.540            | 1451-1500    | 6.965            | 2101-2200    | 8.535            |
| 901-1000     | 3.540            | 1501-1550    | 7.070            | 2201-2300    | 8.854            |
| 1001-1050    | 3.666            | 1551-1600    | 7.174            | 2301-2400    | 9.174            |
| 1051-1100    | 4.427            | 1601-1650    | 7.278            | 2401-over    | 9.493            |

The minimum of a draft charge plus the unit charge is:

\$ 2,351.99

### III RATES FOR SHIFTING

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

The shifting zones are:

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

#### a. Shifting rate per zone

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

|                      |          |
|----------------------|----------|
| Confined to one zone | 1,388.11 |
| Using two zones      | 1,526.84 |
| Using three zones    | 1,665.65 |
| Using four zones     | 1,804.48 |
| Using five zones     | 1,943.28 |
| Using six zones      | 2,082.03 |

#### b. Unit shifting charge

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

| <u>Units</u> | <u>Unit Rate</u> | <u>Units</u> | <u>Unit Rate</u> | <u>Units</u> | <u>Unit Rate</u> |
|--------------|------------------|--------------|------------------|--------------|------------------|
| 0-200        | -                | 701-800      | 2.220            | 1301-1400    | 4.418            |
| 201-300      | 0.373            | 801-900      | 2.587            | 1401-1500    | 4.783            |
| 301-400      | 0.745            | 901-1000     | 2.953            | 1501-1600    | 5.150            |
| 401-500      | 1.114            | 1001-1100    | 3.319            | 1601-1700    | 5.515            |
| 501-600      | 1.480            | 1101-1200    | 3.684            | 1701-1800    | 5.882            |
| 601-700      | 1.857            | 1201-1300    | 4.052            | 1801-over    | 6.249            |

The minimum shifting charge is : \$ 1,571.38

### IV DEAD SHIPS

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

V ANCHORAGE AT BOLIVAR ROADS

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

The anchorage fee is: \$ 835.79

VI DETENTION

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

|         |       |            |           |
|---------|-------|------------|-----------|
| On Dock | After | 30 minutes | \$ 516.39 |
| On Bar  | After | 60 minutes | \$ 516.39 |

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

VII CHARGE FOR FAILURE TO TIMELY DISCHARGE PILOT AND HOLDING CHARGES

The standard rate for holding a pilot other than failure to timely discharge a pilot is \$ 516.39 per hour or portion thereof.

Other than for weather, fog, or waiting on tugs, holding time will be billed to all vessels requiring a pilot to 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, etc.).

Holding a pilot on the vessel during arrivals at the dock will result in the following charges:

|                                |             |
|--------------------------------|-------------|
| 0-35 minutes after first line  | \$ -        |
| 36-45 minutes after first line | \$ 110.87   |
| 46-50 minutes after first line | \$ 332.62   |
| 51-55 minutes after first line | \$ 665.23   |
| 56-60 minutes after first line | \$ 886.97   |
| 61-65 minutes after first line | \$ 1,108.72 |
| 66-70 minutes after first line | \$ 1,330.46 |
| 71-75 minutes after first line | \$ 1,552.21 |
| 76-80 minutes after first line | \$ 1,773.95 |
| 81-85 minutes after first line | \$ 1,995.69 |
| >= 86 minutes after first line | \$ 2,217.44 |

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

For those vessels electing automatic ordering at the beginning of a calendar quarter the charge is:

Per movement \$ 286.88

Vessels may opt in or out at the end of each quarter. Automatic ordering procedures are in a test phase, so the requirements for, and procedures of, automatic ordering may be changed to improve efficiency and the utilization of pilot time.

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

|         |                             |                              |
|---------|-----------------------------|------------------------------|
| At Dock | <u>2 Hours</u><br>\$ 573.76 | <u>1 Hour</u><br>\$ 1,147.52 |
| On Bar  | <u>4 Hours</u><br>\$ 860.64 | <u>2 Hour</u><br>\$ 1,721.28 |

IX SPECIAL TARIFF CLAUSE

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

X SECOND PILOT REQUIREMENTS

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

XI PORT COMMUNICATIONS

A Port Communications fee will be charged for each movement as follows: \$ 260.55

XII TRANSPORTATION

The transportation charge will be adjusted each year based on actual fuel costs incurred for the preceding year. The fee for each move and each cancellation is as follows: \$ 140.75

XIII SHORT NOTICE CHARGE

If a vessel requests a move with less than 4 hours notice, there will be an additional charge for the move as follows: \$ 263.93

XIV PILOT BOAT CAPITAL FUND

Charge for each inbound, as well as for each outbound movement (“per movement”) which involves the use of a pilot boat. Said per movement charge shall be paid into a fund to be used for payment of the costs of a new pilot vessel(s) as described in Addendum B.

The per movement charge is as follows: \$ 347.00

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. \$ 49.32

XVI PILOT INFORMATION AND OUTREACH

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

XVII CUSTOMER INQUIRIES

For questions concerning invoices or billing issues please email Melissa Stahl at [melissa@houston-pilots.com](mailto:melissa@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.