

**Port of Beaumont**

Tariff 006

Section 3

Rates included herein are expressed in U.S. dollars per short ton of 2,000 lbs., unless otherwise specified.

**UNLOADING                  WHARFAGE**

**305                  Port security surcharge**

A security surcharge will be assessed against and collected from all vessels, barges and cargo interests utilizing services or facilities at the Port of Beaumont in accordance with the notice filed with the Federal Maritime Commission by the Gulf Seaports Marine Terminal Conference.

The security surcharge is assessed to recover costs incurred for security assessments, security plans, equipment purchase, installation and maintenance and staffing required to implement and maintain surveillance and access controls mandated by the Maritime Transportation Security Act of 2002 and U.S. Coast Guard regulation 33 CFR 105.

The security surcharge will be assessed against ships and barges as a percentage of total dockage charged, and as a tonnage fee against cargo, with the exception of containers, which will be assessed on a per unit basis. The security surcharge will be assessed in addition to all other fees which may be due under this tariff, as follows:

**SHIPS and BARGES:** 9.25% of total dockage assessed per port call

**CARGO (to be billed to the party paying the wharfage):**

Breakbulk	\$.195 per ton*
Dry Bulk	\$.045 per ton*
Liquid Bulk	\$.045 per ton*
Containers	\$4.09 per box*
Vehicles	\$1.00 per vehicle*
Passengers	\$1.00 per passenger*

Users of Port of Beaumont services or facilities who withhold, refuse or otherwise fail to pay properly assessed security surcharges, shall be subject to all the collection terms and procedures contained in item 296 of this tariff. In addition, at the sole discretion of the Port of Beaumont, such Users may be denied service or required to deposit estimated port charges in advance of using port authority facilities or receiving services.

**306                  Finance charge**

All invoices issued by the Port of Beaumont are due and payable upon presentation to vessels, their owners or agents, or any firms, persons or corporations using facilities under the operation of the Port of Beaumont.

Any invoice issued by the Port of Beaumont, which is unpaid thirty (30) days from the date the invoice is issued, shall be deemed to be delinquent.

Any invoices that are or become delinquent on or after thirty (30) days from the effective date of this amendment will be assessed an interest charge of twelve (12%) percent per annum of the amount of the invoice and shall be due and owing from the date of delinquency until paid. Such interest charges shall be calculated on a per annum basis of three hundred sixty five (365) days.

Additionally, should it become necessary for the Port of Beaumont to file suit to collect any delinquent invoices or to enforce any provision of this tariff, the party obligated herein to pay such invoices under this section or the party against whom enforcement of the tariff is sought consents to such suit being filed in the appropriate Judicial District Court, in Jefferson County, Texas, and further the party not prevailing shall be obligated to pay reasonable attorney fees incurred by the prevailing party.

**310                  Automobiles and trucks, etc:**

POVs driven-on/off	\$34.00	\$2.75
--------------------	---------	--------

<b>315</b>	<b>All bagged commodities for human consumption:</b>		
	From railcars	\$12.00	\$1.85
	Palletized, from flatbed trucks	\$5.36	\$1.85
	Minimum charge to load/unload loose bags to/from boxcars/trucks:		
	\$1,000.00		
	<b>Note 1:</b> Rates published in this item apply only from boxcars except as otherwise specified		
	<b>Note 2:</b> See Item 590 - Damage-free cars		
	<b>Note 3:</b> Rates published herein apply only to bags weighing 50 lbs. or more		
	<b>Note 4:</b> See Item 635, Maintenance charge		
<b>340</b>	<b>Commodities not otherwise shown, loose or in packages:</b>		
		\$22.62	\$3.20
	On Pallets or pre-unitized:	\$9.90	\$3.20
	Non-hazardous, in super sacks: weighing 2,000 - 3,000 lbs. each	\$6.30	\$3.20
	<b>Note 1:</b> Not applicable on vans, automobiles, trailers, including military ordnance vehicles.		
<b>345</b>	<b>Construction, mining and roadbuilding machinery, parts and related components, backhoes, bulldozers, construction (off highway) dump trucks, crawler cranes, crawler tractors, front-end loaders, mining dump trucks, truck and crawler drilling units, wheeled scrapers, parts and components.</b>		
		\$8.68	\$2.80
	Vehicles exceeding 100,000 lbs., but less than 250,000 lbs.	\$21.93	\$2.80
	Self-propelled cargo, received/delivered by driver to/from point of rest:	\$30.00 per unit	\$2.80
	Construction machinery lifted	\$20.12	\$2.80
<b>346</b>	<b>Construction equipment,</b> pump stations, parts and related components	\$11.00	\$2.80
	Self-propelled cargo received/delivered by driver to/from point of rest:	\$30.00 per unit	\$2.80
<b>347</b>	<b>Containers per unit</b> (Throughput)	\$79.00	\$43.00
<b>348</b>	<b>Drilling rigs, parts and related components</b>		
		\$8.68	\$2.80
	Drive-in, drop-off, winch-on, winch-off (See Item 585)	\$33.00 per unit	\$2.80

**Forest Products:**

Lumber, in bundles, for forklift handling to of from flatbed trucks or rail flatcars

Loading or unloading, to/from flatbed equipment	\$6.88	\$1.75
---	--------	--------

Mats, weighing 500 to 2,000 lbs. per unit	\$7.50	\$1.75
---	--------	--------

Newsprint	\$6.88	\$1.75
-----------	--------	--------

Paneling, in bundles loading only	\$8.22	\$1.75
-----------------------------------	--------	--------

Paper and paper products:

Containerboard, pulpboard, linerboard, sack paper, wrapping paper, in rolls or bales, to or from railcars or flatbed trucks	\$6.60	\$1.75
---	--------	--------

Printing Paper	\$6.88	\$1.75
----------------	--------	--------

Wastepaper in bales	\$12.51	\$1.75
---------------------	---------	--------

Particleboard, gypsum wallboard and fiberboard, in bundles	\$6.88	\$1.75
--	--------	--------

Pine veneer in bundles weighing 1,000 to 4,000 pounds for forklift handling to or from flatbed trucks or rail flatcars	\$5.71	\$1.75
--	--------	--------

Plywood in bundles weighing 1,000 to 4,000 lbs. skidded or with dunnage to permit forklift handling to/from one car or truck to one location (see note 1)	\$5.07	\$1.75
---	--------	--------

Hardboard, in bundles suitable for handling by one forklift to boxcars, trucks	\$6.88	\$1.75
--	--------	--------

Oversized bundles that do not allow handling by normal forklift means	\$7.00	\$1.75
---	--------	--------

Poles or pilings, 65' or less, in bundles, suitable for forklift Handling	\$6.59	\$1.75
---	--------	--------

In bundles, per truckload (a)	\$72.31 (a)	\$1.75
-------------------------------	-------------	--------

Loose	\$12.50	\$1.75
-------	---------	--------

Woodpulp:

In rolls	\$6.50	\$1.50
----------	--------	--------

In bales, loose	\$11.00	\$1.50
-----------------	---------	--------

In bales, unitized	\$5.25	\$1.50
--------------------	--------	--------

If removal of unitizing wires is required	\$5.75	\$1.50
Tissue paper, in rolls suitable for forklift handling:	\$7.50	\$2.40
1. Surcharge for loading trucks and railcars requiring four or more separations	\$2.00	
2. Surcharge for loading lumber in bundles four feet long or less	\$2.00	
3. Surcharge for readjusting truck loads/weights to meet compliance with DOT regulations	\$50.00 per truck	
4. Surcharge for cleaning of railcars prior to loading, if necessary	\$125.00 per car	

**Note 1:**

The rates in this item apply only when cargo is presented for loading/unloading in condition that allows normal forklift handling. If the load shifts in transit, is not properly secured, banded, stripped, or for whatever reason is not able to be handled by normal forklift means, the entire car or truck will be set aside and handled at actual cost plus 20%.

375

**Metal articles, viz:**

Billets, ingots, slabs	\$7.50	\$1.65
Coils:		
to/from flatbed cars/trucks:	\$8.40	\$1.65
to/from open top cars/trucks:	\$8.40	\$1.65
Pipe, in bundles not exceeding 40' in length:	\$8.56	\$2.15
Loose, N.O.S.	\$8.68	\$2.15
20" O.D. & over	\$6.77	\$2.15
Rail or track material:		
to/from flatbed cars/trucks	\$5.95	\$1.65
to/from open top cars/trucks	\$9.15	\$1.65
Rebar, not exceeding 40' in length		
to/from flatbed cars/trucks	\$7.29	\$1.65
to/from open top cars/trucks	\$8.56	\$1.65
over 40' in length		
to/from flatbed cars/trucks	\$8.92	\$1.65
to/from open top cars/trucks	\$11.35	\$1.65
Scrap, scrap alternative, i.e. HBI, pig iron, direct to/from rail cars, trucks (see Item 515):		\$1.65

Structural steel, N.O.S.	\$18.14	\$2.15
--------------------------	---------	--------

**NOTE:** Applies only when cargo is received with stripping/dunnage in proper condition to allow handling with slings or forklifts. Not subject to **Item 585**.

**380**

**Military vehicles and ordnance only, viz:**

Note, unless otherwise specified, these rates apply only to cargo handled for, and under the jurisdiction of, the 842nd Transportation Battalion, U.S. Army Surface Deployment and Distribution Command. For rates on other military cargo, see item 385 below.

Tracked vehicles, weighing:

under 50,000 lbs.	\$86.00 ea	\$1.95
over 50,000 lbs.	\$252.00 ea	\$1.95

Armored vehicles, construction equipment and heavy trucks

Driven to/from rail or truck	\$62.00 ea	\$1.95
Lifted to/from rail or truck	\$89.00 ea	\$1.95
Towed to/from rail or truck	\$79.00 ea	\$1.95

Military Vehicles, N.O.S., humvees, light trucks:

Driven to/from rail or truck	\$30.00 ea	\$1.95
Lifted to/from rail or truck	\$77.00 ea	\$1.95
Towed to/from rail or truck	\$62.00 ea	\$1.95

**Note 1:** See **Item 381** for securing military cargo in containers.

Container, van, conex throughput	\$66.00 ea	\$1.95
Chassis receipt/delivery	\$22.00 ea	\$1.95
Container, van on chassis	\$49.00 ea	\$1.95
Segregate containers	\$36.00ea	\$1.95
Aircraft, driven or towed on/off receiving/delivering carrier, flown in or out of terminal	\$28.00 ea	\$1.95
Lift on/off receiving/delivering carrier	\$186.00 ea	\$1.95
Boxed/crated parts	\$7.50	\$1.95

Note: Charges for loading/unloading cargo do not include the services of a truck or rail coordinator coordinating the loading of specific pieces to specific trucks or railcars. It is strongly suggested that the carrier have on site such a coordinator during the loading of their cargo. When, in the opinion of the Director of Operations, such services are required and not provided for by the carrier, the port will hire a clerk to provide such services and invoice that charge back to the carrier at cost plus 20% - as per item 510 of this tariff.

**381**

**Securing military cargo in containers**

Charges for stuffing cargo into containers contained in **Item 382** do not include any expense for securing materials. Materials for securing will be billed at cost plus 20%.

382

**Stuffing/stripping military cargo**

The Port of Beaumont will provide all stuffing/stripping of military cargo to/from containers.

383

**Lashing/unlashing military cargo**

The Port of Beaumont will provide all lashing/unlashing of military cargo to/from railcars for the below listed per railcar rates. Rates are based on a railcar loading plan, including a cargo listing and railcar listing, to be provided by the 842<sup>nd</sup> Transportation Battalion by 3:00 p.m. on the prior day the service is requested.

Lashing to railcar \$502.00 per railcar

Unlashing from railcar \$403.00 per railcar

385

**Military cargo, other than cargo handled for, and under the jurisdiction of, the 842<sup>nd</sup> Transportation Battalion, U.S. Army Surface Deployment Command**

Loading/unloading (See items 380-382)

Wharfage \$2.95

Note: Charges for loading/unloading cargo do not include the services of a truck or rail coordinator coordinating the loading of specific pieces to specific trucks or railcars. It is strongly suggested that the carrier have on site such a coordinator during the loading of their cargo. When, in the opinion of the Director of Operations, such services are required and not provided for by the carrier, the port will hire a clerk to provide such services and invoice that charge back to the carrier at cost plus 20% - as per item 510 of this tariff.

451

**Project Cargo**

Cargo handled via forklift \$8.50 W/M \$2.60 per W/M

Requiring crane \$12.50 W/M \$2.60 per W/M

NOTE: This only applies up to the capacity of the port cranes.  
Detailed operating limits/capacities chart can be obtained upon request.

470

**Wind Turbine Equipment, parts and related components**

Loading/Unloading (Crane required): \$19.82 per short ton

Loading/Unloading (Suitable for forklift): \$11.95 per short ton

Loading/Unloading (Blades or Blade Molds) \$1.99 per cbm

Wharfage: \$2.80 W/M

**Note 1.** All handling is on the basis of lift to/from truck/railcar only. Movement within the port to accommodate loading/unloading is not included and will be charged on the basis of a special quote.

**Note 2.** Tariff Demurrage and Free time rules for wind energy equipment do not apply. Contact port staff for quotation.

**See Item 585.**

Rates pursuant to Gulf Seaports Marine Terminal Conference.

475

**Liquid and dry bulk**

Transferred directly between barges and ships. \$.75 per ton

Liquid bulk NOS

\$1.25

Dry bulk NOS

\$1.25

**EFFECTIVE: January 1, 2017**