



# CHEMSERVE TERMINAL OF WILMINGTON, LLC

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## CTW VESSEL TARIFF

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- BERTH SERVICES & CHARGES -

- TERMS, CONDITIONS and REFERENCE ITEMS -

- DEMURRAGE & DOCKAGE PROVISIONS -

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ISSUED: August 1<sup>st</sup>, 2024

EFFECTIVE: September 1<sup>st</sup>, 2024

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ISSUED BY:

Chemserve Terminal of Wilmington, LLC  
3325 River Rd  
Wilmington, NC 28412

[www.chemserveterminal.com](http://www.chemserveterminal.com)

Welcome! We're pleased to offer the information contained in this Tariff as an introduction to one of the Southeast's premier marine terminals. We are proud to be providing you – the shippers and receivers of bulk liquid products moving to and from Wilmington, NC – with services that **save you money.**

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**CHEMSERVE TERMINAL OF WILMINGTON, LLC  
VESSEL TARIFF**

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**I. GENERAL**

**SECTION 1. CONTACT INFORMATION**

**Chemserve Terminal of Wilmington, LLC (CTW)**

Cape Fear River  
3325 River Road  
Wilmington, North Carolina 28412  
Telephone: (910) 799-0180  
Facsimile: (910) 799-0181

**– Terminal Manager**

Office: (910) 799-0180  
Mobile: (904) 613-8396  
Email: [christina.bland@chemserveterminal.com](mailto:christina.bland@chemserveterminal.com)

**– Vice President**

Mobile: (757) 544-0784  
Email: [matt.law@chemserveterminal.com](mailto:matt.law@chemserveterminal.com)

**Michael E. Law - President**

Email: [mike.law@chemserveterminal.com](mailto:mike.law@chemserveterminal.com)

**SECTION 2. DIRECTIONS**

Via Land: From N/W I-40 East, NC 132 (College Road) South, Right on SR1101 (Shipyard Boulevard), Left on SR1100 (River Road), ¼ mile on Left, 3325 River Road.

From S/W Highway 74/76 East cross bridge to Highway 421 South/3<sup>rd</sup> Street (becomes Carolina Beach Road), Right on SR1101 (Shipyard Boulevard), Left on SR1100 (River Road), ¼ mile on Left, 3325 River Road.

Via Sea: Located on the East Bank of Cape Fear River approximately 26 miles from open sea (approximately 2000 feet south of Southern most point of Port of Wilmington).

**SECTION 3.           APPLICATION OF TARIFF**

- A. Rates, charges, rules, and regulations published or referred to in this tariff shall apply on all vessels or waterborne cargo moving at, over or through, Chemsolve Terminal of Wilmington (hereinafter, "CTW").
- B. The use of CTW facilities (hereinafter, "CUSTOMER") constitutes consent to the terms and conditions of this tariff by the CUSTOMER as well as an agreement on the part of the CUSTOMER to pay all charges and be governed by all rules and regulations published in this tariff, to abide by local rules and regulations as set forth by the management of CTW Facilities and to be responsible for the disciplining of any infractions thereof by such persons or firms and their employees.
- C. Parties using the terminal are required to conform with any and all municipal, state, and federal regulations, including but not limited to OSHA, USCG, EPA and DOT and will be held responsible for any violation of the same.
- D. The local steamship agent handling the vessel or representing the line shall be responsible to CTW for terminal charges including, but not limited to, dockage and wharfage assessed against the vessel or line.
- E. Should other matters arise not specifically covered herein or in our stevedoring contract, the tariff published by the North Carolina State Port Authority, Port of Wilmington, shall apply.
- F. HOLIDAYS: The following holidays are recognized by the CTW:
  - Veterans' Day Observance
  - Thanksgiving (two days, Thursday, and Friday)
  - Christmas (three days, determined annually)
  - New Year's Day
  - Martin Luther King's Birthday
  - Good Friday
  - Memorial Day
  - Independence Day
  - Labor Day

**SECTION 4.           HOLD HARMLESS AGREEMENT AND DESIGNATED LIMITATIONS ON LIABILITY**

Except as may be caused by its own negligence, all CUSTOMERS of CTW Facilities agree to indemnify, defend and hold harmless CTW from and against any and all causes of action, suits, claims, damage, and demands of whatever kind or nature, including, but not limited to, claims for consequential damages, claims for personal injury, wrongful death, breach of contract, property damage, pollution/natural resource damage, loss of income and earnings, civil or criminal fines that are incident to or result from the CUSTOMER's operations on the property of CTW and the use of CTW facilities (hereinafter "Damage"), and all CUSTOMERS shall bear CTW's reasonable legal expenses, attorneys' fees, expert fees, accountant fees and all other reasonable costs and

expenses which arise from the Damage or CUSTOMER's breach of the terms of this Tariff or other agreement with CTW, or other negligence or fault of CUSTOMER. This Agreement is not to be construed as requiring any CUSTOMER to hold harmless or indemnify CTW for that portion or percentage of Damage, if any, caused by the sole negligence of CTW.

As a condition precedent to recovery, cargo, loss, and Damage claims against CTW must be filed in writing with CTW within nine months after delivery of property (or, in case of export traffic, within nine months after delivery to vessel) or, in case of failure to make delivery, then within nine months after a reasonable time for delivery has elapsed. Suits shall be instituted only within one year of the day when notice in writing is given by CTW to claimant that CTW has disallowed the claim or any part or parts thereof. Where claims are not filed or suits not instituted in accordance with the foregoing provisions, CTW shall not be liable and such claims will not be paid.

Any claim or suit against CTW shall be brought exclusively in the General Courts of Justice of New Hanover County, North Carolina, or in the United States District Court for the Eastern District of North Carolina. Unless otherwise required by applicable law, North Carolina law or United States Maritime law, as proper, shall apply to this Tariff and any claim or suit against CTW.

**SECTION 5.           RESPONSIBILITY FOR DAMAGE OR LOSS**

The Terminal, as stevedore, will be legally liable for damage to the ship and its equipment, less normal wear, and tear, and for damage to cargo or loss of cargo over side, directly caused through its sole negligence. When such damage occurs to the ship or its equipment, or where loss or damage occurs to the cargo by reason of such sole negligence of the Terminal, the ship's officers or other authorized representatives will call this to the attention of the Terminal at the time of the accident and a marine survey will be performed to determine the loss and the responsibility.

With respect to claims for loss or damage to the vessel, its equipment and appurtenances, cargo, and/or baggage, the liability of the Terminal shall be limited to physical damage caused by the sole negligence of the Terminal as stevedore and to such claims that result from fraud on the part of the employees of the Terminal engaged in the delivery, receiving and watching of cargo, said liability is to be limited to the extent of the Terminal's liability insurance, maximum \$1,000,000.00. The Terminal shall not be responsible for any special, incidental, indirect, or consequential damages whatsoever, including but not limited to lost revenue, punitive or exemplary damages, crew wages, lost charter hire, delay or loss of use.

**SECTION 6.           FINANCIAL TERMS**

- A. Charges are due upon presentation. Unless otherwise indicated, product receipt charges shall be based on Bill of Lading or Manifest to be furnished prior to vessel arrival or vessel Draft Survey. Interest of 1 ½% per month shall be applied to all invoices on 30 days after invoice date and shall be charged on total unpaid invoice amounts each 30 days thereafter.

If an invoice is not disputed within 20 days after date of issuance, said dispute(s) shall be deemed waived and invoice shall be considered valid and due.

A minimum charge of \$59.55 per invoice will be charged when there is a request to re-bill after the initial invoice has been rendered.

- B. Terminal charges as stated include Dockage and Wharfage charges.

**SECTION 7. PAYMENT OF CHARGES AND INVOICES**

- A. On each inbound or outbound shipment moving into or out of CTW facilities, the person performing the forwarding function shall be responsible to CTW for payment of all charges assessed against cargo including, but not limited to, handling charges and storage charges. In any case of doubt as to whom is the party performing the forwarding function, generation of the dock receipt/order shall constitute an admission by the party generating the same that he is performing the forwarding function.
- B. The responsibility for terminal charges assessed against a vessel including, but not limited to, Dockage and Wharfage, shall rest with the agent of such vessel.
- C. The responsibility for crane rental, equipment rental, dock cleanup, and stevedore use fees will rest with the vessel.
- D. All vessels, their owners and agents, and all other CUSTOMERs of CTW facilities shall be required to permit access to manifests, loading or discharge lists, rail or motor carrier freight bills or other pertinent documents for the purpose of audit to determine the correctness of reports filed or for securing necessary data to permit correct billing charges.
- E. All invoices are rendered in strict accordance with this Tariff and are due on presentation. Failure to pay promptly will cause the name of the shipper, consignee, or steamship line for whom the services were rendered to be placed on a delinquent list and such party will be denied further use of the facilities until all outstanding charges have been paid. CTW reserves the right to estimate and collect in advance all charges which may accrue against cargo or vessels if credit has not been established with CTW or if the parties involved have habitually been on the delinquent list. Use of the facilities may be denied until such advance charges have been paid.
- F. If any invoice shall not be properly paid by the responsible party, and such invoice thereafter be referred to counsel for collection the responsible party shall also be liable for all reasonable attorney's fees, costs, and expenses of CTW.

**SECTION 8. PRODUCT**

- A. The customer shall ensure that all products delivered to the terminal are free of contamination and/or infestation and meet all the environmental requirements with regard to air and water standards. All costs associated with the removal of any contamination, fumigation or environmental concerns will be for the customer's account.

- B. Any potential problems resulting from inherent characteristics of the product are the customer's responsibility.
- C. Prior to delivery of the Product, CUSTOMER shall provide LESSOR with a current and accurate Safety Data Sheet ("SDS") and a Certificate of Analysis ("COA") covering each receipt of Product delivered to the Terminal. Further, notwithstanding anything to the contrary, CUSTOMER agrees not to deliver to the Facility any Product that (a.) would in any way cause damage to the Facilities and/or related equipment or (b.) render the Facilities unfit, after cleaning, for the storage of a water white Product. The CUSTOMER shall be liable for all costs related to the repair, reconditioning, or replacement, as necessary, of the Facilities and/or equipment damaged due to a violation of the requirements of this section.
- D. Title to the product shall remain at all times with the Customer.
- E. Product screening will be at the CUSTOMER's direction and at the established rate.
- F. The Facility will not be responsible for product shrinkage.
- G. CUSTOMER and CTW acknowledge that vessel draft surveys are not exact measurements of tonnage discharged/loaded.
- H. The CUSTOMER will be responsible for providing all risk insurance coverage on all goods stored and handled by CTW.

**SECTION 9. EXPORT CARGO**

Export Cargo, as used in this Tariff, means cargo received at the port for loading into a vessel for shipment to a foreign or domestic port or destination.

**SECTION 10. IMPORT CARGO**

Import cargo as used in this Tariff means cargo, including in-transit cargo, received at the port in a vessel from a foreign or domestic port or origin for loading to a domestic motor, rail or water carrier or storage.

**SECTION 11. TON**

Except as otherwise provided in individual items, ton as used in this tariff, has reference to a ton of 2,000 pounds.

**SECTION 12. USAGE**

Usage means the use of Terminal facilities by an ocean carrier, rail carrier, motor carrier, independent contractor, stevedore, shipper, or consignee, or any other terminal CUSTOMER, their agents, servants, and/or employees specified in this tariff.

**SECTION 13.        SHIPBOARD WELDING/BURNING**

Shipboard welding and/or burning of any type is strictly prohibited while vessels are berthed at CTW without express written authorization from the terminal management.

**SECTION 14.        DISCHARGING BALLAST OR RUBBISH**

Pumping ballast or discarding rubbish, garbage, dunnage or any debris into slip or channels or on CTW property is strictly prohibited. Violators will be subject to penalty charges. Direct contact must be made with the approved contractor and upon CTW's prior written approval of pumping oil and sludge or collecting garbage or solid waste for offload and disposal under MARPOL regulations.

**SECTION 15.        DISCHARGING SEWAGE**

Pumping sewage into the waters of North Carolina is strictly prohibited by Federal and State Law.

**SECTION 16.        PETROLEUM PRODUCTS**

The transfer of bulk petroleum products from CTW dock to the vessel is prohibited except as provided otherwise agreed and as permitted by law. No oil or petroleum product as defined in N.C.G.S. Chapter 143, Article 21A, Oil Pollution and Hazardous Substances Control or other applicable law as amended from time to time, may be discharged or loaded or off loaded at CTW by a CUSTOMER, except as below provided.

Petroleum Products in barrels or other packages may be approved on a case-by-case basis. If approved, the vendor must first supply proof of insurance, and make arrangements for a representative to remain with the cargo until it is transferred onto the vessel. Vendors will be fully responsible for any petroleum products spilled while delivering and transferring products to the vessel.

**SECTION 17.        INSURANCE**

Charges published in or referred to by this tariff do not include any expense of fire, storm, or other insurance covering owner's interest in property. All such insurance desired by the owner of the cargo must be provided by the owner.

All Port CUSTOMERS and firms, including but not limited to Ocean Carriers, Stevedoring Companies, Ships' Agents, Shippers or Consignees, and Rail or Trucking Companies shall at their own expense, maintain and provide evidence that the following insurance coverages are in force covering their operations on or at CTW facilities. All CUSTOMERS agree that certificates of insurance and endorsements by AM best rated companies (A or better) shall be maintained on file with the CTW and that new certificates and endorsements shall be furnished to the CTW upon any changes in the CUSTOMERS' insurance coverages.

- (A) Workers' Compensation and Employer's Liability Insurance covering all persons in the employ of the CUSTOMER shall be provided in accordance with all



applicable federal and state laws. Employer's liability insurance limits shall not be less than Five Hundred Thousand Dollars (\$500,000) per accident and Five Hundred Thousand Dollars (\$500,000) per employee for disease claims. The policy shall include an endorsement waiving the right to subrogate against the Authority.

- (B) Commercial General Liability insurance (including broad form contractual liability) to cover the CUSTOMER while operating on Authority facilities and/or while performing work using Authority property, from any and all claims for damages arising out of bodily injury, sickness, or disease, including wrongful death, or property damage or personal or advertising injury, which may result from its operations. Commercial General Liability limits shall be determined by the business type at the sole and absolute discretion of the Authority, but in all instances, it shall be in the amount of not less than One Million Dollars (\$1,000,000) combined single limit for bodily injuries and property damage arising out of any one incident and an aggregate of at least Two Million Dollars (\$2,000,000.) Required General Liability insurance limits may be met by a combination of General Liability and Excess Liability or umbrella policies. The Authority shall be named an additional insured with respect to the Commercial General Liability policy, and it shall include an endorsement waiving the right to subrogate against the Authority and properly include a notice of cancellation clause.
- (C) Automobile Liability insurance to cover any automobile vehicles owned, leased, borrowed, or otherwise operated by or on behalf of the CUSTOMER. Automobile Liability insurance shall be in the amount of not less than One Million Dollars (\$1,000,000) combined single limit for bodily injuries and property damage liabilities. 7 Back to top Item 35 - INSURANCE: continued
- (D) If any boats, barges, ships, or other watercraft are used in connection with the work to be performed on Authority facilities, the CUSTOMER shall provide (1) Protection and Indemnity Insurance and (2) Hull Coverage with the running down clause to cover such watercraft. The policy limit should be no less than One Million Dollars (\$1,000,000) per accident and shall include coverage for Jones Act/crew and wreck removal. The Protection and Indemnity policy should be endorsed to name the Authority as an additional insured.
- (E) Property or Inland Marine insurance shall be carried by and be the responsibility of the CUSTOMER as the CUSTOMER may deem advisable on any personal property, cargo, equipment, furnishings, additions and improvements, betterments or any other property stored or maintained within or attached to Authority facilities. Except as caused by its own gross negligence, the Authority is not responsible for personal property, cargo, equipment, furnishings, machinery, additions or improvements, betterments or any other property that is owned by the CUSTOMER or in the CUSTOMER's care, custody, and control. All insurance required herein shall be endorsed to provide that it is primary with respect to any insurance carried by the Authority and no insurance coverage of the Authority shall be called upon to contribute to the payment of any losses that would otherwise be paid by the CUSTOMER or covered or paid by the CUSTOMER's insurance. The above insurance policies shall remain in full force and effect and shall not be canceled,

allowed to lapse, or allowed to expire while the CUSTOMER maintains active operations at or continues use of Authority facilities. The policy shall include an endorsement waiving the right to subrogate against the Authority. The Authority reserves the right to modify insurance requirements herein at its sole and absolute discretion.

**SECTION 18. GENERAL INCORPORATION**

Any services provided by CTW, unless otherwise described herein, shall be provided at the rates of the Port of Wilmington Tariff as applicable at the time the services are rendered.

Furthermore, rate increases set by the Port of Wilmington shall also apply to services provided by CTW (whether or not designated herein) and shall be applicable at the time and date of the increase as determined by the Port of Wilmington.

**II. DOCKAGE**

**SECTION 1. BERTHING OF VESSELS**

Subject to the exceptions enumerated below, vessels shall be assigned to berths in the order in which they file as ready in all respects to commence work. (First come, first served.)

**CTW does not warrant the safety of any port, channel, fairway, anchorage, or any approach to CTW's Facility and any and all such warranties, express or implied, are hereby expressly disclaimed.**

CTW, as governing Port Authority at these Facilities, will require the vessel to maintain a minimum discharge rate of 500 short tons per hour plus the two-hour allowable Lay Time. Any Vessel that fails to maintain the aforementioned rate will at CTW's sole option, either a) required to stop the discharge and immediately vacate the berth, or b) if allow by CTW to remain at the berth, charged a surcharge of \$500 per hour, for any additional hours required to complete the discharge in excess of the above stated rate. The charges enumerated in b) above will be in addition to all other charges accrued pursuant to Section II DOCKAGE.

Vessels refusing to vacate the berth after completion of loading or discharging will be subject to penalty Dockage of \$1,200.00 per hour commencing two hours after completion of loading or unloading. At its option, the Terminal may affect the removal of any vessel at vessel's risk and expense.

**SECTION 2. LAY TIME AND DEMURRAGE**

A vessel shall be allowed Lay Time, without charge except for dockage, based upon the minimum discharge rate as set forth in Paragraph II, Section 1. of this tariff. Vessels shall be allowed an additional two (2) hours as lay time. Lay time shall begin when all lines are fast upon docking.

**SECTION 3. VESSEL TO VACATE BERTHS**

CTW may order any vessel to vacate any berth when CTW deems that the continued presence of such vessel at such berth would be a potential hazard to the vessel, the berth, CTW facilities, or would interfere with CTW's operations, or interfere with the rights or property of others. Such situations include but are not limited to the following: When a potential natural disaster such as a hurricane, tornado, earthquake, fire, or flooding make the continued presence of the vessel a threat to the vessel and/or CTW facilities and/or the property or safety of others.

CTW shall provide written notice (such as facsimile transmission, e-mail, etc.) to the steamship line or the ship's Agent advising of the requirement to vacate. The notice shall state the time that the berth must be vacated and shall be presented at least four (4) hours prior to the time the vessel is to vacate.

If a vessel fails to promptly vacate as ordered, it shall be responsible for any damage or expense which may be incurred by CTW or others as a result of such failure to vacate. CTW shall have the option, but not the duty, of moving the vessel to another location at the risk and expense of the vessel. If such movement occurs, the vessel shall hold CTW harmless for any damage or liability it may incur as a result of such movement. Failure to comply with any order to vacate will result in a penalty to the vessel of \$1,500.00 per hour for each hour of non-compliance. Refusal may result in denial of future berthing privileges or services.

**SECTION 4. RESPONSIBILITY FOR DAMAGE TO FACILITIES**

All CUSTOMERS of the CTW Facilities shall be held responsible for all damage to the Facilities occurring while occupied or in use by them. CTW reserves the right to repair or contract for the repair of such damage directly. CTW may detain any vessel or other watercraft responsible for damage to the Facilities until sufficient security has been posted for the amount of damage. The Vessel's liability for the cost for all repairs of damage to the Facilities shall be based on actual charges and costs expended or actual replacement cost, whichever is higher, without regard to factors such as age, depreciation, or condition of the Facilities before the damage occurred.

**SECTION 5. DELAYS AND DETENTIONS**

No responsibility will be assumed by CTW for delays or demurrage on railroad cars, highway trucks, or detention on vessels from any cause whatsoever, or for delays caused by U.S. Customs or other regulatory bodies, nor will such delay or detention preclude the imposition of storage or other charges.

Should there be any questions with regard to validity of any invoice from CTW the matter must be reduced to writing and forwarded to CTW, Attention Accounting, PO Box 7227 Portsmouth, VA 23707, and the ship's local agent, within forty-five (45) days after the presentation of the invoice in question. Any invoice not questioned within this forty-five (45) day period will be considered valid and final.

**SECTION 6. DOCKAGE CHARGES**

**Dockage:** the charge assessed against a vessel or other craft for berthing or making fast to any wharf, mooring devise, or other facility of the terminal or for mooring to a vessel so berthed (“Time at Berth”). The following dockage charges will be assessed:

**A. DOCKAGE, PER GROSS REGISTERED TON PER 24-HOUR PERIOD**

**Liquid Tankers and Ocean Going and Integrated Tug/Barges**

(Per highest Gross Registered Tonnage, 24-hour minimum applies.)

**Per Gross Registered Ton**

\$ 0.54

**B. Vessels, not otherwise shown**

0’ to 650’

Over 651’

**Per Linear Foot**

\$ 12.00

\$ 13.00

Note: Includes seagoing barges loading or discharging cargo carried on foreign or intracoastal manifests.

The Dockage will be computed on Gross Registered Ton as published in Lloyd’s Register of Shipping. The Minimum Dockage Charge for Vessels under A., and B. above shall be \$3,500.00 per day or fraction thereof. After the first 24-hour period of dockage assessment, dockage will be assessed on an hourly basis; 1/24 of daily dockage charge for each hour over the initial 24-hour period. Time for dockage commences when the vessel is made fast upon arrival and ends when the vessel vacates the berth.

**C. BARGES AND TUGS**

**Inland Barges**

Per Linear Foot

**Per Linear Foot**

\$ 5.15

Barges moored alongside vessels at the piers for the sole purpose of transferring cargo to or from such vessels as well as tow boats and landing tows will be exempt from dockage charges.

Dockage charges are based on a twenty-four-hour day or fraction which commences when the vessel moors. The Minimum Dockage Charge for Inland Barges and Tugs is \$2,500.00 per day or fraction thereof.

**D. VESSELS BERTHED BUT NOT DISCHARGING OR RECEIVING CARGO.**

All Vessels who are berthed at the dock, but not actually discharging or receiving cargo, will a) be assessed a charge of \$500 per hour for each hour they are berthed while

not conducting discharge or receipt of cargo, or b) the charges pursuant to A., B., or C. above, whichever is greater.

**E. VESSELS, OTHER THAN BARGES**

Vessels calling at the facility of Chemserve Terminal of Wilmington, LLC may be granted, upon request, Lay Berth dockage at the rate of \$250 per hour, subject to a) berth availability, b) Section 3 of **II DOCKAGE** above, and c) at the sole discretion of CTW management.

**F. SECURITY SURCHARGE**

Security Surcharge is a fee assessed against the vessel to recover costs incurred, for security assessments, security plans, equipment purchases, 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 described herein shall apply to all vessels and barges (working or in lay berth) that utilize the facilities of CTW and will be based on the Vessel's total time at the dock plus two hours.

**For non-Holidays, based on hours at Berth, plus two hours:** \$ 100.00 per hour.  
**For Holidays, based on hours at Berth, plus two hours:** \$150.00 per hour.

**SECTION 7. LINE HANDLING**

Line handling charges shall be at the rates provided by the servicing entity.

**III. LOADING & UNLOADING**

**SECTION 1. ACCEPTANCE OF VESSELS FOR LOADING**

- A. The Terminal may refuse to accept any vessel for loading unless the following requirements have been met:
1. All required holds have been properly certified as ready for loading or otherwise deemed acceptable by the shipper.
  2. A copy of any governing charter party or booking note has been provided to the Terminal.
  3. Funds or acceptable guarantees to cover anticipated obligations to the Terminal have been provided for.
  4. Master's loading plan has been provided to the Terminal and final tonnage nominated.

5. Cargo is in position to be loaded on arrival of vessel.
  6. Overtime requirements, if any, have been agreed to and funds arranged for.
- B. For all Terminal and Stevedoring delays and expenses resulting from failure to comply with any of the above berthing requirements, vessel will be subject to Terminal Detention at \$500.00 per hour, or labor and equipment cost plus 20%, including insurance and payroll taxes, whichever is greater.

**SECTION 2. ACCEPTANCE OF VESSELS FOR DISCHARGING**

The Terminal may refuse to accept any vessel for discharging unless the following requirements have been met:

- A. Space is available is available for receipt of cargo.
- B. If requested by Terminal, a copy of any governing charter party or booking note will be provided to the Terminal.
- C. If requested by the Terminal, funds, or acceptable guarantee to cover anticipated obligations to the Terminal will be provided.
- D. Overtime requirements, if any, have been agreed to and funds arranged for.

**SECTION 3. READINESS OF VESSELS TO LOAD OR UNLOAD**

Vessel will be considered ready to load or unload when it provides a valid Certificate of Compliance (COC) as issued by the U.S. Coast Guard. There will be a charge of \$1,200.00 If the Vessel requires a US Coast Guard inspection for issuance of a COC while at the Berth.

**SECTION 4. LOADING OR UNLOADING**

Loading or unloading applies to the service of loading or unloading cargo between any place on the Terminal and railroad cars, trucks, domestic barges, or any other means of conveyance. The Terminal will not consider themselves to be the consignee of cargo destined for water movement.

**IV. WATER, SUPPLIES, CHANDELLING, ETC.**

**SECTION 1. FRESH WATER**

For furnishing fresh water to vessel, the charge will be \$7.50 per short ton of 2,000 lbs., with a minimum charge of \$165.00.

**SECTION 2. CHARGE FOR CERTIFICATE OF COMPLIANCE EXAMS AT BERTH**

If a Vessel receives a United States Coast Guard Certificate of Compliance Examination, or similar Governmental Inspection, while at the berth, it will be assessed a convenience fee of \$1,200.00. All time the Vessel is at the Berth while undergoing such Exam or Inspection shall be counted towards the Vessel Time at Berth for the purposes of Dockage Calculations.

**SECTION 3. MISCELLANEOUS**

Various cargoes will be received, stored, and delivered in accordance with private contracts or arrangements to be made between CTW and Importers or Exporters prior to committing any cargo to move over the terminals for either export or import.

All agreements, covenants and provisions contained herein are severable and, in the event any of them shall be held invalid by any competent court or tribunal, this Agreement shall be interpreted as if such invalid agreements and covenants were not contained herein.

All references to gender may include the masculine, feminine and neuter, as appropriate.

This Tariff Schedule contains the entire agreement of the terminal and CUSTOMERS concerning the subject matter hereof and any party asserting another, or contrary agreement bears the burden of producing a writing thereof signed or confirmed in writing by separate communication by the party to be bound.