

PORT OF BROWNSVILLE
Tariff 6 – FMC-T6
SECTION THREE – RULES, REGULATIONS AND CHARGES PERTAINING TO VESSELS

ITEM 325 - PILOTAGE

From Sea or Port Isabel to the Port of Brownsville or Brownsville to Sea or Port Isabel one way:

1. Normal Self-propelled vessels:

	2020	2021	2022	2023
1.1	Draft charge of \$25.63 per foot of draft Minimum draft charge of 20 feet \$512.60	26.14 522.85	26.66 533.30	27.19 543.96
1.2	Tonnage charge: Summer Deadweight or International gross tonnage, which ever is more; a charge of \$0.0426 per metric tons.	0.0434	0.0442	0.0450
1.3	Transportation/Fuel surcharge of \$40.67 per pilot boat movement. (As long as the price of crude oil remains below \$100 a barrel, if price of crude rises above \$100 a barrel then \$62.08 per movement)	41.48 63.32	42.30 64.58	43.14 65.87
1.4	Port Safety/Radio Charge of \$72.07 per pilot, per movement.	73.51	74.98	76.47
1.5	Boat Fee of \$125.00 per movement (per use of a pilot boat)	127.50	130.05	132.65
1.6	Minimum charge per movement \$1016.85 for a normal cargo vessel; \$677.90 minimum for Ocean Going Tugs /Supply vessels.	1037.18 691.45	1057.92 705.27	1079.07 719.37

2. Shifting Normal Self-propelled vessels Port of Brownsville

	2020	2021	2022	2023
2.1	Vessels under 3,000 Deadweight tons \$355.88	362.99	370.24	377.64
2.2	Vessels 3,000 deadweight tons \$640.61	653.42	666.48	679.80
2.3	Port Safety Radio Charge of \$72.07 per pilot, per movement	73.51	74.98	76.47
2.4	If a shift takes over 2 hours an hourly charge of \$271.16 per pilot will be charged after 2 hours.	276.58	282.11	287.75

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ITEM 325 – PILOTAGE (CONTINUED)

3. Disabled Vessels, Drilling Rigs, Scrap vessels or any other unusual vessels

	2020	2021	2022	2023
3.1	Will be assessed double charges and fees per movement and pilotage charges will be assessed to towing (assist) vessels.			
3.2	A hourly charge of \$271.16 per hour per pilot	276.58	282.11	287.75
3.3	Any vessel requiring a 2 nd pilot will be charged a full 2 nd pilot charge			

4. Tonnage Charges for the following vessels

	2020	2021	2022	2023
4.1	Naval Warships including warships going to scrap: Normal operational Displacement			
4.2	Scrap cargo or scrap passenger ships: summer deadweight or International gross tonnage which ever is more.			
4.3	Rigs: Displacement or International Gross tonnage which ever is more.			

5. Detention Charges:

5.1	<i>Arrivals:</i>			
	2020	2021	2022	2023
5.1.1	Detention charges of \$271.16 per pilot per hour will be assessed if stated arrival time is changed less than two hours before stated time.	276.58	282.11	287.75
5.1.2	Detention charges of \$271.16 per pilot per hour or part thereof will be assessed starting one hour after stated arrival time, except during extreme weather conditions.	276.58	282.11	287.75
5.1.3	If a pilot arrives at the pilot boat and the arrival is canceled a 3-hour charge of \$271.16 per hour will be assessed plus any stand-by time	276.58	282.11	287.75
5.1.4	If a pilot boards a vessel and the order to transit is cancelled a 4-hour charge of \$271.16 per hour will be assessed plus any stand-by time	276.58	282.11	287.75
5.1.5	If a pilot or pilots are not given a 2-hour notice of vessels cancellation prior to stated boarding time vessel will be charged with a cancellation fee. \$271.16			

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5.2	<i>Sailing or Shifting:</i>			
	2020	2021	2022	2023
5.2.1	A cancellation charge of \$271.16 per pilot if notice is not given one hour prior to stated sailing time.	276.58	282.11	287.75
5.2.2	If a pilot has arrived dockside and there is a delay in sailing due to vessel's business there will be a charge of \$271.16 per hour, per pilot or part thereof, commencing one half (½) hour after stated departure time.	276.58	282.11	287.75
5.2.3	If a pilot has arrived dockside and the sailing is cancelled a 2-hour charge of \$271.16 per hour will be assessed plus anytime standing by. (Stand by time \$271.16 per hour)	276.58	282.11	287.75
		276.58	282.11	287.75
5.2.4	If a pilot arrives dockside for a drilling rig sailing and the sailing is cancelled a 3-hour charge of \$271.16 per hour per pilot will be assessed plus anytime standing by.	276.58	282.11	287.75
5.2.5	For vessels docking detention charges will be charged starting 30 minutes after "1 st line", until pilot is disembarked. Minimum charge of one hour			
5.2.6	Detention charges shall be in addition to all normal charges.			

6. Pilots Carried to Sea:

	2020	2021	2022	2023
6.1	If a pilot is detained on board because of convenience or due to adverse weather conditions, the pilot will be reimbursed \$676.63 per day, plus all cost of travel and lodging for direct return to Brownsville.	690.16	703.96	718.03

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ITEM 325 – PILOTAGE (CONTINUED)7. Other Charges:

	2020	2021	2022	2023
7.1	Vessels docked against Yokahama Fenders additional charge of \$135.54	138.25	141.01	143.83
7.2	Meetings for vessel/rig movements will be charged \$238.72 per hour minimum one hour. Meetings on weekends or holidays minimum 2-hour charge.	243.49	248.35	253.31
7.3	Vessels that tow below 2 knots from Buoys 4 /5 to Buoys 46/47 or vice versa an additional charge of \$135.54 per pilot per hour.	138.25	141.01	143.83
7.4	Rig charges are to Amfels Shipyard. Rigs towed to and from the inner harbor past Amfels will be charged an additional \$677.90 per pilot.	691.45	705.27	719.37
7.5	A turning charge of \$135.54 for vessels of over 850 feet.	138.25	141.01	143.83
7.6	A passing charge of \$135.54 for vessels transiting between Oil Dock #5 and Bulk Cargo Dock, when there is both a tanker or barges doubled up on Oil Dock 5 and a vessel on the Bulk Cargo Dock	138.25	141.01	143.83
7.7	A charge of \$135.54 for improper notice of arrival or notification/dispatching of a pilot	138.25	141.01	143.83
7.8	If a vessel is experiencing engine problems or requests are made to the pilot to operate the engine at reduced RPM's, a charge of \$271.16	276.58	282.11	287.75
	per hour for the duration of operating at reduced RPM.			

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ITEM 326 – PILOT DISPATCHING RULES

The traffic for the Port of Brownsville and Port Isabel is currently covered by 2 pilots. In general, only 1 pilot will be on call. The pilots are currently dispatched through the Port of Brownsville Harbormasters office. “The Board” at the harbormaster’s office must be kept up to date, in order for the pilots and the Pilot Boatman to schedule rest time and time off. A second pilot will be available only if traffic on “The Board” warrants.

1. Notice of Arrival

- a. In general arrivals must be posted on “the Board” in similar order that is required by **Title 33CFR Part 160.212 Notice of Arrival**. The sooner the notice the better for all parties concerned. When a vessel is on “the board” the arrival time should be adjusted when information is available.
- b. Arrival Pilot Ordering
- c. During the hours of 0700 to 1800 hours, the pilot will need a minimum 4-hour notice for an arrival or vessel at anchor.
- d. During the hours of 1800 to 0700 hours, the pilot will need a minimum 6-hour notice for an arrival or vessel at anchor.
- e. If a request to board earlier is made, the pilot will make an effort to do so at his option. The more informed the pilot is of tentative plans by agents, owners, and terminal managers the more likely a pilot will be able to board on short notice.

2. Departures Pilot Ordering

- a. If a pilot is kept informed of tentative plans to sail, then the pilot will need a minimum 3-hour notice to sail.
- b. If there is a tentative plan for a vessel sailing between the hours of 2200 to 0400 the agent, owner, or terminal manager must inform the harbor master of such plans between the hours of 1600 to 1800. This notice is to insure that the pilot gets adequate rest before working. If no tentative notice is given than the pilot will need a 4- hour notice to sail.

c. Rigs

- a. Ocean Drilling rigs requiring 2 pilots will require a minimum 4-day notice for an arrival, departure or shift.

4. Scrap Ships

- a. Scrap Ship arrivals shall follow the guidelines set for normal vessel arrivals.
- b. Scrap ships requesting to shift, or sail will require a 24-hour notice.

5. In Closing

The pilots will make all efforts to work with agents, owners, and the ports to maximize movements and minimize delays. The pilots reserve the right to adjust arrival and sailing pilot boarding times to avoid going over allowable working hours per **CFR 46 USC Section 8104**.