

SABINE PILOT ASSOCIATION

TARIFF RATE SHEET

Pilotage Rates for Sabine-Neches Waterway (Beaumont, Port Arthur and Orange, Texas)

Effective January 01, 2025

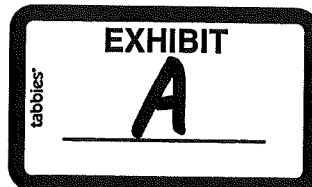
VESSELS CROSSING SABINE BAR

- To or from Sabine Bar Pilot Station (Lat. 29-36N, Long. 93-48'W) and any destination below Beacon No. 40 Port Arthur Canal (Zone 1)
 - o \$48.36 per draft foot plus \$.0397 per gross ton unit
- To or from Sabine Bar Pilot Station and any destination between Beacon No. 40 Port Arthur Canal and Beacon No. 56 Sabine-Neches Canal (Zone 2)
 - o \$49.25 per draft foot plus \$.0453 per gross ton unit
- To or from Sabine Bar Pilot Station and any destination between Beacon No. 56 Sabine-Neches Canal and Beacon No. 26A Neches River or Beacon No. 8 Sabine River (Zone 3)
 - o \$50.90 per draft foot plus \$.0512 per gross ton unit
- To or from Sabine Bar Pilot Station and any destination above Beacon No. 26A Neches River or Beacon No. 8 Sabine River (Zone 4)
 - o \$52.57 per draft foot plus \$.0566 per gross ton unit

A minimum draft of 20 feet applies to all vessel movements.

Minimum charge: Draft zone rate plus gross ton units: \$1258.03

All vessels over 40,000 gross ton units shall pay an additional \$22.72 per thousand gross tons or any fractional part thereof exceeding 40,000 gross ton units.



GROSS TON UNIT CALCULATION

The gross ton units of all vessels are determined as follows:

$$\text{GROSS TON UNITS} = \frac{L \times B \times D \times C}{100}$$

Where:

L is the vessel's length overall in feet; B is the vessel's extreme breadth in feet

D is the vessel's depth from the keel to main deck in feet; C is the vessel's respective block coefficient.

ONE GROSS TON UNIT (GTU) = 100 CUBIC FEET OF SPACE RESPECTIVE BLOCK COEFFICIENTS WILL BE DETERMINED AS FOLLOWS:

Vessel's Length in Feet	Block Coefficient
000 - 300	0.65
301 - 400	0.70
401 - 500	0.75
501 - 600	0.80
601 - 700	0.85
> 701	0.90

ZONES

Zone No. 1: All points on the waterway between the Sabine Bar Pilot Station and any point below Beacon No. 40 Port Arthur Canal.

Zone No. 2: All points between Beacon No. 40 Port Arthur Canal and Beacon No. 56 Sabine Neches Canal.

Zone No. 3: All points between Beacon No. 56 Sabine Neches Canal and Beacon No. 26A Neches River or Beacon No. 8 Sabine River.

Zone No. 4: All points above Beacon No. 26A Neches River or Beacon No. 8 Sabine River.

SHIFTING

Vessels shifted within a single zone or across two or more separate zones shall be charged the following, per draft foot \$45.02
Additional charge per gross ton unit\$0.0340

All vessels over 40,000 gross ton units shall be charged an additional \$22.72 per thousand gross ton units or any fractional part there of exceeding 40,000 gross ton units.

Vessels piloted without power shall be charged double the regular pilot charge or shifting fee.

A shifting fee in addition to the regular fee shall be charged for vessels to or from points above the Municipal Docks of Beaumont or Orange.

VESSELS WITH A DRAFT OVER 40 FEET

When a vessel's draft exceeds 40 feet, the following charges will apply:

- 40.1 to 42 feet - 25% over and above the normal pilot rate
- 42.1 to 44 feet - 35% over and above the normal pilot rate
- 44.1 and above - 50% over and above the normal pilot rate

TURNING CHARGE

For turning a vessel whose length is 800 feet or greater, or whose beam exceeds 120 feet or more, either prior to docking or following sailing\$218.11

TOWS

Vessels in tow with one pilot shall be charged ½ draft foot of the pilot fee with a minimum fee of \$613.38, which shall be in addition to the towed vessel's fee. Vessels in tow requiring two pilots (one on the vessel being towed and one on the towing vessel) shall be charged double draft foot fee in addition to the draft foot fee for towing vessel. The decision as to whether a second pilot is required shall be made by the Sabine Pilots at their discretion. The rates for the movement of unusual types of floating equipment, such as (but not limited to) drilling rigs, rafts, and tunnel sections, etc., shall be by specific agreement before movements commence.

DETENTION OF PILOT/HOLDING OF VESSEL

Whenever a vessel is required to hold, standby or anchor and cannot proceed to her destination, for whatever reason, in excess of one-half hour, a charge of \$640.87 per hour or fraction thereof shall be assessed until the vessel resumes its normal transit. Detention of a pilot aboard a vessel prior to sailing from a berth or anchorage in excess of three-

quarters hour, or detention of a pilot aboard a vessel in excess of one hour after the vessel is alongside or at anchor, \$640.87 per hour or fraction thereof shall be charged.

When a vessel fails to arrive within one-half hour of its reported arrival time, a detention charge of \$640.87 per hour or fraction thereof shall be assessed until the vessel arrives at its requested boarding station.

REQUESTING A PILOT

An arriving vessel shall give a six (6) hour notice prior to the requested boarding time, while a vessel sailing shall give a four (4) hour notice prior to the requested sailing time.

CANCELLATION

Cancellation of a request for pilot services may be made up to two (2) hours before the requested sailing time, or up to four (4) hours before the requested boarding (arrival) time without charge. Otherwise, a cancellation charge of \$454.40 shall be assessed.

DESTINATION

The location or berth or anchorage shall be considered the destination of a vessel when stopping enroute for the convenience of the vessel.

SPECIAL TARIFF CLAUSE

The rate for Pilotage Services for vessels of unusual size or construction or with unusual maneuvering characteristics, or with restricted vision, or other services not covered herein shall be determined by Specific Agreement before movement of the vessel commences.

On the first call of any vessel with a length of over 860 feet or a beam in excess of 120 feet, there shall be two (2) Pilots assigned to the vessel, and the pilotage fee for the second pilot shall be one hundred (100%) percent of all gross tonnage units and draft charges only for the first Pilot otherwise called for herein. On departure and subsequent calls, one (1) Pilot will be required unless the Sabine Pilots in their discretion determine that two (2) Pilots are necessary for the safe navigation of the vessel. In case of disagreement on the need for two Pilots, two different Pilots will be assigned to handle the departure of the first subsequent call, and the final determination will be made by the Sabine Pilots.

PORT SAFETY, TRAINING, AND COMMUNICATIONS

Per movement.\$241.33

TRANSPORTATION CHARGE

When dispatching a Pilot to shift or to sail \$68.16 per movement

When dispatching a Pilot to Sabine\$113.60 per movement

When shifting in same zone or to an adjacent zone, or when job is cancelled after reporting aboard vessel, one transportation fee will be charged.

UNITED STATES COAST GUARD DRUG, ALCOHOL, HEALTH AND REHABILITATION PROGRAM

Charged \$14.22 per movement across Sabine Bar, with a maximum charge of \$28.44 per vessel

NEW PILOT VESSEL FUND

Charge for each inbound, as well as for each outbound movement (called "per vessel movement") which requires the use of a pilot boat. Said "per vessel movement" charge shall be paid into a fund to be used solely for payment of a new pilot boat and for major refits/refurbishments and/or main engine rebuilds or repowering of existing pilot boats. Said fund is to be accounted for and to be kept in a specific segregated account. The monies from said fund shall be used only for paying for the purchase of a new pilot boat, for paying for the retirement of the indebtedness incurred due to the construction or the purchase of such pilot boat until such indebtedness is paid, and for paying the costs associated with major refits/refurbishments and/or main engine rebuilds or repowering of existing pilot vessels.

New Pilot Vessel Fund Charge:.....\$248.00 per vessel movement.

PAYMENT FOR SERVICES

Payment is due immediately for all pilot services rendered. One and one-half percent per month may be charged on any invoice that is not paid within 15 days from the date of the invoice. The agent shall be considered to be acting for consignee and/or for the operators of vessel and will be responsible for payment of the pilot fees.

INVOICING FOR SERVICES

Charges for all services listed herein shall be on the same invoice for pilotage services rendered to vessel.

STATEMENT ON JEFFERSON AND ORANGE COUNTY PILOT LIABILITY

Nothing contained in this Rate Tariff shall in any way affect, limit, minimize or otherwise impact the protections and limitations available to the Sabine Pilots under and pursuant to the provisions of the Jefferson and Orange County Pilots Licensing and Regulatory Act ("the Act"), TEX. TRANSP. CODE §§ 69.001, *et seq.*, and/or the any and all subsequent revisions, amendments and/or supplements to the Act.

SABINE PILOT ASSOCIATION

TARIFF RATE SHEET

Pilotage Rates for Sabine-Neches Waterway (Beaumont, Port Arthur and Orange, Texas)

Effective January 01, 2026

VESSELS CROSSING SABINE BAR

- To or from Sabine Bar Pilot Station (Lat. 29-36N, Long. 93-48'W) and any destination below Beacon No. 40 Port Arthur Canal (Zone 1)
 - o \$53.68 per draft foot plus \$.0441 per gross ton unit

- To or from Sabine Bar Pilot Station and any destination between Beacon No. 40 Port Arthur Canal and Beacon No. 56 Sabine-Neches Canal (Zone 2)
 - o \$54.67 per draft foot plus \$.0503 per gross ton unit

- To or from Sabine Bar Pilot Station and any destination between Beacon No. 56 Sabine-Neches Canal and Beacon No. 26A Neches River or Beacon No. 8 Sabine River (Zone 3)
 - o \$56.50 per draft foot plus \$.0569 per gross ton unit

- To or from Sabine Bar Pilot Station and any destination above Beacon No.26A Neches River or Beacon No. 8 Sabine River (Zone 4)
 - o \$58.36 per draft foot plus \$.0629 per gross ton unit

A minimum draft of 20 feet applies to all vessel movements.

Minimum charge: Draft zone rate plus gross ton units: \$1396.42

All vessels over 40,000 gross ton units shall pay an additional \$25.22 per thousand gross tons or any fractional part thereof exceeding 40,000 gross ton units.

GROSS TON UNIT CALCULATION

The gross ton units of all vessels are determined as follows:

$$\text{GROSS TON UNITS} = L \times B \times D \times C \text{ divided by } 100$$

Where:

L is the vessel's length overall in feet; B is the vessel's extreme breadth in feet

D is the vessel's depth from the keel to main deck in feet; C is the vessel's respective block coefficient.

ONE GROSS TON UNIT (GTU) = 100 CUBIC FEET OF SPACE RESPECTIVE BLOCK COEFFICIENTS WILL BE DETERMINED AS FOLLOWS:

Vessel's Length in Feet	Block Coefficient
000 - 300	0.65
301 - 400	0.70
401 - 500	0.75
501 - 600	0.80
601 - 700	0.85
> 701	0.90

ZONES

Zone No. 1: All points on the waterway between the Sabine Bar Pilot Station and any point below Beacon No. 40 Port Arthur Canal.

Zone No. 2: All points between Beacon No. 40 Port Arthur Canal and Beacon No. 56 Sabine Neches Canal.

Zone No. 3: All points between Beacon No. 56 Sabine Neches Canal and Beacon No. 26A Neches River or Beacon No. 8 Sabine River.

Zone No. 4: All points above Beacon No. 26A Neches River or Beacon No. 8 Sabine River.

SHIFTING

Vessels shifted within a single zone or across two or more separate zones shall be charged the following, per draft foot.....\$49.98
Additional charge per gross ton unit.....\$0.0378

All vessels over 40,000 gross ton units shall be charged an additional \$25.22 per thousand gross ton units or any fractional part there of exceeding 40,000 gross ton units.

Vessels piloted without power shall be charged double the regular pilot charge or shifting fee.

A shifting fee in addition to the regular fee shall be charged for vessels to or from points above the Municipal Docks of Beaumont or Orange.

VESSELS WITH A DRAFT OVER 40 FEET

When a vessel's draft exceeds 40 feet, the following charges will apply:

- 40.1 to 42 feet - 25% over and above the normal pilot rate
- 42.1 to 44 feet - 35% over and above the normal pilot rate
- 44.1 and above - 50% over and above the normal pilot rate

TURNING CHARGE

For turning a vessel whose length is 800 feet or greater, or whose beam exceeds 120 feet or more, either prior to docking or following sailing \$242.11

TOWS

Vessels in tow with one pilot shall be charged ½ draft foot of the pilot fee with a minimum fee of \$680.86, which shall be in addition to the towed vessel's fee. Vessels in tow requiring two pilots (one on the vessel being towed and one on the towing vessel) shall be charged double draft foot fee in addition to the draft foot fee for towing vessel. The decision as to whether a second pilot is required shall be made by the Sabine Pilots at their discretion. The rates for the movement of unusual types of floating equipment, such as (but not limited to) drilling rigs, rafts, and tunnel sections, etc., shall be by specific agreement before movements commence.

DETENTION OF PILOT/HOLDING OF VESSEL

Whenever a vessel is required to hold, standby or anchor and cannot proceed to her destination, for whatever reason, in excess of one-half hour, a charge of \$711.37 per hour or fraction thereof shall be assessed until the vessel resumes its normal transit. Detention of a pilot aboard a vessel prior to sailing from a berth or anchorage in excess of three-quarters hour, or detention of a pilot aboard a vessel in excess of one hour after the vessel is alongside or at anchor, \$711.37 per hour or fraction thereof shall be charged.

When a vessel fails to arrive within one-half hour of its reported arrival time, a detention charge of \$711.37 per hour or fraction thereof shall be assessed until the vessel arrives at its requested boarding station.

REQUESTING A PILOT

An arriving vessel shall give a six (6) hour notice prior to the requested boarding time, while a vessel sailing shall give a four (4) hour notice prior to the requested sailing time.

CANCELLATION

Cancellation of a request for pilot services may be made up to two (2) hours before the requested sailing time, or up to four (4) hours before the requested boarding (arrival) time without charge. Otherwise, a cancellation charge of \$504.39 shall be assessed.

DESTINATION

The location or berth or anchorage shall be considered the destination of a vessel when stopping enroute for the convenience of the vessel.

SPECIAL TARIFF CLAUSE

The rate for Pilotage Services for vessels of unusual size or construction or with unusual maneuvering characteristics, or with restricted vision, or other services not covered herein shall be determined by Specific Agreement before movement of the vessel commences.

On the first call of any vessel with a length of over 860 feet or a beam in excess of 120 feet, there shall be two (2) Pilots assigned to the vessel, and the pilotage fee for the second pilot shall be one hundred (100%) percent of all gross tonnage units and draft charges only for the first Pilot otherwise called for herein. On departure and subsequent calls, one (1) Pilot will be required unless the Sabine Pilots in their discretion determine that two (2) Pilots are necessary for the safe navigation of the vessel. In case of disagreement on the need for two Pilots, two different Pilots will be assigned to handle the departure of the first subsequent call, and the final determination will be made by the Sabine Pilots.

PORT SAFETY, TRAINING, AND COMMUNICATIONS

Per movement..... \$267.88

TRANSPORTATION CHARGE

When dispatching a Pilot to shift or to sail \$75.66 per movement

When dispatching a Pilot to Sabine\$126.10 per movement

When shifting in same zone or to an adjacent zone, or when job is cancelled after reporting aboard vessel, one transportation fee will be charged.

UNITED STATES COAST GUARD DRUG, ALCOHOL, HEALTH AND REHABILITATION PROGRAM

Charged \$15.79 per movement across Sabine Bar, with a maximum charge of \$31.58 per vessel

NEW PILOT VESSEL FUND

Charge for each inbound, as well as for each outbound movement (called "per vessel movement") which requires the use of a pilot boat. Said "per vessel movement" charge shall be paid into a fund to be used solely for payment of a new pilot boat and for major refits/refurbishments and/or main engine rebuilds or repowering of existing pilot boats. Said fund is to be accounted for and to be kept in a specific segregated account. The monies from said fund shall be used only for paying for the purchase of a new pilot boat, for paying for the retirement of the indebtedness incurred due to the construction or the purchase of such pilot boat until such indebtedness is paid, and for paying the costs associated with major refits/refurbishments and/or main engine rebuilds or repowering of existing pilot vessels.

New Pilot Vessel Fund Charge: \$285.20 per vessel movement.

PAYMENT FOR SERVICES

Payment is due immediately for all pilot services rendered. One and one-half percent per month may be charged on any invoice that is not paid within 15 days from the date of the invoice. The agent shall be considered to be acting for consignee and/or for the operators of vessel and will be responsible for payment of the pilot fees.

INVOICING FOR SERVICES

Charges for all services listed herein shall be on the same invoice for pilotage services rendered to vessel.

STATEMENT ON JEFFERSON AND ORANGE COUNTY PILOT LIABILITY

Nothing contained in this Rate Tariff shall in any way affect, limit, minimize or otherwise impact the protections and limitations available to the Sabine Pilots under and pursuant to the provisions of the Jefferson and Orange County Pilots Licensing and Regulatory Act ("the Act"), TEX. TRANSP. CODE §§ 69.001, *et seq.*, and/or the any and all subsequent revisions, amendments and/or supplements to the Act.

SABINE PILOT ASSOCIATION

TARIFF RATE SHEET

Pilotage Rates for Sabine-Neches Waterway (Beaumont, Port Arthur and Orange, Texas)

Effective January 01, 2027

VESSELS CROSSING SABINE BAR

- To or from Sabine Bar Pilot Station (Lat. 29-36N, Long. 93-48'W) and any destination below Beacon No. 40 Port Arthur Canal (Zone 1)
 - o \$59.59 per draft foot plus \$.0490 per gross ton unit

- To or from Sabine Bar Pilot Station and any destination between Beacon No. 40 Port Arthur Canal and Beacon No. 56 Sabine-Neches Canal (Zone 2)
 - o \$60.69 per draft foot plus \$.0559 per gross ton unit

- To or from Sabine Bar Pilot Station and any destination between Beacon No. 56 Sabine-Neches Canal and Beacon No. 26A Neches River or Beacon No. 8 Sabine River (Zone 3)
 - o \$62.72 per draft foot plus \$.0632 per gross ton unit

- To or from Sabine Bar Pilot Station and any destination above Beacon No.26A Neches River or Beacon No. 8 Sabine River (Zone 4)
 - o \$64.78 per draft foot plus \$.0699 per gross ton unit

A minimum draft of 20 feet applies to all vessel movements.

Minimum charge: Draft zone rate plus gross ton units: \$1550.03

All vessels over 40,000 gross ton units shall pay an additional \$28.00 per thousand gross tons or any fractional part thereof exceeding 40,000 gross ton units.

GROSS TON UNIT CALCULATION

The gross ton units of all vessels are determined as follows:

$$\text{GROSS TON UNITS} = L \times B \times D \times C \text{ divided by } 100$$

Where:

L is the vessel's length overall in feet; B is the vessel's extreme breadth in feet

D is the vessel's depth from the keel to main deck in feet; C is the vessel's respective block coefficient.

ONE GROSS TON UNIT (GTU) = 100 CUBIC FEET OF SPACE RESPECTIVE BLOCK COEFFICIENTS WILL BE DETERMINED AS FOLLOWS:

Vessel's Length in Feet	Block Coefficient
000 - 300	0.65
301 - 400	0.70
401 - 500	0.75
501 - 600	0.80
601 - 700	0.85
> 701	0.90

ZONES

Zone No. 1: All points on the waterway between the Sabine Bar Pilot Station and any point below Beacon No. 40 Port Arthur Canal.

Zone No. 2: All points between Beacon No. 40 Port Arthur Canal and Beacon No. 56 Sabine Neches Canal.

Zone No. 3: All points between Beacon No. 56 Sabine Neches Canal and Beacon No. 26A Neches River or Beacon No. 8 Sabine River.

Zone No. 4: All points above Beacon No. 26A Neches River or Beacon No. 8 Sabine River.

SHIFTING

Vessels shifted within a single zone or across two or more separate zones shall be charged the following, per draft foot.....\$55.48
Additional charge per gross ton unit.....\$0.0420

All vessels over 40,000 gross ton units shall be charged an additional \$28.00 per thousand gross ton units or any fractional part there of exceeding 40,000 gross ton units.

Vessels piloted without power shall be charged double the regular pilot charge or shifting fee.

A shifting fee in addition to the regular fee shall be charged for vessels to or from points above the Municipal Docks of Beaumont or Orange.

VESSELS WITH A DRAFT OVER 40 FEET

When a vessel's draft exceeds 40 feet, the following charges will apply:

- 40.1 to 42 feet - 25% over and above the normal pilot rate
- 42.1 to 44 feet - 35% over and above the normal pilot rate
- 44.1 and above - 50% over and above the normal pilot rate

TURNING CHARGE

For turning a vessel whose length is 800 feet or greater, or whose beam exceeds 120 feet or more, either prior to docking or following sailing \$268.75

TOWS

Vessels in tow with one pilot shall be charged ½ draft foot of the pilot fee with a minimum fee of \$755.76, which shall be in addition to the towed vessel's fee. Vessels in tow requiring two pilots (one on the vessel being towed and one on the towing vessel) shall be charged double draft foot fee in addition to the draft foot fee for towing vessel. The decision as to whether a second pilot is required shall be made by the Sabine Pilots at their discretion. The rates for the movement of unusual types of floating equipment, such as (but not limited to) drilling rigs, rafts, and tunnel sections, etc., shall be by specific agreement before movements commence.

DETENTION OF PILOT/HOLDING OF VESSEL

Whenever a vessel is required to hold, standby or anchor and cannot proceed to her destination, for whatever reason, in excess of one-half hour, a charge of \$789.63 per hour or fraction thereof shall be assessed until the vessel resumes its normal transit. Detention of a pilot aboard a vessel prior to sailing from a berth or anchorage in excess of three-quarters hour, or detention of a pilot aboard a vessel in excess of one hour after the vessel is alongside or at anchor, \$789.63 per hour or fraction thereof shall be charged.

When a vessel fails to arrive within one-half hour of its reported arrival time, a detention charge of \$789.63 per hour or fraction thereof shall be assessed until the vessel arrives at its requested boarding station.

REQUESTING A PILOT

An arriving vessel shall give a six (6) hour notice prior to the requested boarding time, while a vessel sailing shall give a four (4) hour notice prior to the requested sailing time.

CANCELLATION

Cancellation of a request for pilot services may be made up to two (2) hours before the requested sailing time, or up to four (4) hours before the requested boarding (arrival) time without charge. Otherwise, a cancellation charge of \$559.88 shall be assessed.

DESTINATION

The location or berth or anchorage shall be considered the destination of a vessel when stopping enroute for the convenience of the vessel.

SPECIAL TARIFF CLAUSE

The rate for Pilotage Services for vessels of unusual size or construction or with unusual maneuvering characteristics, or with restricted vision, or other services not covered herein shall be determined by Specific Agreement before movement of the vessel commences.

On the first call of any vessel with a length of over 860 feet or a beam in excess of 120 feet, there shall be two (2) Pilots assigned to the vessel, and the pilotage fee for the second pilot shall be one hundred (100%) percent of all gross tonnage units and draft charges only for the first Pilot otherwise called for herein. On departure and subsequent calls, one (1) Pilot will be required unless the Sabine Pilots in their discretion determine that two (2) Pilots are necessary for the safe navigation of the vessel. In case of disagreement on the need for two Pilots, two different Pilots will be assigned to handle the departure of the first subsequent call, and the final determination will be made by the Sabine Pilots.

PORT SAFETY, TRAINING, AND COMMUNICATIONS

Per movement.....\$297.35

TRANSPORTATION CHARGE

When dispatching a Pilot to shift or to sail \$83.99 per movement

When dispatching a Pilot to Sabine\$139.98 per movement

When shifting in same zone or to an adjacent zone, or when job is cancelled after reporting aboard vessel, one transportation fee will be charged.

UNITED STATES COAST GUARD DRUG, ALCOHOL, HEALTH AND REHABILITATION PROGRAM

Charged \$17.53 per movement across Sabine Bar, with a maximum charge of \$35.06 per vessel

NEW PILOT VESSEL FUND

Charge for each inbound, as well as for each outbound movement (called "per vessel movement") which requires the use of a pilot boat. Said "per vessel movement" charge shall be paid into a fund to be used solely for payment of a new pilot boat and for major refits/refurbishments and/or main engine rebuilds or repowering of existing pilot boats. Said fund is to be accounted for and to be kept in a specific segregated account. The monies from said fund shall be used only for paying for the purchase of a new pilot boat, for paying for the retirement of the indebtedness incurred due to the construction or the purchase of such pilot boat until such indebtedness is paid, and for paying the costs associated with major refits/refurbishments and/or main engine rebuilds or repowering of existing pilot vessels.

New Pilot Vessel Fund Charge:\$327.98 per vessel movement.

PAYMENT FOR SERVICES

Payment is due immediately for all pilot services rendered. One and one-half percent per month may be charged on any invoice that is not paid within 15 days from the date of the invoice. The agent shall be considered to be acting for consignee and/or for the operators of vessel and will be responsible for payment of the pilot fees.

INVOICING FOR SERVICES

Charges for all services listed herein shall be on the same invoice for pilotage services rendered to vessel.

STATEMENT ON JEFFERSON AND ORANGE COUNTY PILOT LIABILITY

Nothing contained in this Rate Tariff shall in any way affect, limit, minimize or otherwise impact the protections and limitations available to the Sabine Pilots under and pursuant to the provisions of the Jefferson and Orange County Pilots Licensing and Regulatory Act ("the Act"), TEX. TRANSP. CODE §§ 69.001, *et seq.*, and/or the any and all subsequent revisions, amendments and/or supplements to the Act.

Sabine Pilot Association Rate Schedule

Tariff Category	Effective Date		
	January 1, 2025	January 1, 2026	January 1, 2027
Annual Adjustment	12%	11%	11%
Vessel Crossing the Bar Zone 1 (Draft)	\$48.36	\$53.68	\$59.59
Vessel Crossing the Bar Zone 1 (GTU)	0.0397	0.0441	0.0490
Vessel Crossing the Bar Zone 2 (Draft)	\$49.25	\$54.67	\$60.69
Vessel Crossing the Bar Zone 2 (GTU)	0.0453	0.0503	0.0559
Vessel Crossing the Bar Zone 3 (Draft)	\$50.90	\$56.50	\$62.72
Vessel Crossing the Bar Zone 3 (GTU)	0.0512	0.0569	0.0632
Vessel Crossing the Bar Zone 4 (Draft)	\$52.57	\$58.36	\$64.78
Vessel Crossing the Bar Zone 4 (GTU)	0.0566	0.0629	0.0699
Vessel Crossing the Bar Minimum Charge	\$1,258.03	\$1,396.42	\$1,550.03
Vessel Crossing the Bar (>40k GTU)	\$22.72	\$25.22	\$28.00
Shifting (Draft)	\$45.02	\$49.98	\$55.48
Shifting (GTU)	0.0340	0.0378	0.0420
Shifting (>40k GTU)	\$22.72	\$25.22	\$28.00
Turning Charge	\$218.11	\$242.11	\$268.75
Tows	\$613.38	\$680.86	\$755.76
Holding Time	\$640.87	\$711.37	\$789.63
Detention	\$640.87	\$711.37	\$789.63
Cancellation	\$454.40	\$504.39	\$559.88
Port Safety Communications Training	\$241.33	\$267.88	\$297.35
Transportation Charge (Shift or Sail)	\$68.16	\$75.66	\$83.99
Transportation Charge (Arrival)	\$113.60	\$126.10	\$139.98
Drug, Alcohol, Health and Rehabilitation	\$14.22	\$15.79	\$17.53
New Vessel Fund	\$248.00	\$285.20	\$327.98
Vessels with draft 40.1 - 42	25%	25%	25%
Vessels with draft 42.1 - 44	35%	35%	35%
Vessels with draft 44.1 and above	50%	50%	50%

