

PORT OF PHILDELPHIA MARINE TERMINAL ASSOCIATION, INC.

**FEDERAL MARITIME COMMISSION NO. 201206
(FORMERLY AGREEMENT No. 8425)**

TERMINAL SCHEDULE NO. 1600

**PORT OF PHILADELPHIA
MARINE TERMINAL ASSOCIATION, INC.
FEDERAL MARITIME COMMISSION NO. 201206
(FORMERLY AGREEMENT No. 8425)**

**TERMINAL SCHEDULE NO. 1600
CANCELS AND REPLACES
TERMINAL SCHEDULE NO. 1500**

**ISSUED BY SECRETARY, EUGENE MATTIONI,
PORT OF PHILADELPHIA MARINE
TERMINAL ASSOCIATION, INC.
FEDERAL RESERVE BANK BUILDING
100 N. INDEPENDENCE MALL WEST, SUITE 5A, NW
PHILADELPHIA, PA 19106
(215) 629-1600**

**NAMING RULES, REGULATIONS,
AND CHARGES SET FORTH HEREIN
OF THE TERMINAL OPERATORS NAMED HEREIN**

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TABLE OF CONTENTS

TABLE OF CONTENTS	iii
RULE 34 – TERMINAL SCHEDULE	1
RULE 34.1 – GENERAL RULES	1
ITEM 101: Ad Valorem Clause.....	2
ITEM 102: Limitation of Liability ..	3
ITEM 103: Open Piers.....	4
ITEM 104: Terminal Not Public Thoroughfare and Authorized Personnel	5
ITEM 105: Shipper’s Requests and Complaints	5
ITEM 106: Cargo Without Dock Receipt.....	5
ITEM 107: Hazardous Cargo.....	5
ITEM 108: Services Not Otherwise Provided For	6
ITEM 109: Verified Actual Gross Mass	6
ITEM 110: Liens and Costs of Collection	7
ITEM 111: Responsibility for Damages to Terminal and Equipment	7
ITEM 112: Payment of Charges and Extension of Credit	7
ITEM 113: Billing Disputes	8
ITEM 114: Force Majeure.....	8
ITEM 115: Safe Berth/Approach	9
ITEM 116: Government and/or Military Cargo.....	10
RULE 34.2 – DOCKAGE.....	10
ITEM 201: Assignment of Berth	10
ITEM 202: Definition	10
ITEM 203: Dockage Assignment	10
ITEM 204: Rates.....	10
RULE 34.3 – WHARFAGE	12
ITEM 301: Definitions	12
ITEM 302: Rates.....	13
RULE 34.4 – FREE TIME ON IMPORT CARGO.....	13
ITEM 401: Definition.....	13
ITEM 402: Free Time Period	13
ITEM 403: Commencement of Free Time	15
ITEM 404: Expiration of Free Time.....	15
ITEM 405: Inability of Terminal Operators to Provide Cargo During Free Time	15
ITEM 406: Terminal Operator’s Right to Store Cargo, And/or To Remove Cargo From Terminal and Storage Charges After Ninety (90) Days	15
RULE 34.5 – FREE TIME ON EXPORT CARGO	16
ITEM 501: Definitions	16
ITEM 502: Free Time Period	16
ITEM 503: Commencement of Free Time	17

ITEM 504: Expiration of Free Time.....	17
RULE 34.6 – WHARF DEMURRAGE ON IMPORT CARGO	18
ITEM 601: Definition.....	18
ITEM 602: Rates Except as Noted Below.....	18
ITEM 603: Responsibility for Payments of Demurrage and Other Charges.....	19
RULE 34.7 – WHARF DEMURRAGE ON EXPORT CARGO	20
ITEM 701: Definition.....	20
ITEM 702: Rates.....	20
ITEM 703: Assessment of Charges	21
ITEM 704: Assessment of Wharf Demurrage Charges During Tie-ups	21
ITEM 705: Identification of Vessel.....	22
ITEM 706: Transfer of Ownership of Cargo for Export	22
ITEM 707: Removal of Export Cargo From Terminal Prior to Loading on Vessel.....	22
ITEM 708: Responsibility for Payment of Demurrage and Other Charges	22
RULE 34.8 – RAILROAD CARLOADING AND UNLOADING	23
ITEM 801: Definitions	23
ITEM 802: Rates.....	23
ITEM 803: Accessorial Services	24
ITEM 804: Overtime and Holiday Work.....	25
ITEM 805: Railroad Car Demurrage.....	25
ITEM 806: Charges Payable.....	25
ITEM 807: Cargo That Will Be Handled for Direct Transfer To or From Open Top Railroad Cars, Including Gondolas and Flatcars	25
RULE 34.9 – TRUCK LOADING AND UNLOADING	26
ITEM 901: Abbreviations.....	26
ITEM 902: Application of Rates	26
ITEM 903: Definitions	26
ITEM 904: Right to Load or Unload Trucks	28
ITEM 905: Evidence of Insurance.....	28
ITEM 906: Collection for Services Rendered	28
ITEM 907: Minimum Charge.....	28
ITEM 908: Overtime Charges	29
ITEM 909: Rates.....	29
ITEM 910: Heavy Lift Charges – OFBT Only.....	31
ITEM 911: Special Stowage of Trucks	32
ITEM 912: Services Not Otherwise Provided For	32
ITEM 913: Cargo That Will Be Handled For Direct Transfer	32
ITEM 914: Delivery Orders.....	32
ITEM 915: Receipt and Delivery of Truck Cargo by Appointment.....	33

RULE 34.10 – MISCELLANEOUS SERVICES	33
ITEM 1001	33
ITEM 1002	33
ITEM 1003: Export Motor Vehicles.....	33
ITEM 1004: Fresh Water	33
ITEM 1005: Handling Yachts or Sailboat	34
 RULE 34.11 – SHIPMENTS OF STEEL AND OTHER METALS	 34
ITEM 1101: Import and Export Shipments Loaded To or From the Pier, and To or From Flatbed Trucks	34
 RULE 34.12 – PORT SECURITY FEE.....	 36

RULE: 34 – TERMINAL SCHEDULE

For application of individual charges, consult the subrules contained herein.

RULE: 34.1 – GENERAL RULES

DEFINITIONS

The following definitions apply to all rules, subrules, regulations, conditions, commodity rates, and/or charges set forth herein.

A. Association: the term “Association” means the Port of Philadelphia Marine Terminal Association, Inc.

All activities conducted at the South Jersey Port Corporation (“Port Corporation”) marine terminals are governed by either the Port of Philadelphia Marine Terminal Association tariff (“PMTA tariff”), or the South Jersey Port Corporation Tariff (“SJPC tariff”). Activities at any Port Corporation marine terminal conducted by, or under the direction of, Delaware River Stevedores (“DRS”) employee(s) and/or agent(s) are governed exclusively by the PMTA tariff, including the applicable rates provided therein. However, activities at any Port Corporation marine terminal that are not conducted or directed by DRS employee(s) and/or agent(s) are governed by the SJPC tariff, including the applicable rates provided therein. All activities conducted at the Tioga Marine Terminal are governed exclusively by the PMTA tariff.

Regardless of the nature of the work or services performed at any Port Corporation marine terminal, the Port Corporation’s liability shall be governed by the most favorable liability provisions included in the PMTA and SJPC tariffs, including but not limited to the limitation of liability provisions. Additionally, the Hot Work and the Notice of Claim Provisions included in the SJPC tariff are hereby incorporated by reference into the PMTA tariff and thereby made applicable to activities conducted at the Port Corporation Marine Terminals and Tioga Marine Terminal. These Hot Work and Notice of Claim Provisions are attached as Exhibit “A.”

B. Terminal: the term “Terminal” or “Terminals” refers to the marine terminals listed below:

NAME OF OPERATOR -----	TERMINAL/ADDRESS -----
Delaware River Stevedores, Inc.	Tioga Marine Terminal Philadelphia, PA 19134 Pier 122 Philadelphia, PA 19148
South Jersey Port Corporation	Joseph A. Balzano Marine Terminal

101 Joseph A. Balzano Blvd.
Camden, NJ 08103

Broadway Marine Terminal
Camden, New Jersey 08104

C. Terminal Operator: the term "Terminal Operator" refers to the operator of the marine terminals listed above.

Note: This Schedule does not cover West Coast Lumber or Military Cargo at any of the above terminals.

ABBREVIATIONS:

\$	-Currency	%	-Percent
Cont'd	-Continued	CU FT	-Cubic Foot
CWT	-Hundred weight or per 100 pounds	DWT	-Deadweight Ton
FMC	-Federal Maritime Commission	GRT	-Gross Registered Ton
		LBS	-Pounds
		MT	-Metric Ton
LOA	-Length Overall	O/T	-Other Than
ISO	-International Standards Organization	NOIBN	-Not otherwise Indicted by Name
NOS	-Not Otherwise Specified		

SYMBOLS:

(A)	Denotes Increase	(D)	Denotes Deletion
(B)	Denotes Decrease	(E)	Expiration
(C)	Denotes Change in Wording which results in neither increase nor decrease in rates or charges	(R)	Denotes Reduction
		(N)	Reissued Matter
(I)	Denotes New or Initial Matter	(G)	General Increase or Decrease

ITEM 101: Ad Valorem Clause

The Terminal Operator for the services performed under this schedule assumes no liability for the loss or damage to freight or cargo handled or transshipped through the terminal including but not limited to loss or damage caused by strikes, fire, water, action of the elements, theft, or other causes.

ITEM 102: Limitation of Liability (C)

The Terminal Operator shall be liable only for loss or damage resulting from its failure to exercise ordinary care in performing the services and affording the facilities or any other activities or goods that a Terminal Operator provides in servicing the customer's needs provided for herein. No provision contained in this schedule shall limit or relieve the Port of Philadelphia Marine Terminal Association or Terminal Operator from liability for its own negligence nor require any person, vessel or lessee to indemnify or hold harmless the Port or Philadelphia Marine Terminal Association or Terminal Operator from liability for its own negligence.

IN NO CASE, SHALL TERMINAL OPERATOR, BE LIABLE FOR DAMAGE, LOSS, NON-DELIVERY, MIS-DELIVERY OR CROSS DELIVERY IN EXCESS OF \$500.00 PER PACKAGE, OR NONPACKAGED OBJECTS OR UNIT, UNLESS THE SHIPPER, CONSIGNEE, TRUCKER, RAILROAD OR OTHER INLAND CARRIER, OR THEIR REPRESENTATIVE, PRIOR TO COMMENCEMENT OF SUCH SERVICES, OR USE OF SUCH FACILITIES, DECLARES A HIGHER VALUE AND PAYS TERMINAL, IN ADDITION TO THE OTHER CHARGES FOR SUCH SERVICES, A PREMIUM AS NEGOTIATED BETWEEN THE PARTIES. In no event will the premium be less than 1% of the declared value. In such event Terminal shall be liable for the full declared value of each such package or non-packaged object or unit for damage resulting from its failure to exercise due and proper care in performing the service or affording the facilities provided for here.

The term "package" shall include any van, container or other form of cargo utilization.

All claims against the Terminal must be filed with the Terminal Operator within 90 days from receipt or delivery of the cargo by the Terminal Operator or actual notice or knowledge of loss or damage to the cargo, whichever is earlier, and any suit against Terminal is barred if it is not instituted within one year from the date of receipt or delivery of the cargo by or from the Terminal Operator, or actual knowledge or notice of damage or loss of the cargo, whichever is earlier. The form of notice given shall be in the form attached hereto.

The remedies provided herein are exclusive and in lieu of all other remedies. Warranties or representations, express or implied are not valid unless written and attached to the agreement. All warranties, including the warranty of workmanlike service are expressly disclaimed by Terminal Operators. Any increased declarations of value must be in writing and the applicable premium paid.

Terminal assumes no liability and shall not be liable for any vessel charges including demurrage. Terminal assumes no responsibility and shall not be liable for consequential damages.

Acceptance for use of any facility owned or operated by Terminal Operator is an acknowledgement that the terminal is fit and proper for the receipt and/or storage of the cargo and is a recognition that the cargo landed or contained in such facilities is at the risk and expense of the cargo owner. Any funds owed Terminal for services cannot be withheld to offset or satisfy claims against the Terminal for loss of damages.

Any carrier docking at the facility agrees that the terms of the bills of lading or other contract of carriage applicable to the transportation of the cargo will afford the Terminal Operator and Terminal of all defenses available to the carrier, including but not limited to the defense of the one-year for time for suit provision afforded under the United States Carriage of Goods by Sea Act and the \$500 per package limitation for loss or damage. In the event that the Bill of Lading does not include such protective provisions then it is agreed that the rights of the cargo owner, and the vessel owner or charterer, consignee and or their agents against the Terminal are waived and such parties accept that such a provision will be applicable as if the limitation was present in the Bill of Lading or other contract of carriage.

Terminal operator will be entitled to the lesser of the limitation of damages provide in this Terminal Schedule, or as provided in the carrier's bill of lading or other contract of carriage, whichever is less.

Disputes with Terminal Operator shall be governed by the laws of the state where the Terminal is located, without regard to conflict of laws provisions, unless preempted by federal maritime law. Any claim or dispute you may have against the Terminal Operator shall be resolved only by a court of competent jurisdiction located in the county where the Terminal is located, to the exclusion of all other courts and jurisdictions.

CLAIMS AGAINST THE SOUTH JERSEY PORT CORPORATION

The Port Corporation is an agency of the State of New Jersey and its liability is governed by the New Jersey Tort Claims Act. N.J. Rev. Stat. § 59:1 – 1 *et seq.* To the extent this Schedule and the Act may be inconsistent, the Act shall be controlling except as to the limitation of liability provisions, for which the terms of this Schedule shall be applied.

ITEM 103: Open Piers

Acceptance for use of an open pier by a stevedore, vessel charterer or owner, or receiver of goods, is a recognition of an implied fact that cargo landed on such pier is at the risk and expense of the cargo owner. Since no attempt is made by the Terminal Operator to supply any protection from the elements, the Terminal Operator accepts no liability or responsibility for any loss or damage that may occur to the cargo remaining on the pier at any time, nor for the injuries, damages, or delays caused by equipment, cranes, and/or operators of same leased by the terminal. (Subject to Rule 34.1, Item 109 herein.)

ITEM 104: Terminal Not Public Thoroughfare and Authorized Personnel

The Terminal property is not a public thoroughfare and all persons, equipment, or vehicles entering thereon do so at their own risk. The terminal reserves the right to refuse admittance to the Terminal and to require the removal from the premises of any person, equipment, or vehicle for any reason whatsoever.

Only authorized personnel possessing a Transportation Worker Identification Credential (TWIC) card engaged in Port and vessel related activities are permitted within fenced areas of the Terminal.

ITEM 105: Shipper's Requests and Complaints

Shipper's requests and complaints shall be promptly and fairly considered by the Association provided that they are first submitted in writing to Secretary or the Association at the Address listed below:

Eugene Mattioni, Secretary
Port of Philadelphia Marine
Terminal Association
Federal Reserve Bank Building
100 N. Independence Mall West,
Suite 5A, NW
Philadelphia, PA 19106
(215) 629-1600

ITEM 106: Cargo Without Dock Receipt

Cargo that arrives at a terminal without a dock receipt shall not be accepted. It shall be the responsibility of the Carrier, or other agent for the cargo, to present a dock receipt to the terminal operator before any service is performed.

ITEM 107: Hazardous Cargo

In order to comply with U.S. Department of Transportation regulations (CFR 49 Parts 100-199, particularly Part 172), the following data is required for delivery of hazardous cargoes to the terminals in the Philadelphia area.

- (1) Complete shipper's name and address, and where possible the telephone number for emergencies.
- (2) Carrier's name and address.
- (3) Complete consignee's name and address, which should include the overseas port of destination on exports.

- (4) Proper DOT shipping name. This is the technical name of the chemical involved and such must be as listed in the Code of Federal Regulation Title 49-Part 172.101. Use an applicable description in 172.200 through 172.203.
- (5) Hazardous class of the material being shipped.
- (6) Kinds and number of containers and individual weights or total weight.
- (7) Labels required.
- (8) Shipper's certification. A shipper's certification must appear on every Bill of lading or shipping document provided. The correct wording of this certification is as follows:

THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS
ARE PROPERLY DESCRIBED, CLASSIFIED, PACKAGED,
MARKED AND LABELED, AND ARE IN PROPER CONDITION
FOR TRANSPORTATION ACCORDING TO THE APPLICABLE
REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION.

This certification is to be accompanied by a legible signature of the person certifying the same.

- (9) Properly documented special instructions, exceptions, or exemption information, if required.

All of the above must be complied with or the shipment will not be received by the terminal operators who are members of this Association.

ITEM 108: Services Not Otherwise Provided For

Nothing contained herein shall be construed as requiring a Terminal Operator to perform without charge any service not specifically provided for herein. The charge for any such service shall be mutually agreed upon.

ITEM 109: Verified Actual Gross Mass

Those utilizing the Terminal Facilities and/or shipping cargo through the Terminal Facilities in a container subject to the SOLAS Container Weight Verification Requirements, warrant to the Terminal Operator that the full container weight has been verified in accordance with the requirements of the law/ regulation, and, in the event there is any failure to comply with the law/regulation, will defend, indemnify and hold harmless the Terminal Operator from the consequences of the failure to comply with the law/regulation. Terminal Operator reserves the right, but not the obligation, to refuse to handle or load a container for which it reasonably

believes the requirements of the law/regulation have not been met. Notwithstanding the above, the Terminal Operator by loading a container onto a vessel does not warrant that the requirements of the law/regulation has been met.

ITEM 110: Liens and Costs of Collection (C)(I)

Any and all services performed on the terminal, or by Terminal Operator, including interest on unpaid service, shall give rise to a lien in favor of Terminal Operator against the vessel, container, chassis, cargo, or any other tangible or intangible property whatsoever (the "Collateral"). Terminal Operator shall have lien on Collateral even where the Collateral is not within Terminal Operator's custody or control. Terminal Operator's lien shall also extend to other property of the Customer within its possession or control, even if the unpaid obligations do not pertain to that property, and including to satisfy unpaid obligations both with respect to Collateral currently in its possession and with respect to past due amounts. Customer agrees that all invoices are due and payable upon presentation. Further, Customer agrees to pay LATE CHARGES which are computed at the rate of TWO PERCENT per month (24% per annum) applied to all invoices that are dated prior to one full monthly accounting cycle. Should collection become necessary, Customer agrees to pay a COLLECTION FEE equal to ONE THIRD (1/3) of all invoice balances plus late charges, court costs and other expenses that may be expended by Terminal Operator and/or its attorneys during the collection process. In any event, the minimum fee shall be One Thousand Dollars (\$1,000.)

ITEM 111: Responsibility For Damages To Terminal And Equipment

Users of the Terminal shall be responsible for all damage resulting from the use of Terminal Operator's property and facilities. Terminal Operator reserves the right to repair, replace, or contract for the same, or otherwise cause to be replaced or repaired, any and all damages to the terminal property and facilities including damages to docks, piers, bulkheads, wharves, cargo, containers, and their contents if loaded; equipment, rail, shop facilities, water, heat, light, etc., and hold any relevant user or any other party or parties that may be in any way considered responsible for the damages liable for payment of damages, together with all interests, costs and attorney's fees that may be incurred in the collection of the damages. Terminal Operator may detain any vehicle, common carrier, vessel, water craft, etc., that it may consider responsible for any damage to the facilities until sufficient security has been given to cover all damages, interest, costs and attorney's fees.

ITEM 112: Payment Of Charges And Extension Of Credit

All charges for services rendered under this Terminal Schedule will be invoiced to the applicable user as determined by Terminal Operator. Invoices covering charges as issued by Terminal Operator are due and payable upon presentation. Any invoice remaining unpaid for 15 days after

the invoice date will be delinquent and interest shall accrue on such outstanding amounts at the lesser rate between the cumulative rate of 1.5% per month and the highest interest rate permitted under the applicable law of the state in which the terminal is located. User will be responsible to pay all reasonable costs and fees of collection (including reasonable attorney fees and expenses), which will be added to remaining due past such 15 days period.

Unless otherwise specifically agreed, cargo will not be received, handled or delivered unless charges are prepaid or credit has been established.

The applicable Users at the Terminal 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 of charges.

ITEM 113: Billing Disputes

Questions regarding the validity of invoices or charges in dispute must be submitted in writing to Terminal Operator within ten (10) days after the presentation of the invoice. Invoices not disputed in writing within this ten (10) day period will be deemed accepted without dispute by the invoiced party. In the case where an invoice is in dispute in part, the undisputed amount of the invoice is to be paid in full.

ITEM 114: Force Majeure (I)

Item 114(a) Definition

“Force Majeure” means any cause or event reasonably beyond the control of Terminal Operator Party, including (but without limiting the generality of such term): act(s) of God, perils of the sea, fire, delay of the performing vessel arising from breakdown or adverse weather, accidents at, closing of, or restrictions upon the use of mooring facilities, docks, ports, pipelines, harbors, railroads, or other navigational or transportation mechanisms, natural disasters (such as violent storms, cyclones, earthquakes, tidal waves, floods, destruction by lightening), war (declared or undeclared), military operations, blockade, revolution, riots, acts of piracy, acts of sabotage, disruption or breakdown of or explosions or accidents to wells, storage plants, refineries, pipelines, terminals, machinery or other facilities, trade restrictions, strike, lockouts, or a dispute or difference with workers, labor shortage requests, good faith compliance with any orders or actions, whether voluntary or involuntary, of any Government Authority, or by any Person purporting to represent a government, whether lawful or otherwise, or any other cause of a similar nature as described herein not reasonably within the control of the respective Parties.

Item 114 (b) Effect of Force Majeure.

Terminal Operator shall not be liable if it is delayed, hindered, interfered with, curtailed, prevented or rendered unable by an event of Force Majeure from performing in whole or in part any obligation or condition under the Tariff or other agreement in effect (except for any payment and indemnification obligations), for so long as the event of Force Majeure exists and to the

extent that performance is hindered by the event of Force Majeure; provided, however, that it shall use commercially reasonable efforts to avoid or remove the event of Force Majeure. Notwithstanding the foregoing, it shall not be compelled to resolve any strikes, lockouts or other industrial disputes other than as it shall determine to be in its best interests. During the period its performance of its obligations under the Tariff or other agreement has been suspended in whole or part by reason of an event of Force Majeure, the User of the Terminal/Customer likewise may suspend the performance of all or part of its obligations to the extent that such suspension is commercially reasonable, except for any payment and indemnification obligations arising prior to the occurrence of such Force Majeure event.

Item 114 (c) Notice.

If the event of Force Majeure delays, hinders, interferes with, curtails, prevents or renders unable either Party, in whole or in part, to carry out its obligations under the Tariff or other agreement in effect, such Party must give the other Party notice and reasonable detail in writing as soon as practicable after the occurrence of the causes relied upon, or give notice by telephone and follow such notice with a written confirmation within forty-eight (48) hours.

Item 114 (d) Termination.

In the event that the period of total suspension due to a Force Majeure event shall continue in excess of thirty (30) consecutive days from the date that notice of such event is given, and so long as such event is continuing, either Party, in its sole discretion, may terminate such affected transaction by written notice to the other Party, and neither Party shall have any further liability to the other Party in respect of such transaction except for the rights and remedies previously accrued.

ITEM 115: Safe Berth/Approach

Terminal Operator will exercise ordinary care to provide a safe berth and safe approach to the berth, but does not warrant or guarantee a safe berth or a safe approach to its berth. The vessel shall be considered in the berth's approach only when it is making its final direct approach to the berth from the edge of the navigable channel maintained by the U.S. Army Corps. of Engineers ("navigable channel") most closely adjacent to the face of the berth, or at the location where duly licensed docking pilots normally exit the navigable channel to dock at the berth with vessels of similar size and configuration. Notwithstanding, the approach to the berth begins no further than one ship's length from the face of the terminal wharf. A vessel shall not be considered to be in the approach to the berth unless it is under the control of a licensed docking pilot and in the process of docking or undocking. Upon exiting from the berth, the vessel shall no longer be considered to be in the approach once it reaches a distance of one ship's length from the face of the Terminal wharf or the navigable channel, whichever is closer.

ITEM 116: Government and/or Military Cargo (I)

The terms of this tariff shall not apply to Military Cargo. Where commodities are moved or handled for the Military Surface Deployment and Distribution Command, or other U.S. Government or Military agency, under a Stevedoring and Related Terminal Services Contract, or similar contract (S&RTS), the terms of the S&RTS shall apply, with this Terminal Schedule having no force and effect.

RULE: 34.2 – DOCKAGE

ITEM 201: Assignment of Berth

Vessel berthing will be assigned according to availability. Vessels are to move or vacate the Terminal facilities at the direction of the Terminal Operator. When necessary for the operators of the Port, the Terminal Operator may order a vessel to move at the vessel's expense. Any vessel that is not moved promptly upon notice to do so may be shifted, and any expense, costs, idle cost for labor and equipment, damage to vessel or other vessels, or to the dock, during such removal shall be charged to such vessel. Vessels berthing at the Terminal shall, at all times, have on board sufficient personnel to move said vessel for the protection of the ships and the Port.

ITEM 202: Definition

Dockage: the term "dockage" means the privilege of berthing or making fast to the wharf and shall be charged against the vessel, its owners, or operators in accordance with the rates and charges hereinafter specified.

ITEM 203: Dockage Assessment:

Dockage will be assessed against the vessel, its owners or operators on the basis of the highest net registered tonnage of the vessel for the period the vessel remains at the berth. The period of time for which dockage shall be assessed against a vessel shall commence when such vessel is made fast to the wharf, bulkhead, or to another vessel so berthed, and shall continue until such vessel has completely vacated such berth.

ITEM 204: Rates

(A) Self-Propelled Vessels:

- (1) Working Status:** Working Status shall apply to all vessels during the period that any cargo operations are being performed, including loading, discharging, shoring, lashing, fitting, cleaning, or where labor has been hired for such work. (G) Forty-Six (\$0.46) cents per net registered ton per 24 hour period or fraction (with the exception of the first four hours of the last 24 hour period, which will be pro-rated on an hourly basis) thereof, with

a minimum charge of One Thousand Eight Hundred Ninety Five Dollars (\$1,895.00) shall be assessed against all vessels berthed at a pier, while on working status. (G)

- (2) **Idle Status:** Idle Status shall apply to all vessels which berth at a pier for the purpose of any cargo operations, as set forth in (1) above. Idle status shall cover the period of time prior to the commencement of cargo operations, as set forth in (1) above, and the period of time subsequent thereto. Thirty-eight cents (\$0.38) (G) per net registered ton per 24 hour period, or fraction (with the exception of the first four hours of the last 24 hour period, which will be pro-rated on an hourly basis) thereof, with a minimum charge of One Thousand Six Hundred Seventy Two Dollars (\$1,672.00) (G) shall be assessed against all vessels on idle status with the exception that:

Any Vessel that arrives at a pier or remains at a pier in excess of seventy-two (72) hours prior to the commencement of cargo operations or subsequent to the completion of cargo operations shall be assessed the lay-up berth rate referred to in (3) below for all time prior to or subsequent to the said seventy-two (72) hour period. (G)

- (3) **Lay-Up Status:** Lay-up status shall apply to all vessels that berth at a pier for any purpose not covered by (1) or (2) above. For the first 30 days, the rates per 24 hour period or fraction (with the exception of the first four hours of the last 24 hour period, which will be pro-rated on an hourly basis) shall be assessed as follows:
- Vessels under Six Hundred feet (600') LOA, One Thousand Six Hundred Seventy Two Dollars (\$1,672.00)
 - Vessels of Six Hundred feet (600') or over and less than Eight Hundred feet (800') LOA, Two Thousand One Hundred Eighteen Dollars (\$2,118.00)
 - Vessels of Eight Hundred feet (800') or over and less than One Thousand feet (1000') LOA, Two Thousand Five Hundred Sixty Four Dollars (\$2,564.00)
 - Vessels of One Thousand feet or over (1000') LOA, Two Thousand Nine Hundred Ninety Two Dollars (\$2,992.00)

If the vessel is to be in lay-up for a period in excess of 30 days, the above rates shall apply unless an agreement as to a different rate is reached.

All vessels on lay-up status must comply with all appropriate rules and regulations of federal, state, and local agencies having jurisdiction over such vessels. (G)

- (4) **Method of Determining Net Registered Tonnage.** For the purpose of the rates set forth in (1), (2), and (3) above, Lloyd's Register of Shipping Measurements shall be used in determining net registered tons. Dockage shall be assessed against the vessel, its owners, or operators on the basis of the highest net registered tonnage of the vessel.
- (5) **Availability of Berths:** All vessels, which are not being worked, shall be required to vacate their berths upon notice from the terminal operator. Any vessel that is not moved promptly upon notice to so move, may be shifted and any expenses involved, damage to

vessels or to the pier during such removal, shall be charged to the vessel. (Subject to Rule 34.1, Item 109 herein).

(B) Non-Self Propelled Vessels:

- (1) A charge of Three Dollars and Eighty-Nine Cents (\$3.89) per foot of length with a minimum charge of Six Hundred Sixty Nine Dollars (\$669.00) per 24 hour period or fraction (with the exception of the first four hours of the last 24 hour period, which will be pro-rated on an hourly basis) thereof, shall be assessed against seagoing and/or inter-port barges berthing or making fast to the wharf, pier, or dock for the purpose of loading, and/or discharging cargo directly to or from the pier. (G)
- (2) **Lay-up Status:** A charge of Two Dollars and Twenty One Cents (\$2.21) per foot or length with a minimum charge of Five Hundred Fifty-Seven Dollars (\$557.00) per 24 hour period or fraction (with the exception of the first four hours of the last 24 hour period, which will be pro-rated on an hourly basis) thereof, shall be assessed against seagoing and/or inter-port barges berthing or making fast to the wharf, pier or dock solely for the purpose of lay-up status. (G)

(C) SECURITY FEE

All vessels in lay-up or inactive status, with no cargo operations, will also be charged a security fee of two percent (2%) of the dockage fee applied to that self-propelled or non-self-propelled vessel.

RULE 34.3 – WHARFAGE

ITEM 301: Definitions

- A. **Wharfage:** the term “wharfage” refers to a charge against self-propelled vessel, a non-self-propelled vessel, and/or the cargo owner for the privilege of receiving cargo for a vessel or for loading or discharging cargo to or from the vessel or embarking or disembarking passengers while docked at the wharf or pier.
- B. **Net Ton:** the term “net ton” refers to 2,000 lbs. One net ton shall be equal to 0.907 metric tons, and one metric ton shall be equal to 1.1023 net tons.

Note I: The Wharfage charges listed will be assessed against the vessel and/or the cargo owner when cargo, which is intended for discharge at a terminal covered by this schedule, is discharged at another port and transported by truck or rail to a terminal covered by this schedule or when cargo is received at a terminal covered by this schedule for loading on a vessel and due to the cancellation of the vessel’s call the cargo is transported by truck or rail to another port.

Note II: Determination of volume under ITEM 302(A) shall be based on accumulative tonnage in a calendar year.

ITEM 302: Rates (G)

- (A) Cargo measuring up to and including 10 cubic feet per net ton:
 0-10,000 tons: \$2.82 per net ton (\$3.10 per MT). (G)
 10,000 – 25,000 tons: \$2.26 per net ton (\$2.50 per MT). (G)
 Over 25,000 tons: \$1.63 per net ton (\$1.80 per MT). (G)
- (B) Cargo over 10 cubic feet/net ton and up to and including 80 cubic feet/net ton: \$2.82 per net ton (\$3.10 per MT). (G)
- (C) Cargo in excess of 80 cubic feet/net ton of 2,000 lbs.: \$2.15 per measurement ton of 40 cubic feet. (G)

Exceptions:

- (1) Passenger type automobiles:
 0 – 4,000 lbs.: \$5.97 per automobile
 4,001 – 8,000 lbs.: \$9.93 per automobile
 8,001 lbs. and higher: \$25.38 per automobile
- (2) Trucks, tractors and other wheeled vehicles: \$23.81 per vehicle. (G)
- (3) Bulk dry cargo: shall be charged at the rate of one dollar and forty-eight cents (\$1.51) per net ton (\$1.66 per MT). (G)
- (4) Containers (loaded or empty): \$2.82 per net ton (\$3.10 per MT). (G)

RULE 34.4 – FREE TIME ON IMPORT CARGO

ITEM 401: Definition

Free Time: the term “free time” refers to the period allowed for the removal of cargo from a pier before wharf demurrage charges apply. As used herein, free time refers only to the removal of import cargo, discharged from a vessel to a pier.

ITEM 402: Free Time Period

Five days free time, exclusive of Saturdays, Sundays and the Holidays listed below, and any other national Holidays, as may be proclaimed by executive authority, will be allowed for the removal of inbound cargo, except as listed below, and with the exception of property of such a special nature as to require earlier removal because of local ordinances or other governmental regulations, or because piers are not equipped to care for such property for such period. Free

time as indicated below will be allowed on the following cargo:

- (a) Ten days for tea, green coffee beans, cocoa beans, cocoa press cake, cocoa powder, cocoa butter, and chocolate liquor.
- (b) Two days for containerized refrigerated cargo or containers that are required to be heated, with the exception of self-sustaining nitrogen gas fueled containers, which will be allowed five (5) days free time.
- (c) Fresh fruit, excluding bananas and fruit requiring refrigeration, three days of free time commencing after cargo is discharged.
- (d) Multiple containers – not refrigerated or heated (for refrigerated or heated containers see Item 402(b) above).
- (e) Wood products – ten days on lots of greater than 1,000 short tons to one consignee or receiver.

Where there are more than 20 containers for one consignee, from one vessel, seventeen (17) days of free time will be allowed, provided the consignee removes at least fifteen (15) containers from the Terminal during the first five (5) days of free time period. If the consignee does not remove fifteen (15) or more containers during the said five (5) day free time period, all containers discharged for that consignee remaining at the Terminal shall be subject to wharf demurrage at the end of the said five (5) day period at the rates set forth in Rule 34.6 under exceptions 3(a) and (b). When fifteen (15) or more containers are removed during the said five (5) day free time period, all containers discharged for that consignee remaining at the Terminal after the said seventeen (17) day period shall be subject to a wharf demurrage at the rates set forth in Rule 34.6, under exceptions 3(a) and 3(b).

Note I: Holidays applicable at Joseph Balzano Terminal and Broadway Terminal:

New Year's Day	Memorial Day	Thanksgiving Day
Martin Luther King, Jr. Day	Independence Day	Day After Thanksgiving
President's Day	Veterans Day	Christmas Eve
Good Friday	Labor Day	Christmas Day

Note II: Holidays applicable at Tioga Marine Terminal and Pier 122:

New Year's Day	Independence Day
Martin Luther King, Jr. Day	Labor Day
President's Day	November Election Day
Memorial Day	Thanksgiving Day
Christmas Day	

When one of the above Holidays fall on Sunday, the following Monday will be considered a Holiday in the application of free time.

Cargo on which free time is not allowed:

- (a) Cargo in Bulk
- (b) Animals and Birds
- (c) Bullion and Treasure
- (d) Dangerous and Hazardous Cargo
- (e) Jewelry, Precious Stones, etc.

ITEM 403: Commencement of Free Time

Free time will commence at 8:00 a.m. of the first day following the completion of a vessel's discharge. However, if the first day is a Saturday, Sunday, or Holiday, the free time will commence at 8:00 a.m. of the first business day thereafter.

ITEM 404: Expiration of Free Time

Free time will expire at 5:00 p.m. of the final day (NOT including Saturdays, Sundays, and Holidays, but including the day of commencement), after the commencement thereof as set forth Item 403 above.

ITEM 405: Inability of Terminal Operators to Provide Cargo During Free Time

In the event the consignee or owner of the cargo should make application for delivery of the cargo or portion thereof during the free time period and the Terminal Operator should be unable to make available to the consignee or owner of such cargo or portion thereof, the free time shall be extended to a period equal to the duration of the Terminal Operator's inability to make the cargo available. The Terminal Operator assumes no responsibility for furnishing chassis or bogies for delivery of containers.

ITEM 406: Terminal Operator's Right to Store Cargo, And/or To Remove Cargo From Terminal and Storage Charges After Ninety (90) Days (C)

Cargo not removed from the piers within the free time period may at any time thereafter, at the option of the Terminal Operator, be moved into storage at another location within the terminal, with the risk and expense of the move, and the storage charges thereafter (at the Wharf Demurrage Rate), being the responsibility of the Customer.

Unless otherwise agreed by Terminal Operator, all Cargo must be removed from the Terminal within 90 days after discharge. Cargo that remains on the Terminal in excess of 90 days after discharge, will be subject to and charged a storage rate of three times (3X) the Wharf Demurrage Rate until removal. All charges shall be assessed and collected before the cargo is removed from the terminal.

After the expiration of the ninety day period, the Terminal Operator shall have the option to remove the Cargo from the Terminal, or to sell the cargo, with all risk and expense to be for the account of the Cargo, and any net proceeds being used to pay all accrued charges and expenses.

RULE 34.5 - FREE TIME ON EXPORT CARGO

ITEM 501: Definitions

- A. Free time:** the term “free time” refers to the period allowed for the removal of cargo from the terminal facility before wharf demurrage charges apply. As used herein, free time refers only to the removal of cargo for export to foreign or domestic ports, which is loaded from a terminal facility to a vessel.
- B. Consolidated Shipments:** as used in this section, “consolidated shipments” means shipments that are made up of commodities from two or more supply points and that move under a single bill-of-lading to overseas consignees.

ITEM 502: Free Time Period

Free time on export cargo shall be ten (10) days (exclusive of Saturdays, Sundays, and legal Holidays) except as listed in sub-paragraphs A and B below: (See Rule 34.5 Notes I & II below in this Schedule for current list of legal Holidays.)

- A.** Upon the request of the U.S. Government to the participating Terminal Operator, free time not to exceed fifteen (15) days (exclusive of Saturdays, Sundays, and legal Holidays) may be granted. This exception shall apply only to commodities shipped for the account of the U.S. Government.
- B.** On consolidated shipments, upon the request of export shippers or their agents to the participating Terminal Operator, consolidation time not to exceed five (5) days (exclusive of Saturdays, Sundays and legal Holidays) may be granted in addition to the ten (10) days free time provided above. Cargo upon which such consolidation time has been granted shall be designated on dock receipt and on other appropriate shipping documents as “hold-on dock for consolidation”. Cargo not so designated and cargo not actually consolidated on piers will not be entitled to the grant of consolidation time.

Note I: Holidays applicable at Joseph Balzano Terminal and Broadway Terminal:

New Year's Day	Memorial Day	Thanksgiving Day
Martin Luther King, Jr. Day	Independence Day	Day After Thanksgiving
President's Day	Veterans Day	Christmas Eve
Good Friday	Labor Day	Christmas Day

Note II: Holidays applicable at Tioga Marine Terminal and Pier 122:

New Year's Day	Independence Day
Martin Luther King, Jr. Day	Labor Day
Birthday	November Election Day
President's Day	Thanksgiving Day
Memorial Day	Christmas Day

When one of the above Holidays falls on Sunday, the following Monday will be considered a Holiday in the application of free time.

ITEM 503: Commencement of Free Time

Free time on export cargo shall commence at 12:01 a.m. on the day after the said cargo is received at the terminal facility and terminate at 11:59 p.m. on the final day of free time. Consolidated time on export cargo shall commence at 12:01 a.m. on the day following the last day and terminate at 11:59 p.m. on the final day of consolidation of time.

ITEM 504: Expiration of Free Time

At the expiration of the free time period, or if consolidation time has been granted, the consolidation time period for demurrage charges as set forth in Rule 34.7 of this schedule shall be assessed.

EXCEPTION: Assembly Free Time – Export – Outbound Project Cargo

Cargo not subject to weather damage, destined for export movement or outbound coastwise or intercoastal movement, may be assembled and held free of wharf demurrage and storage for forty-five (45) consecutive calendar days, for delivery to vessels at wharves or piers of the participating terminals of this Association.

Free time shall begin the first 8:00 a.m. after placement of cargo on the pier. Free time accorded under the provisions of this item will be subject to the availability of suitable open ground storage space and the permission of the participating Terminal Operator for use of such space in advance of the arrival of the cargo. If the vessel has not arrived at the wharf or pier before the expiration of such free time, storage charges agreed upon between the shipper and the Terminal Operator at the time permission to store is granted, shall be levied, beginning on the first 8:00 a.m. after expiration of free time for assembling cargo, but shall cease when the vessel reports ready to receive cargo.

RULE 34.6 - WHARF DEMURRAGE ON IMPORT CARGO

ITEM 601: Definition

Wharf demurrage: the term “wharf demurrage” means a charge against the cargo if the cargo remains on the pier after the expiration of free time. As used herein, wharf demurrage applies to import cargo. Saturdays, Sundays, and Holidays shall be included in computing demurrage. (see Rule 34.5 Notes I & II of this Schedule).

ITEM 602: Rates Except as Noted Below (G)

- (a) The following rates shall apply for cargo measuring up to and including 80 cubic feet/net ton of 2,000 lbs.:
 - (1) \$0.316 per 100 lbs. (\$6.97 per MT) for the first period of five calendar days or fraction thereof after the expiration of free time. Minimum charge is \$86.15. (G)
 - (2) \$0.53 per 100 lbs. (\$11.69 per MT) for the second period of five calendar days or fraction thereof after the expiration of free time. Minimum charge is \$86.15. (G)
 - (3) \$0.80 per 100 lbs. (\$17.54 per MT) for the third period and each period of five calendar days or fraction thereof after the expiration of free time. Minimum charge is \$86.15 for each period. (G)
- (b) The following rates shall apply for cargo measuring from 81 to 300 cubic feet/net ton of 2,000 lbs.:
 - (1) \$0.428 per 100 lbs. (\$9.45 per MT) for the first period of five calendar days or fraction thereof after the expiration of free time. Minimum charge is \$86.15 (G)
 - (2) \$0.796 per 100 lbs. (\$17.54 per MT) for the second period of five calendar days or fraction thereof after the expiration of free time. Minimum charge is \$86.15 (G)
 - (3) \$1.12 per 100 lbs. (\$24.74 per MT) for the third and each succeeding period of five calendar days or fraction thereof after the expiration of free time. Minimum charge is \$86.15 for each period. (G)
- (c) The following rates shall apply for cargo measuring in excess of 300 cubic feet per net ton of 2,000 lbs.
 - (1) \$0.92 per 100 lbs. (\$20.24 per MT) for the first period of five calendar days or fraction thereof after the expiration of free time. Minimum charge is \$86.15. (G)
 - (2) \$1.67 per 100 lbs. (\$36.88 per MT) for the second period of five calendar days or fraction thereof after the expiration of free time. Minimum charge is \$86.15. (G)

- (3) \$2.43 per 100 lbs. (\$53.52 per MT) for the third and each succeeding period of five calendar days or fraction thereof after the expiration of free time. Minimum charge is \$86.15 for each period. (G)

Exceptions:

- (1) Passenger type automobiles: \$18.40 per automobile per day. (G)
- (2) Trucks, Tractors and other wheeled vehicles: \$30.30 per vehicle per day. (G)
- (3) Loaded containers:
 - (a) Containers measuring up to twenty feet: \$34.63 per day for each day or fraction thereof after the expiration of free time. (G)
 - (b) Containers measuring in excess of twenty feet: \$46.53 per day for each day or fraction thereof after the expiration of free time. (G)
 - (c) Refrigerated containers measuring up to and in excess of twenty feet: \$54.11 per day for each day or fraction thereof after the expiration of free time. (G)
- (4) Fresh fruit, excluding bananas and fresh fruit requiring refrigeration: \$0.29 per 100 lbs. for the first two days or fraction thereof after the expiration of free time. Minimum charge is \$86.15. (G)

\$0.43 per 100 lbs. for each day after the above first two days after the expiration of free time. Minimum charge is \$86.15 per day. (G)

Note: The Terminal Operator reserves the right to measure all cargo.

Partial Shipments: When only part of a shipment covered by a bill-of-lading becomes subject to demurrage charges and it is not possible to ascertain exact weight or measurement of such part shipment, the determination of weight or measurement of cargo subject to demurrage charges shall be arrived at by dividing the total number of packages stated in said bill-of-lading into the total weight or measurement, as freighted, and applying the mean average, so determined, to the number of packages remaining on the pier and subject to all wharf demurrage charges. All wharf demurrage charges that have accrued after the expiration of free time shall be assessed and collected.

ITEM 603: Responsibility for Payments of Demurrage and Other Charges

Except as otherwise provided above, demurrage and other charges specified herein, shall be for the account of the cargo. Demurrage and other charges shall be due and payable as they accrue. The Terminal Operator has the right to require payment in full of any and all such

charges before such cargo leaves the terminal facility. Cargo will not be released until full payment is received or the responsible party guarantees payment of all demurrage charges.

RULE 34.7 - WHARF DEMURRAGE ON EXPORT CARGO

ITEM 701: Definition

Wharf demurrage: the term “wharf demurrage” is a charge assessed against the cargo or the vessel, as set forth herein, if export cargo remains on the pier after the expiration of free time or consolidation time.

ITEM 702: Rates (G)

- (a) The following rates shall apply for cargo measuring up to and including 80 cubic feet per net ton of 2,000 lbs.:
 - (1) \$0.194 per 100 lbs. (\$4.27 per MT), per day, or fraction thereof, for the first five (5) calendar days, after the expiration of free time. Minimum charge is \$54.11. (G)
 - (2) \$0.255 per 100 lbs. (\$5.62 per MT), per day or fraction thereof, for the next five (5) succeeding days. Minimum charge is \$54.11. (G)
 - (3) \$0.296 per 100 lbs. (\$6.52 per MT), per day or fraction thereof, for each succeeding day. Minimum charge is \$54.11 per day. (G)
- (b) The following rates shall apply for the cargo measuring in excess of 80 cubic feet per net ton of 2,000 lbs.:
 - (1) \$0.143 per cubic foot, per day or fraction thereof, for the first five (5) calendar days after the expiration of free time. Minimum charge is \$54.11. (G)
 - (2) \$0.153 per cubic foot, per day or fraction thereof, for the next five (5) succeeding days. Minimum charge is \$54.11. (G)
 - (3) \$0.163 per cubic foot, per day or fraction thereof, for each succeeding day. Minimum charge is \$54.11 per day. (G)

Partial Shipments: When only part of a shipment covered by a bill-of-lading becomes subject to demurrage charges and it is not possible to ascertain exact weight or measurement of such part shipment, the determination of weight or measurement of cargo subject to demurrage charges shall be arrived at by dividing the total number of packages stated in said bill-of-lading into the total weight or measurement, as freighted, and applying the mean average, so determined, to the number of the packages remaining on the pier and subject to demurrage charges.

Note I: Saturdays, Sundays, and Holidays shall be included in computing demurrage. (See Item 502 Notes I and II for list of current Holidays.)

Note II: No demurrage shall be assessed after the vessel has commenced to load.

Note III: The Terminal Operator reserves the right to measure all cargo.

Note IV: All wharf demurrage charges that have accrued after the expiration of free time shall be assessed and collected.

ITEM 703: Assessment of Charges

Except as provided below, demurrage charges shall be for the account of the cargo:

- (a) When the vessel, for any reason, fails to meet the announced date of sailing, any demurrage accruing after such date shall be assessed in successive periods for the account of the vessel until the vessel commences to load.
- (b) In case of vessel cancellation, cargo on free time, or if a vessel has been designated, cargo on consolidation time, on the announced date of sailing shall be subjected to first-period demurrage assessed against the vessel commencing on the day when the cargo was received at the terminal facility and terminating on the said announced date of sailing unless the export shipper on or before that date has another vessel designated for loading, removes the cargo from the terminal, or elects storage if same is provided.
- (c) If the export shipper takes none of the actions mentioned in sub-paragraph (b) above, demurrage charges in successive periods shall be assessed against the export shipper after the vessel's liability for demurrage has expired. Such demurrage shall likewise terminate upon the export shipper's action as aforesaid. For cargo on demurrage on the cancelled date of sailing, demurrage shall continue for the account of the export shipper until such time as he takes one of said actions. In the event the export shipper has another vessel designated, the free time and consolidation time periods set forth herein and the wharf demurrage charges set forth herein shall apply, with the free time for the other vessel commencing on the date that the export shipper has the other vessel designated.
- (d) The announced date of sailing shall be that date or dates appearing in the Journal of Commerce or this Shipping Digest, or any other appropriate publication of general circulation, as, from time to time, may be designated in this schedule.

ITEM 704: Assessment of Wharf Demurrage Charges During Terminal Tie-ups

When the loading of cargo into a vessel is prevented by reason of the pier facility or facilities being immobilized, in all or in part, by weather conditions, strikes, or work stoppages

of longshoremen or personnel employed by the Terminal Operator or water carrier, cargo affected thereby shall be granted additional time free of demurrage to cover the delay if the cargo is on free time or consolidation time when such condition arises.

ITEM 705: Identification of Vessel

At the time export cargo is received by the pier facility, a dock receipt shall be issued evidencing receipt of the cargo, which shall show the date of receipt and, except for cargo designated on dock receipts or other appropriate shipping documents as "hold-on-dock for consolidation", shall identify the vessel on which the goods are to move. The identification of the vessel is made for the purpose of determining the application of the foregoing paragraphs.

ITEM 706: Transfer of Ownership of Cargo for Export

The transfer of ownership of cargo for export after said cargo has been received at a terminal facility shall not entitle such cargo to additional free time.

ITEM 707: Removal of Export Cargo From Terminal Prior to Loading on Vessel

- A. Subject to the provisions of Item 703, if export cargo is not loaded into a vessel and is, at any time, removed from the terminal facility, the said cargo shall be subject to demurrage rules and charges set forth above. Said charges shall be assessed from the day the cargo was received at the terminal facility to the day of its removal therefrom.
- B. In addition, said cargo shall be responsible for the receipt and delivery labor costs incurred by the Terminal Operator as a consequence thereof.
- C. Exception to the foregoing provisions shall be reported, via the Terminal Association, to the Federal Maritime Commission.

ITEM 708: Responsibility For Payment of Demurrage and Other Charges

- A. Except as otherwise provided above, demurrage and other charges specified herein, shall be for the account of the cargo.
- B. Demurrage and other charges shall be due and payable as they accrue.
- C. The Terminal Operator has the right to require payment in full of any and all such charges before such cargo leaves the terminal facility.
- D. Cargo will not be released until full payment is received or the responsible party guarantees payment of all demurrage charges.

RULE 34.8 - RAILROAD CARLOADING AND CAR UNLOADING

ITEM 801: Definitions

- A. Railroad car loading:** the phrase “railroad car loading” refers to the removal of cargo from the terminal facility and placing it in the railroad car. The charge for railroad car loading shall be assessed against the rail carrier or the party ordering the service performed where the Railroad is not responsible for the car loading charge.
- B. Railroad Car Unloading:** the phrase “railroad car unloading” refers to the removal of cargo from a railroad car and placing it on the terminal facility. The charge for railroad car unloading shall be assessed against the rail carrier or the party ordering the service performed where the Railroad is not responsible for the car unloading charge.
- C. Usage:** the term “usage” means the use of the pier, dock, wharf or other terminal property by the rail carrier, it’s agents, servants and/or employees when it elects to perform its own railroad car loading and/or unloading.

ITEM 802: Rates (G)

The rates set forth below are solely for the services of loading or unloading cargo to or from the cars at a terminal facility and are based on a net ton of 2,000 pounds. Rates are also provided on a per metric ton basis (1 net ton = 0.907 MT, 1MT = 1.1023 net tons)

- (a) Loading or unloading of bulk Freight to or from cars: \$20.61 per ton (\$22.73 per MT). (G)
- (b) Loading or unloading of freight to or from cars or covered piers and/or box cars on open piers and the loading or unloading of such freight to or from open top cars to or from an open pier where the said open top cars are not within reach of ship’s tackle for direct transfer from cars to vessel or from vessel to cars: \$25.11 per ton (\$27.68 per MT)(this rate does not cover crane hire where required). (G)
- (c) Loading or unloading of freight covered by (b) above, when pre-palletized or pre-skidded, and subject to conditions (1) and (2) below: \$14.77 per unit. (G)
 - (1) Pre-palletized or pre-skidded cargo must be pre-palletized or pre-skidded to the satisfaction of the Terminal Operator and situated on the terminal facility or in the car so that it can be loaded into a car or unloaded from a car by the insertion of the Terminal’s forklift truck blades under the pallet or skit without any necessity of shifting the cargo prior to such insertion.
 - (2) This rate applies only to freight in a box car, refrigerated car, or insulated car where the car is completely pre-palletized or pre-skidded.

- (d) Loading or unloading of bundled lumber to or from box cars; or to or from open cars on covered piers or to open cars from intermediate storage: \$37.33 per ton (\$41.16 per MT). (G)
- (e) Loading or unloading of newsprint in rolls: \$20.61 per ton (\$22.73 per MT). (G)
- (f) Import and export quantity shipments of steel and other metals – for loading and unloading open-top railroad cars, including gondola and flat cars. See Rule 34.11.
- (g) Loading or unloading of cocoa beans:
 - (1) Up to 700 bags per car: \$30.68 per ton (\$33.82 per MT). (G)
 - (2) In excess of 700 bags per car: \$31.76 per ton (\$35.02 per MT). (G)
- (h) Loading or unloading self-propelled vehicles, wheeled units, or mobile equipment (excluding passenger type automobiles) that can be driven on or off rail: \$72.45 per unit. (G)
- (i) Loading or unloading of containers at the terminal railroad ramp point (COFC): \$61.30 per container. (G)
- (j) Loading or unloading of trailers at the terminal railroad ramp point (TOFC): \$78.02 per trailer. (G)
- (k) Heavy lifts over 10,000 lbs.: Rates on Request
- (l) Usage charge: \$0.70 per 100 lbs. (\$15.51 per MT) (G)

ITEM 803: Accessorial Services

A. Conditioning box cars for outbound loading of general cargo freight:

- (1) Cleaning cars to put them in proper condition for outbound loading.
- (2) Supplying all labor and material for (i) paper lining car doors, or (ii) papering floor of car, or (iii) battening car doors.
- (3) Supplying side door protection for general cargo including labor and materials.

B. Cleaning open top cars and all coopering, bracing, blocking, and chocking, except as specifically enumerated above.

Charges for the Above are as follows: The prevailing rates per hour paid for similar labor in the city of Philadelphia at time services are performed, plus all fringe benefit funds, plus Social

Security taxes and insurance, plus cost of material, plus 20% of the total of above items for overhead and supervision. The said current rates are also subject to all terms and conditions of applicable collective bargaining agreements.

ITEM 804: Overtime and Holiday Work

Rates named for loading and unloading, handling, and other labor are based on current labor costs for straight time, i.e., 8:00 a.m. to 12:00 noon, and 1:00 p.m. to 5:00 p.m., Monday to Friday inclusive. When such services are required during overtime periods and on Saturdays, Sundays, and Holidays contained in Rule 34.4 Notes I and II, prior arrangements must be made and the difference in labor costs between straight time and overtime will be charged to those responsible for authorizing such overtime.

ITEM 805: Railroad Car Demurrage

Under no circumstances shall the Terminal Operator be responsible for the payment of railroad car demurrage and Customer shall indemnify Terminal Operator should a claim for railroad car demurrage be made against it. The indemnity shall include the attorneys' fees and costs incurred in defending the demurrage claim as well as the costs of collection of the demurrage fees from Customer. (C)

ITEM 806: Charges Payable

All charges for any services rendered by the Terminal Operator for which credit is granted shall be due and payable within fifteen (15) days from the date of billing.

ITEM 807: Cargo That Will Be Handled For Direct Transfer To or From Open Top Railroad Cars, Including Gondolas and Flatcars

Subject to the completion of the necessary arrangements with the Terminal Operator involved prior to the arrival of the vessel, and provided the rail cars carrying the cargo listed below are at the pier at the time the particular cargo is loaded or discharged to or from the ship, the following cargo will be handled as Direct Transfer Cargo, as set forth herein:

- (a) Bulk dry cargo: Rate Upon Request
- (b) Heavy lifts of twenty-five net tons or more: Rate Upon Request
- (c) Packages or pieces of machinery or other cargo: Rate Upon Request
- (d) Steel sheets in coils: \$2.21 per net ton (\$2.44 per MT). (G)

Note I: The cargo enumerated in (d) above, is subject to the following requirements: In order to qualify for direct transfer there must be (i) a minimum of one thousand tons, which is blocked stowed on a vessel; (ii) one shipper or consignee; (iii) no sorting required.

Note II: Any other cargo which is not enumerated above will not be accepted for Direct Transfer and will be handled on the pier in accordance with the rates, charges, rules, and regulations set forth in this Schedule.

RULE 34.9 - TRUCK LOADING AND UNLOADING

ITEM 901: Abbreviations

OFBT – Open flatbed truck.

ITEM 902: Application of Rates

Rates contained herein are applicable to the service of loading or unloading freight carried by or consigned for carriage by common carriers by water in foreign, domestic, and/or interstate commerce and in commerce to and from territories and possessions of the United States onto or from trucks at any pier or waterfront terminal within the Port of Philadelphia and Vicinity where the participating Terminal Operator designated herein is operating.

The Port of Philadelphia and Vicinity includes the area from the Wilmington, Delaware, to Trenton, New Jersey, both inclusive.

ITEM 903: Definitions

- A. Truck Loading:** the phrase “truck loading” means the service of moving cargo from a place of rest on the pier which is readily accessible to the truck, elevating the cargo onto the truck and loading of the cargo in the truck but shall not include special stowage, sorting or grading of, or otherwise selecting the cargo for the convenience of the trucker or the consignee. The service shall include loading on consignee’s pallets. The loading and stowing of cargo in the truck shall be under the supervision of the driver of the truck. The driver shall be solely and exclusively responsible for providing a fit and adequate truck to transport the cargo, to determine how the cargo should be loaded, positioned, or distributed, to provide sufficient dunnage, and for the chocking, securing, inspection, tarping and other protection of the load, including from road hazards and weather.
- B. Truck Unloading:** the phrase “truck unloading” means the service of removing cargo from the body of the truck to a place of rest designated by the Terminal Operator, and shall include sorting by Port. The unloading of cargo from a truck shall be under the supervision of the driver of the truck.
- C. Partial Loading or Unloading (Tailgate):** the phrase “partial loading or unloading”, commonly called “tailgate loading or unloading”, is defined as that loading or unloading which enables the pier operator through the use of a fork lift truck and operator only to place, or remove, cargo onto or from the tailgate of a truck. Tailgate loading shall also be defined as such when, through the use of the pier operator’s platform or by removal of stakes or

standards of flatbed equipment, the fork lift operator is able to place the cargo either at a point of rest on the truck or in a position for further handling by personnel of the motor carrier. All other loading and/or unloading that requires more equipment and/or personnel than one fork lift truck and operator per package or pallet shall be considered full loading or unloading.

Note I: The choice of partial or full loading and/or unloading shall be left to the discretion of the motor carrier, shipper, or consignee, provided the service requested comes within the provisions of this definition. (These provisions shall not be construed as compelling the Terminal Operator to provide pallets.)

Note II: For full truck loading and unloading services, the Terminal Operator must be notified by 3:00 p.m. the day before a full work order is requested; otherwise the necessary labor may not be available for these services.

D. Loading and Unloading of Pre-palletized Cargo: the term “pre-palletized cargo” means a consolidation of units of general cargo secured to a pallet to the satisfaction of the Terminal Operator. A pallet is a two level platform, constructed of wood, metal, or other material, of sufficient strength to accommodate the cargo for which it is used, with at least 4 inch bearers between the two levels and open on at least two sides. The cargo must be loaded in such a manner as to cover the loading surface of the pallet, leveled at the top and squared on all four sides so that the unit forms a smooth block. The pallet must be an integral part of the cargo and must remain with the cargo when it is moved either as an export or an import shipment. Any palletization performed on the pier does not qualify for the per-palletized rate. In order to qualify for the pre-palletized rate, the minimum weight or measurement of the pallet, and cargo shall be either 1,000 pounds or 64 cubic feet, and the maximum weight shall be 10,000 pounds.

Note: Bales or bundles, skidded machinery, iron, steel and other unfinished metals and glassware are not included in this definition. Cargo in excess of 10,000 pounds shall be billed at the heavy lift charges.

E. Usage: the term “usage” means the use of the pier, dock, wharf, or other terminal property by the trucker, shipper, or consignee, their agents, servants and/or employees, when it elects to perform its own truck loading or unloading.

F. Direct Transfer: the phrase “direct transfer” means the movement of the cargo specifically enumerated herein from an open truck or tank truck to a ship or vice versa.

ITEM 904: Right to Load or Unload Trucks

A trucker, shipper, or consignee shall have the right to select one of the following services:

- (a) Full or partial (tailgate) loading or unloading or loading and unloading of pre-palletized cargo, which shall be performed by the Terminal Operator, his agents, servants, and employees at the rates set forth in Item 909 and subject to the rules, regulations, and practices contained in this section.
- (b) The trucker, shipper, or consignee, at its option, may perform the truck loading or unloading at the rate set forth in Item 909 and subject to the rules and regulations contained in this section. The trucker, shipper, or consignee shall provide a truck or other vehicle which is adequate and suitable for safe loading or unloading.

ITEM 905: Evidence of Insurance

When the trucker, shipper, or consignee elects to perform its own truck loading and/or unloading it shall be required to file with the Secretary of the Association, a certificate of insurance showing proper coverage for legal liability for damage to pier property, cargo, and/or personal injuries in an amount of not less than \$1,000,000. No trucker, shipper, or consignee shall be permitted to perform any truck loading or unloading until such certificate has been filed with the Secretary. All mechanical loading or unloading equipment brought upon the pier by the trucker, shipper, or consignee shall meet the Coast Guard requirements.

ITEM 906: Collection for Services Rendered

- A. Unless the shipper or consignee shall have made definite arrangements with the Terminal Operator for the payment of loading or unloading charges, the trucker shall assume full responsibility for the payment of the charges for such services.
- B. Unless the shipper and/or consignee and/or trucker shall have made definite arrangements for credit, all charges shall be paid in cash by the driver who shall be given a receipt therefore.
- C. All charges for any services rendered by the Terminal Operator for which credit is granted shall be due and payable within fifteen (15) days from the date of billing.

ITEM 907: Minimum Charge

The minimum charge for all truck loading and unloading services, including full, partial or tailgate, pre-palletized, and usage shall be Two Hundred Dollars (\$200.00) per truck. (G)

ITEM 908: Overtime Charges

Rates named for loading and unloading, handling, and other labor are based on current labor costs for straight time, i.e. 8:00 a.m. to 12:00 noon, and 1:00 p.m. to 5:00 p.m., Monday to Friday inclusive. When such services are required during overtime periods and on Saturdays, Sundays, and Holidays contained in ILA labor agreements for the Port of Philadelphia, prior arrangements must be made and the difference in labor costs between straight time and overtime will be charged to those responsible for authorizing such overtime. (For list of Holidays see Rule 34.4 Notes I and II.)

ITEM 909: Rates (G)

- A. The following rates shall apply for cargo measuring up to and including 300 cubic feet per net ton of 2,000 lbs. The volume rate listed herein is for the said cargo that is in excess of 1,000 tons where there is one shipper, one consignee, and no sorting required.

	Regular Rate	Volume Rate
(1) Partial or tailgate loading or unloading	\$1.03 per 100 lbs. (\$22.72 per MT)	\$0.93 per 100 lbs. (\$20.46 per MT) (G)
(2) Full loading or unloading	\$2.33 per 100 lbs. (\$51.27 per MT)	\$2.16 per 100 lbs. (\$47.67 per MT) (G)

- B. The following rates shall apply for cargo measuring in excess of 300 cubic feet per net ton of 2,000 lbs. The volume rate listed herein is for the said cargo which is in excess of 1,000 tons where there is one shipper, one consignee, and no sorting required.

	Regular Rate	Volume Rate
(1) Partial or tailgate loading or unloading	\$2.92 per 100 lbs. (\$64.31 per MT)	\$2.59 per 100 lbs. (\$57.12 per MT) (G)
(2) Full loading or unloading	\$5.30 per 100 lbs. (\$116.93 per MT)	\$4.63 per 100 lbs. (\$102.09 per MT) (G)

- C. The following rates shall apply to the cargo below. The volume rate listed is for the said cargo which is in excess of 1,000 tons where there is one shipper, one consignee and no sorting required

	Regular Rate	Volume Rate
(1) Loading or unloading pre-palletized cargo (for definition of Pre-palletized Cargo see 903(d).)	\$0.70 per 100 lbs. (\$15.51 per MT) (G)	\$0.65 per 100 lbs. (\$14.39 per MT) (G)
(2) Skidded or unitized cargo, excluding bundles of random length lumber (skidded or unitized as used herein means that cargo which is secured by straps or wire to bearers constructed of wood, metal or other material which are at least 4 inches in height).	\$0.70 per 100 lbs. (\$15.51 per MT) (G)	\$0.65 per 100 lbs. (\$14.39 per MT) (G)
(3) Newsprint in rolls	\$0.98 per 100 lbs. (\$21.58 per MT) (G)	\$0.86 per 100 lbs. (\$18.89 per MT) (G)
(4) Waste paper in bales minimum Weight per bale of 1500 lbs.	\$0.86 per 100 lbs. (\$18.89 per MT) (G)	NONE
(5) Full truck loading or unloading of cocoa beans	\$2.82 per 100 lbs. (\$62.07 per MT) (G)	NONE

- (6) Plywood and hardboard – flatbed trucks only.** The following rates will apply based on cumulative annual volume, per calendar year, to the shipper or consignee responsible for truck loading charges:

Tons	Rate
0 – 5,000	\$0.70 per 100 lbs. (\$15.51 per MT) (G)
5,001 – 10,000	\$0.65 per 100 lbs. (\$14.39 per MT) (G)
10,001 – 15,000	\$0.55 per 100 lbs. (\$12.14 per MT) (G)
15,001 – 20,000	\$0.48 per 100 lbs. (\$10.57 per MT) (G)
20,001 – 30,000	\$0.43 per 100 lbs. (\$9.45 per MT) (G)
over 30,001	\$0.38 per 100 lbs. (\$8.32 per MT) (G)

- (7) Doorskins and plywood van loading.** The following rates will apply based on cumulative annual volume, per calendar year, to the shipper or consignee responsible for truck loading charges (For tailgate apply rate in 909(A)(1) and definition of tailgate in 903(c)).

Tons	Rate
0 – 5,000	\$0.71 per 100 lbs. (\$15.74 per MT) (G)
5,001 – 10,000	\$0.70 per 100 lbs. (\$15.51 per MT) (G)
10,001 – 15,000	\$0.60 per 100 lbs. (\$13.27 per MT) (G)
15,001 – 20,000	\$0.55 per 100 lbs. (\$12.14 per MT) (G)
20,001 – 30,000	\$0.48 per 100 lbs. (\$10.57 per MT) (G)
over 30,001	\$0.43 per 100 lbs. (\$9.45 per MT) (G)

- (8) Truck loading or unloading of fresh fruit, including staging and excluding bananas:** \$19.21 per pallet. (G)

Note I: On 10 pallets or less of fresh fruit there will be a surcharge of \$83.60 per truck. (G)

Note II: The overtime rate for handling the above items including Note I will be a surcharge of fifty percent (50%) of the above rate.

ITEM 910: Heavy Lift Charges – OFBT Only (G)

Pounds	Rate
10,001 to 40,000 lbs.	\$1.68 per 100 lbs. (\$37.11 per MT) (G)
40,001 to 70,000 lbs.	\$1.89 per 100 lbs. (\$41.60 per MT) (G)
Over 70,000 lbs.	Rates upon Request

The handling of heavy lifts in excess of 10,000 lbs. for any single unit shall be subject to the completion of the necessary arrangements with the Terminal Operator and shall be limited to the capacity of the Terminal Operator's equipment at that location. If the Terminal Operator has to hire extra equipment there shall be a special charge assessed against the party ordering the

service. Except as otherwise noted herein, the schedule rates set forth herein for other than heavy lifts are applicable to single units weighing 10,000 lbs. or less.

ITEM 911: Special Stowage of Trucks

When the truck is loaded or unloaded in a manner that requires special stowage, handling, sorting, grading, or otherwise selecting the cargo for the convenience of the trucker, shipper or consignee, the Terminal Operator shall make an extra labor charge, in addition to the applicable schedule rate, with a minimum charge of one hour for the first hour or fraction worked. The balance of time worked to be computed and charged on the basis of each fifteen minutes or fraction thereof.

ITEM 912: Services Not Otherwise Provided For

Nothing contained herein shall be construed as requiring a Terminal Operator to perform without charge any service not specifically provided for herein. The charge for any service shall be mutually agreed upon.

ITEM 913: Cargo That Will Be Handled For Direct Transfer (G)

Subject to the completion of the necessary arrangements with the Terminal Operator involved prior to the arrival of the vessel and provided the trucks carrying the cargo listed below are at the pier at the time that the particular cargo is loaded or discharged to or from the ship, the following cargo will be handled as Direct Transfer Cargo, as set forth herein:

- (a) Bulk dry cargo: Rate upon request.
- (b) Heavy lifts of twenty-five net tons or more: Rate upon request.
- (c) Packages or pieces of machinery or other cargo exceeding 600 cubic feet per package or piece: Rate upon request.
- (d) Steel sheet in coils: \$2.21 per net ton (\$2.44 per MT). (G)

Note: In order to qualify for direct transfer under (d) above there must be: (i) a minimum of one thousand tons, which is blocked stowed on a vessel; (ii) one shipper or consignee; and (iii) no sorting required. Any other cargo that is not enumerated above will not be accepted for Direct Transfer and will be handled on the pier in accordance with the rates, charges, rules, and regulations set forth in this Schedule.

ITEM 914: Delivery Orders

Delivery orders may not be prelodged and must be in the possession of the truck drivers. Where there are multiple deliveries to be made against an original delivery order, subsequent drivers must possess either a duplicate of the original delivery order bearing an original signature

that is the same as the original delivery order, or a copy of the original delivery order with a covering letter on the trucking firm or broker's stationery bearing an original signature of a company official.

ITEM 915: Receipt and Delivery of Truck Cargo by Appointment (G)

A motor carrier shall be charged the sum of \$100.31 per truck in the event such motor carrier fails to keep an appointment on the day for which such appointment is granted. (G)

RULE 34.10 – MISCELLANEOUS SERVICES

ITEM 1001 (G)

- A. Opening and Closing Packages and/or Containers for inspection by Customs or any other governmental agencies: \$122.60 per package or container. (G)
- B. Assisting Customs or other governmental agencies in intensive wharf inspection of containers: Cost plus 15% (\$278.65 minimum charge). (G)
- C. Fruit terminal service charge: \$0.11 per case of fresh fruit. (G)
- D. Live cattle/livestock: \$3.57 per head. (G)

ITEM 1002 (G)

- A. Servicing of passenger type automobiles: \$66.88 per automobile. (G)
- B. Servicing of trucks, tractors, and other wheeled vehicles: \$94.75 per vehicle. (G)

ITEM 1003: Export Motor Vehicles (G)

Receiving export motor vehicles on the terminal: \$111.46 per vehicle. (G)

ITEM 1004: Fresh Water (G)

Fresh water supplied to vessels during regular work hours will be as follows: \$417.98 per connection plus \$3.03 per ton. (G)

Note I: If furnished on overtime, the required overtime hours will be charged.

Note II: When water is furnished on Saturdays, Sundays, or Holidays, there will be a minimum labor charge of four (4) hours in addition to regular charges as listed above.

ITEM 1005: Handling Yachts or Sailboats (G)

- A. Handling yachts or sailboats up to 50 feet from the pier to the water or from the pier to a truck: Rates upon request.
- B. Handling yachts or sailboats in excess of 50 feet from the pier to the water or from the pier to a truck: Rates upon request.
- C. Disposition of yacht cradles: \$557.29 per cradle. (G)

RULE 34.11 -SHIPMENTS OF STEEL AND OTHER METALS

ITEM 1101: Import and Export Shipments Loaded or Unloaded To or From the Pier, and To or From Flatbed Trucks (G)

- A. On lots up to 500 tons (2,000 lbs. per ton) to one receiver or ultimate consignee where there is no sorting and no splitting of bills-of-lading:
 - (1) Steel sheets in coils, aluminum sheets in coils, tinplate in coils, with a minimum weight of 3,000 lbs.: \$0.33 per 100 lbs. (\$7.19 per MT). (G)
 - (2) Blocks, bundles or packs (skidded and strapped) of aluminum, lead, zinc, tinplate, copper and steel sheets with a minimum weight of 1,000 lbs. and all coils weighing less than 3,000 lbs.: \$0.67 per 100 lbs. (\$14.84 per MT). (G)
 - (3) Plate, structural and aluminum ingots and sows, pipe and bundles of wire rods, rebar, tubing, boiler tubes, wire (excluding heading wire): \$0.744 per 100 lbs. (\$16.41 per MT). (G)
- B. Lots from 501 to 1,000 tons (2,000 lbs. per ton) to one receiver or ultimate consignee where there is no sorting and no splitting of bills-of-lading will be handled by special arrangements with the terminal operator. Grouping or combining of individual bills-of-lading to one receiver or ultimate consignee for delivery as one lot will be permitted under this section. The arrangements with the terminal operator must be made at least twenty-four hours prior to the arrival of the vessel from which the cargo is to be discharged.
 - (1) Steel sheets in coils, aluminum sheets in coils, tinplate in coils with a minimum weight of 3,000 lbs.: \$0.275 per 100 lbs. (\$6.07 per MT). (G)
 - (2) Blocks, bundles or packs (skidded and strapped) of aluminum, lead, zinc, tinplate, copper and steel sheets with a minimum weight of 1,000 lbs. and all coils weighing less than 3,000 lbs.: \$0.387 per 100 lbs. (\$8.55 per MT). (G)

- (3) Plate, structural and aluminum ingots and sows, pipe and bundles of wire rods, rebar, tubing, boiler tubes, wire (excluding heading wire): \$0.60 per 100 lbs. (\$13.27 per MT). (G)
- C. Lots from 1001 to 2,500 tons (2,000 lbs. per ton) to one receiver or ultimate consignee where there is no sorting and no splitting of bills-of-lading will be handled by special arrangements with the terminal operator. Grouping or combining of individual bills-of-lading to one receiver or ultimate consignee for delivery as one lot will be permitted under this section. The arrangements with the terminal operator must be made at least twenty-four hours prior to the arrival of the vessel from which the cargo is to be discharged.
- (1) Steel sheets in coils, aluminum sheets in coils, tinplate in coils with a minimum weight of 3,000 lbs.: \$0.255 per 100 lbs. (\$5.62 per MT). (G)
- (2) Blocks, bundles or packs (skidded and strapped) of aluminum, lead, zinc, tinplate, copper and steel sheets with a minimum weight of 1,000 lbs. and all coils weighing less than 3,000 lbs.: \$0.357 per 100 lbs. (\$7.87 per MT). (G)
- (3) Plate, structural and aluminum ingots and sows, pipe and bundles of wire rods, rebar, tubing, boiler tubes, wire (excluding heading wire): \$0.50 per 100 lbs. (\$11.02 per MT). (G)
- D. Lots in excess of 2,500 tons (2,000 lbs. per ton) to one receiver or ultimate consignee where there is no sorting and no splitting of bills-of-lading will be handled by special arrangements with the terminal operator. Grouping or combining of individual bill-of-lading to one receiver or ultimate consignee for delivery as one lot will be permitted under this section. The arrangements with the terminal operator must be made at least twenty-four hours prior to the arrival of the vessel from which the cargo is to be discharged.
- (1) Steel sheets in coils, aluminum sheets in coils, tinplate in coils with a minimum weight of 3,000 lbs.: \$0.234 per 100 lbs. (\$5.17 per MT). (G)
- (2) Blocks, bundles or packs (skidded and strapped) of aluminum, lead, zinc, tinplate, copper and steel sheets with a minimum weight of 1,000 lbs. and all coils weighing less than 3,000 lbs.: \$0.337 per 100 lbs. (\$7.43 per MT). (G)
- (3) Plate, structural and aluminum ingots and sows, pipe and bundles of wire rods, rebar, tubing, boiler tubes, wire (excluding heading wire): \$0.449 per 100 lbs. (\$9.89 per MT). (G)

Note: Import and export shipments loaded or unloaded to or from the pier, and to or from open-top railroad cars, including gondola and flat cars are subject to rates upon request.

RULE 34.12 – PORT SECURITY FEE (C)(G)

The following Port Security Fees will be assessed against all cargo discharged, loaded or moving through the Marine Terminals:

Commodity	Security Fee
Break Bulk	\$0.33 per net ton (\$0.36 per MT) (G)
Vehicles	\$0.34 per unit (G)
Full Containers – only	\$1.35 per container (G)
Liquid Bulk	\$0.12 per net ton (\$0.13 per MT) (G)
Dry Bulk	\$0.12 per net ton (\$0.13 per MT) (G)
Live Stock	\$0.34 per unit (G)

Note I: Unless prior arrangements are made with the Terminal Operator, the parties responsible for the Port Security Fees are the same parties responsible for Wharfage.

Note II: For ships or barges in a lay-up or inactive status with no cargo operations, the applicable security fee will be 2% of the dockage fee charges against that ship or barge.

Exhibit A

SOUTH JERSEY PORT CORPORATION HOT WORK PERMIT

The SJPC Hot Work Permit is required for any operation involving open flames or producing heat and/or sparks and must be completed by a Competent Hot Work Supervisor (CHWS) and posted at the site. Hot Work includes, but is not limited to Brazing, Torch Cutting, Grinding, Soldering, and Welding. If the required precautions cannot be met, Hot Work is not permitted.

HOT WORK DONE BY (check one):		
<input type="checkbox"/> CONTRACTOR <input type="checkbox"/> SJPC		
DATE:		
BUILDING NAME, BLDG #, ROOM #, LOCATION:		
NATURE OF JOB:		
NAME OF HOT WORK OPERATOR:		
I, undersigned below, verify the above location has been examined, the precautions checked on the Required Precautions Checklist have been taken to prevent fire, and permission is authorized for work.		
NAME OF COMPETENT HOT WORK SUPERVISOR (CHWS):		
Contact #		
PERMIT REQUEST	DATE:	TIME:
PERMIT EXPIRES	DATE:	TIME:
SIGNATURE OF CHWS:		

APPROVAL

Approved Signature:

Expiration Date:

Notes:

Fax to 856-757-4903 prior to 8:00 a.m. of Permit Request Date

REQUIRED PRECAUTIONS CHECKLIST

- ☐ Available sprinklers, hose streams, and extinguishers are in service/operable.
- ☐ Hot Work equipment in good repair.
- ☐ Requirements within 35 ft of work
Floors swept clean of combustibles. Combustible floors wet down, covered with damp sand, metal or other shields.
- ☐ Remove other combustibles where possible. Otherwise protect with fire resistant tarpaulins, screens or shields.
- ☐ All wall and floor openings covered. Covers suspended beneath to collect sparks.
- ☐ Work on walls or ceilings/enclosed equipment
Construction is noncombustible and without combustible covering.
- ☐ Combustibles moved away from other side of wall.
- ☐ No danger exists by conduction of heat into other room(s) or area.
- ☐ Equipment cleaned of all combustibles.
- ☐ Containers purged of flammable liquids and vapors.
- ☐ Fire watch/hot work area monitoring
Fire watch will be provided during and continuously for 30 minutes after work.
- ☐ Supplied with a fully charged fire extinguisher or small hose.
- ☐ Hot work area inspected 30 minutes after job is completed.
- ☐ Other precautions taken
- ☐ Area is protected with smoke or heat detection.
- ☐ Ample ventilation to remove smoke/vapor from work area
- ☐ Lockout/tagout required.

This permit does not purport to set forth all hazards nor indicate that other hazards do not exist. By providing this permit, SJPC nor any of its employees makes any warranty, express or implied, concerning the use of this permit. This permit was developed for compliance with 33CFR126 Designated Waterfront Facility and HHPA Site. Applicants must follow the SJPC Hot Work Safety Program policy.

SOUTH JERSEY PORT CORPORATION

Hot Work Safety Program

OBJECTIVE:

To establish minimum requirements for performing hot work during maintenance and construction activities.

AUTHORITY:

NFPA 51B.
USCG Designated Waterfront Facility – 33CFR126.

POLICY:

All employees, volunteers, tenants, and contractors shall comply with the elements of the SJPC Hot Work Safety Program (see Procedures Section).

RESPONSIBILITIES:

Develop, maintain, distribute, and provide oversight in accordance with all applicable federal and state regulations, and best industry practices. SJPC staff and supervisors have the responsibility and authority to halt any unsafe practices not in accordance with this policy.
Departments – Comply with all policy and program elements.

PROCEDURES:

Any work involving burning, welding, torch cutting, grinding where sparks are produced, soldering, or brazing in construction, maintenance and fabrication activities shall follow the SJPC Hot Work Safety Program.

SOUTH JERSEY PORT CORPORATION

Hot Work Safety Program

Scope and Application:

This program is designed to prevent injury and loss of property from fire or explosion as a result of hot work in all SJPC spaces, property and activities.

It covers: welding, brazing, soldering, heat treating, grinding, powder-actuated tools, hot riveting and all other similar applications producing a spark, flame, or heat.

This program does not cover use of: candles, laboratory activities, pyrotechnics or special effects, cooking equipment, electric soldering irons or torch-applied roofing (See NFPA 241).

All hot work performed by outside contractors shall be in conformance with NFPA 51B at a minimum.

Hot work operations in confined spaces require additional safeguards and are addressed in the SJPC Confined Spaces Policy.

Hot work on and near building systems and piping may require additional safeguards.

Definitions:

Competent Hot Work Supervisor (CHWS). For SJPC employees the CHWS shall have successfully completed competent person training and examination to be considered competent. For outside contractors the hot work supervisor shall be identified and the name provided to the project manager. The CHWS cannot be the hot work operator. Failure to properly adhere to SJPC Hot Work Procedures shall result in suspension of competent person authority and possible disciplinary action.

Designated Area. Permanent location designed for or approved by a CHWS for hot work operations to be performed regularly.

Hot Work. Any work involving welding, brazing, soldering, heat treating, grinding, powder-actuated tools, hot riveting and all other similar applications producing a spark, flame, or heat, or similar operations that is capable of initiating fires or explosions.

Hot Work Permit. A document issued by the SJPC and CHWS for the purpose of authorizing a specified activity.

Hot Work Operator. An individual designated by SJPC to perform hot work under the authorization of a CHWS.

SOUTH JERSEY PORT CORPORATION

Hot Work Safety Program

Welding and Allied Processes. Those processes such as arc welding, oxy-fuel gas welding, open-flame soldering, brazing, thermal spraying, oxygen cutting, and arc cutting.

Specific Responsibilities:

Competent Hot Work Supervisor (CHWS)

The CHWS is responsible for the safe operations of hot work activity under their supervision. These duties include:

- Establish permissible areas for hot work.
- Ensure that only approved apparatus, such as torches, manifolds, regulators and pressure reducing valves, are used.
- Ensure that all individuals involved in the hot work operations are familiar with SJPC Hot Work requirements.
- Ensure that all individuals involved in the hot work operations are trained in the safe operation of their equipment and the safe use of the process. These individuals must have an awareness of the risks involved and understand the emergency procedures in the event of a fire.
- Determine site-specific flammable materials, hazardous processes, or other potential fire hazards present or likely to be present in the work location.
- Ensure combustibles are protected from ignition by the following means:
 - Move the work to a location free from combustibles.
 - If the work cannot be moved, ensure the combustibles are moved to a safe distance or have the combustibles properly shielded against ignition.
 - Ensure hot work is scheduled such that operations that could expose flammables or combustibles to ignition do not occur during hot work operations.
 - If any of these conditions cannot be met, then hot work must not be performed.
- Determine that fire protection and extinguishing equipment are properly located and readily available.
- Ensure sufficient local exhaust ventilation is provided to prevent accumulation of any smoke and fume.
- Ensure that a fire watch is posted at the site when:
 - Hot work is performed in a location where other than a minor fire might develop, or where the following conditions exist.
 - Combustible materials in building construction or contents are closer than 35 ft to the point of hot work.
 - Combustible materials are more than 35 ft away but are easily ignited by sparks.

SOUTH JERSEY PORT CORPORATION

Hot Work Safety Program

- Wall or floor openings are within 35 feet and expose combustible materials in adjacent areas. This includes combustible materials concealed in walls or floors.
- Combustible materials are adjacent to the opposite side of partitions, walls, ceilings, or roofs and are likely to be ignited.

Where a fire watch is not required, the CHWS shall make a final inspection $\frac{1}{2}$ hour after the completion of hot work operations to detect and extinguish possible smoldering fires.

Hot Work Operator (HWO)

The hot work operator shall handle the equipment safely and perform work so as not to endanger lives and property. Specific duties include

- No hot work shall be conducted without specific written authorization from the CHWS via completion of the Hot Work Permit.
- The operator must cease hot work operations if unsafe conditions develop.
- The operator must notify the CHWS for reassessment of the situation in the event of suspected unsafe conditions or concerns expressed by affected persons.

Fire Watch:

The fire watch is an individual posted in specific circumstances, as described above. The function of the fire watch is to observe the hot work and monitor conditions to ensure that a fire or explosion does not occur as a result of the work performed. The fire watch is authorized to stop any unsafe operation or activity. Specific duties and responsibilities include:

- Watch for fires, smoldering material or other signs of combustion.
- Be aware of the inherent hazards of the work site and of the hot work.
- Ensure that safe conditions are maintained during hot work operations and stop the hot work operations if unsafe conditions develop.
- Have fire-extinguishing equipment readily available and be trained in its use.
- Extinguish fires when the fires are obviously within the capacity of the equipment available. If the fire is beyond the capacity of the equipment, sound the alarm immediately.
- Be familiar with the facilities and procedures for sounding an alarm in the event of a fire.
- A fire watch shall be maintained for at least $\frac{1}{2}$ hour after completion of hot work operations in order to detect and extinguish smoldering fires.
- More than one fire watch shall be required if combustible materials that could be ignited by the hot work operation cannot be directly observed by a single fire watch (e.g. in adjacent rooms where hot work is done on a common wall).

SOUTH JERSEY PORT CORPORATION

Hot Work Safety Program

Hot Work Operational Requirements

Hot work is allowed only in areas that are or have been made fire-safe. Hot work may only be performed in either designated areas or permit-required areas, as defined by SJPC.

A designated area is a specific area designed or approved for such work, such as a maintenance shop or a detached outside location that is of noncombustible or fire-resistive construction, essentially free of combustible and flammable contents, and suitably segregated from adjacent areas.

A permit-required area is an area made fire-safe by removing or protecting combustibles from ignition sources.

Hot work is not allowed:

- In sprinklered buildings if the fire protection system is impaired
- In the presence of explosive atmospheres or potentially explosive atmospheres (e.g. on drums previously containing solvents)
- In explosive atmospheres that can develop in areas with an accumulation of combustible dusts (e.g. grain silos).

Hot Work Permit

Before hot work operations begin in a non-designated location, a completed hot work permit prepared by the CHWS is required. Based on local conditions, the CHWS must determine the length of the period, not to exceed 24 hours, for which the hot work permit is valid.

The following conditions must be confirmed by the CHWS before permitting the hot work to commence:

- Equipment to be used (e.g. welding equipment, shields, personal protective equipment, fire extinguishers) must be in satisfactory operating condition and in good repair.
- The floor must be swept clean for a radius of 35 ft if combustible materials, such as paper or wood shavings are on the floor,
- Combustible floors (except wood on concrete) must be
 - kept wet or be covered with damp sand (note: where floors have been wet down, personnel operating arc welding or cutting equipment shall be protected from possible shock),, or
 - be protected by noncombustible or fire-retardant shields.
- All combustible materials must be moved at least 35 ft away from the hot work operation. If relocation is impractical, combustibles must be protected with fire-retardant covers, shields or curtains. Edges of covers at the floor must be tight to prevent sparks from going under them, including where several covers overlap when protecting a large pile.

SOUTH JERSEY PORT CORPORATION

Hot Work Safety Program

- Openings or cracks in walls, floors, or ducts within 35 ft of the site must be tightly covered with fire-retardant or noncombustible material to prevent the passage of sparks to adjacent areas.
- If hot work is done near walls, partitions, ceilings, or roofs of combustible construction, fire-retardant shields or guards must be provided to prevent ignition.
- If hot work is to be done on a wall, partition, ceiling, or roof, precautions shall be taken to prevent ignition of combustibles on the other side by relocating combustibles. If it is impractical to relocate combustibles, a fire watch on the opposite side from the work must be posted.
- Hot work must not be attempted on a partition, wall, ceiling, or roof that has a combustible covering or insulation, or on walls or partitions of combustible sandwich-type panel construction.
- Hot work that is performed on pipes or other metal that is in contact with combustible walls, partitions, ceilings, roofs, or other combustibles must not be undertaken if the work is close enough to cause ignition by conduction.
- Fully charged and operable fire extinguishers that are appropriate for the type of possible fire shall be available immediately at the work area. These extinguishers should be supplied by the group performing the hot work. The fire extinguishers normally located in a building are not considered to fulfill this requirement.
- If hot work is done in proximity to a sprinkler head, a wet rag shall be laid over the head and then removed at the conclusion of the welding or cutting operation. During hot work, special precautions shall be taken to avoid accidental operation of automatic fire detection or suppression systems (for example, special extinguishing systems or sprinklers).
- Nearby personnel must be suitably protected against heat, sparks, and slag.

Work Closeout:

- A fire watch shall be maintained for at least 30 minutes after completion of hot work operations in order to detect and extinguish smoldering fires.
- The CHWS shall inspect the job site 30 minutes following completion of hot work and close out the permit with the time and date of the final check.
- The completed Hot Work Permit shall be retained for 6 months following completion of the project.

Exhibit B

**NOTICE OF CLAIM FOR DAMAGES AGAINST
THE SOUTH JERSEY PORT CORPORATION**

Send To: Andrew Saporito
South Jersey Port Corporation
Joseph A. Balzano Marine Terminal
2nd & Beckett Street
Camden, New Jersey 08103

THIS FORM MUST BE COMPLETED AND FILED WITH THE SOUTH JERSEY PORT CORPORATION ("PORT CORPORATION") WITHIN 90 DAYS OF ANY ACCIDENT, LOSS, OR DAMAGE OR YOU WILL FORFEIT YOUR RIGHTS AGAINST THE PORT CORPORATION PURSUANT TO THE TERMS OF THE PORT CORPORATION TARIFF

1. Claimant:

Name

Business Address/Mailing Address

Street

City State Zip Code

2. If notices and correspondence in connection with this claim are to be sent to a person other than the claimant, complete item 2.

Name

Street

City State Zip Code

3. Relationship to claimant: Attorney at Law ☐ or Explain Relationship:

4. The occurrence or accident, loss, or damage that gave rise to this claim;

a. _____
Date Time

b. Describe the location or place of the accident, loss, or damage:

c. If a vessel was involved in any way with the accident, loss or damage state:

Name of Vessel:

Flag of Vessel:

Owner and/or Owner Pro Hac Vice

Steamship Agent

Vessel's Details

Ship Type: _____

Year Built: _____

Length: _____

Breadth: _____

Gross Tonnage: _____

Deadweight: _____

Call sign: _____

Ship's communication numbers:

Sat Telex: _____

Sat Phone: _____

Sat Fax: _____

Mobile: _____

- d. DESCRIBE HOW THE ACCIDENT OR OCCURRENCE HAPPENED: IF MORE SPACE IS NEEDED TO ADEQUATELY DESCRIBE THE INCIDENT, PLEASE USE THE REVERSE SIDE OF THIS SHEET

- e. STATE THE NAME AND ADDRESS OF THE PARTIES OR AGENCIES THAT YOU CLAIM CAUSED YOUR DAMAGE.

- f. STATE THE NAMES OF THE PORT CORPORATION EMPLOYEES, IF ANY, WHOM YOU CLAIM WERE AT FAULT, INCLUDING ANY INFORMATION THAT WILL ASSIST IN IDENTIFYING AND LOCATING THEM.

- i. STATE THE NEGLIGENCE OR WRONGFUL ACTS OF THE PORT CORPORATION AND ITS EMPLOYEES THAT CAUSED YOUR DAMAGES.

- g. STATE THE NAME AND ADDRESS OF ALL WITNESSES TO THE ACCIDENT OR OCCURRENCE.

**h. STATE THE NAME OF ALL POLICE OFFICERS AND POLICE DEPARTMENTS
WHO INVESTIGATED THIS ACCIDENT.**

4a. CLAIM FOR DAMAGES (CHECK APPROPRIATE BLOCK(S)):

☐ PERSONAL INJURY ☐ PROPERTY DAMAGE

☐ OTHER - EXPLAIN IN DETAIL:

b. IF YOU CLAIM PERSONAL INJURY:

**(1) DESCRIBE YOUR INJURES RESULTING FROM THIS ACCIDENT
OR OCCURRENCE.**

**(2) DO YOU CLAIM PERMANENT DISABILITY RESULTING FROM THIS
INJURY:**

☐ YES ☐ NO

IF YES, DESCRIBE THE INJURIES BELIEVED TO BE PERMANENT.

(3) FOR EACH HOSPITAL, DOCTOR OR OTHER PRACTITIONER RENDERING TREATMENT, EXAMINATION, OR DIAGNOSTIC SERVICE, STATE:

NAME OF HOSPITAL, DOCTOR OR OTHER FACILITY	ADDRESS	DATE OF TREATMENT OR SERVICE	AMOUNT OF CHARGE TO DATE	AMT. PAID OR PAYABLE BY OTHER SOURCE SUCH AS INSURANCE

(4) IF YOU CLAIM LOSS OF WAGE OR INCOME, FILL IN BELOW:

NAME OF EMPLOYER

ADDRESS OF EMPLOYER

YOUR OCCUPATION

DATE YOU BECAME EMPLOYED

RATE OF PAY

DATE OF ABSENCE FROM WORK

TOTAL LOSS WAGES TO DATE

IF STILL OUT, EXPECTED DATE OF RETURN

NOTE: IF YOUR CLAIMED LOSS OF INCOME ARISES FROM SELF-EMPLOYMENT, ATTACH A CALCULATION SHOWING THE BASES OF YOUR CALCULATION OF LOST INCOME.

(5) SET FORTH ANY AND ALL OTHER LOSSES OR DAMAGE CLAIMED BY YOU

IF YOU CLAIM PROPERTY DAMAGE:

(A) DESCRIBE THE PROPERTY DAMAGED:

(B) THE PRESENT LOCATION AND TIME WHEN THE PROPERTY MAY
BE INSPECTED.

(C) DATE PROPERTY ACQUIRED: _____

(D) COST OF PROPERTY: \$ _____

(E) VALUE OF PROPERTY AT TIME OF ACCIDENT: \$ _____

(F) DESCRIBE THE DAMAGE.

(G) HAS THE DAMAGE BEEN REPAIRED? _____ IF SO, BY
WHOM, WHEN AND WHAT WERE THE COST OF REPAIRS?

(H) ATTACH EACH ESTIMATE OF REPAIR COSTS TO THIS FORM.

(I) SET FORTH IN DETAIL THE LOSS CLAIMED BY YOU FOR
PROPERTY DAMAGE.

- (6) SET FORTH IN DETAIL ALL OTHER ITEMS OR LOSS OR DAMAGES CLAIMED BY YOU AND THE METHOD BY WHICH YOU MADE THE CALCULATION.
-
-

(A) THE AMOUNT OF THE CLAIM. \$

(B) HAVE YOU MADE A CLAIM AGAINST ANYONE ELSE FOR ANY OF THE LOSSES OR EXPENSES CLAIMED IN THIS NOTICE?

IF YES, SET FORTH THE NAME AND ADDRESS OF ALL PERSONS AND INSURANCE COMPANIES AGAINST WHOM YOU HAVE MADE SUCH CLAIMS:

(C) ARE ANY OF THE LOSSES OR EXPENSES CLAIMED HEREIN COVERED BY ANY POLICY OR INSURANCE?

FOR EACH SUCH POLICY, STATE THE NAME AND ADDRESS OF THE INSURANCE COMPANY, POLICY NUMBER AND BENEFITS PAID OR PAYABLE.

(D) HAVE YOU RECEIVED OR AGREED TO RECEIVE ANY MONEY FROM ANYONE FOR THE DAMAGES CLAIMED HEREIN?

☐ YES ☐ NO

IF YES, SET FORTH THE DETAIL OF SUCH AGREEMENT.

(7) THE FOLLOWING ITEMS MUST BE SUBMITTED WITH THIS NOTICE:

- (1) COPIES OF ITEMIZED BILLS FOR EACH MEDICAL EXPENSES AND OTHER LOSSES AND EXPENSES CLAIMED.
- (2) FULL COPIES OF ALL APPRAISALS AND ESTIMATES OR PROPERTY DAMAGE CLAIMED BY YOU.
- (3) COPIES OF ALL WRITTEN REPORTS OF ALL EXPERT WITNESSES AND TREATING PHYSICIANS.
- (4) A LETTER FROM YOUR EMPLOYER VERIFYING YOUR LOST WAGES, IF SELF-EMPLOYED, A STATEMENT SHOWING THE CALCULATION OF YOUR CLAIMED LOST INCOME.
- (5) COPIES OF ALL DAMAGE AND CONDITION SURVEY REPORTS.
- (6) COPIES OF ALL PHOTOGRAPHS OF THE DAMAGES PROPERTY.
- (7) IDENTITY OF SHIPPER, CARRIER AND CONSIGNEE
- (8) BILLS OF LADING INCLUDING BOTH SIDES OF ALL DOCUMENTS.

I HEREBY CERTIFY THAT THE FOREGOING STATEMENTS MADE BY ME ARE TRUE. THAT THE ATTACHED STATEMENTS, BILLS, REPORTS AND DOCUMENTS ARE THE ONLY ONES KNOWN TO ME TO BE IN EXISTENCE AT THIS TIME. I AM AWARE THAT IF ANY STATEMENT MADE HEREIN IS WILLFULLY FALSE OR FRAUDULENT, THAT I AM SUBJECT TO PUNISHMENT PROVIDED BY LAW.

CLAIMANT OR PERSON FILING
ON BEHALF OF CLAIMANT

DATE