
APS EAST COAST, INC.
Tariff Code
Rule Report
APS ATLANTIC & CHESAPEAKE TERMINAL TARIFF NO. 2
019071-002
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Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 34 3 Effective: 01Feb2021
(I)(R)

DEFINITIONS AND ABBREVIATIONS

The following terms when used herein shall have the meanings designated below:

CARGO shall mean merchandise, goods, freight, material, vehicles, mail, live animals, fuel, vessel's stores and supplies and any and all property not specifically described, including any equipment associated or utilized by the foregoing, and with respect to containerized cargo shall mean the contents of the container and the container itself. Bulk cargo means cargo that is loaded or carried in bulk without mark or count, in a loose unpackaged form, having homogenous characteristics.

CHECKING shall mean the service of counting and checking cargo against appropriate documents for the account of cargo or the vessel or other person obligated to pay as said herein.

CONTAINER shall mean a single, rigid, non-disposable container without wheels or bogies attached having not less than 135 cu. ft. capacity, having a door or closure that allows ready access to the cargo and having construction, fittings and fastenings able to withstand, without permanent distortion, all stresses that may be applied in normal service use of continuous transportation.

CUSTOMER shall mean any vessel, vessel owner, carrier, agent, vessel operator, vehicle, conveyance, consignor, consignee, beneficial Cargo owner, person, Cargo, equipment, chassis, or any other person or entity, including but not limited to the agents, other providers, and other subcontractors (at any level) of any of the foregoing, that uses the Terminal facilities or is provided with, benefits from, or receives any services whatsoever from the Terminal Operator, or any person or business entity who owns or claims an interest in, right to, attachment, or lien regarding any vessel, vessel equipment, equipment, or Cargo.

DIRECT shall mean a continuous operation between barge, car or truck and vessel when performed by vessels stevedores.

DOCKAGE shall mean the charge assessed against a vessel for berthing at a wharf, pier, or bulkhead structure, or bank, or for mooring to a vessel so berthed. The charge for Dockage shall be assessed at the Terminal Operators sole discretion against the vessel, its owners, or operators in accordance with the rates and charges specified herein.

FREE TIME shall mean any period specified herein during which cargo may occupy space assigned to it on the wharf free of wharf demurrage charges immediately prior to the loading or subsequent to the discharge of such cargo on or off the vessel.

Lincoln's Birthday	Washington's Birthday
Thomas W. Gleason's Birthday	Good Friday
Easter Sunday	Decoration Day (Memorial Day)
Fourth of July	Labor Day
Defender's Day	Columbus Day
Election Day	Veterans Day
Thanksgiving Day	Christmas Eve
Christmas Day	New Year's Eve

Presidential and Congressional Elections and any other National or State Holidays created by Executive Authority and any other legal holiday that may be proclaimed by State or Federal Authority.

NOTE: When any holiday falls on Sunday, the Monday following will be observed as the holiday.

INBOUND CARGO shall mean Cargo that has been discharged from a vessel and is to be delivered to consignee or owner thereof.

IN BULK or BULK shall mean commodities which by nature of their unsegregated mass are usually handled by shovels, scoops, buckets, forks, magnets or mechanical conveyors, and which are loaded or unloaded and carried without wrapper or container and received and delivered by carriers without transportation mark or count. (Will not apply when subject to piece count.)

MOTOR VEHICLE (or Vehicle, motorized, or vehicle) shall mean self-propelling (whether running or not running), automobiles, pleasure, passenger, commercial or freight, trailers or freight semi-trailers, not boxed or crated, set up (SU) on own wheels (when boxed or crated, Cargo, NOS rate will apply.) (Does not include agricultural, earth moving or road making equipment.)

OUTBOUND CARGO shall mean cargo that is being or has been assembled and is awaiting loading to a vessel.

O.C.P. TERRITORY is defined as origins or destinations in the United States located in North Dakota, South Dakota, Nebraska, Colorado, New Mexico and states east thereof and points in Canada east of the Saskatchewan/Manitoba boundary line.

POINTS OF REST as used herein means: (i) an area on the Terminal premises where cargo ordinarily would be deposited when received, subject to non-interference with Terminal operations, and (ii) the actual point at which the cargo is placed. All cargo must be placed at the designated point of rest. The Terminal Operator reserves the right, upon failure of the proper party to move freight to the designated point of rest, after notice, to move the freight to another location, at the risk and expense of the owner of the freight or the carrier or person who has custody.

HANDLING shall mean the service of moving an article or package from or to ships tackle or from one location to another on the dock or wharf.

HEAVY LIFT shall mean the service of providing heavy lift cranes and equipment for lifting cargo.

HOLIDAYS shall be the following (See Note), viz.:
New Year's Day Martin Luther King Jr's
 Birthday

RECEIVING and DELIVERY CHARGES shall mean the charges assessed to cover the ordinary duties incidental to receiving goods for monthly storage, stowing and delivering ex-storage, but do not include unloading of motor vehicles or handling to or from ships tackle or to or from vehicles tail-gate.

SCRIBNER SCALE shall mean the gross contents in board feet according to the Scribner Decimal C Log Rule as set forth in Appendix E of Log Scaling and Timber Cruising, J.R. Dilworth, Oregon State University Book Stores, Inc.,

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Corvallis, Oregon, 1966 Edition.

SERVICE and FACILITIES CHARGE shall mean the charge assessed against vessels, their owners, agents or operators (See Note 2) for the use of Terminal working areas in the receipt and delivery of cargo to and from vessel and for services in connection with the receipt, delivery, checking, care, custody and control of cargo required in the transfer of cargo: (See Note 1.)

- (1) From vessels to consignees, their agents or connecting carrier, or
- (2) From shippers, their agents or connecting carrier, to vessels.

The foregoing is separate from and in addition to any wharfage, dockage, wharf demurrage, wharf storage or other individual charges provided in this Schedule.

NOTE 1: The Service and Facilities Charge does not include any amount for the separately charged services of cargo handling, loading or unloading operations, or any charge for labor other than that which is essential to performing the service.

NOTE 2: The full amount of the Services and Facilities charge shall be billed by the Terminal to, and paid to the Terminal by, the vessel, its owners, agents or operators, any contract of affreightment notwithstanding. To the extent that any contract of affreightment or other agreement establishes the responsibility as between the parties thereto for the payment of the Service and Facilities charge, such agreement shall not affect the responsibility to pay the Terminal, but shall apply only between the parties thereto to allocate or adjust the cost of the charge paid to the Terminal amongst themselves. The term Contract of Affreightment as used herein shall mean tariff,

- c. Time worked in excess of five consecutive hours without an opportunity to eat when the rate then prevailing is the overtime rate.
- d. Time worked in excess of five hours when also a meal hour.

TERMINAL as used in this Schedule shall mean those portions of the various terminals, including but not limited to the piers, wharves, bulkheads, docks, banks, dolphins and other facilities under the control of APS, including:

- (1) APS' Atlantic Terminal
- (2) APS' Chesapeake Terminal

Unless context requires otherwise, references herein to the Terminal shall also mean the Terminal Operator.

TERMINAL OPERATOR, as used in this Schedule, shall mean APS East Coast, Inc., often referred to as APS, as operator of the above Terminals.

TERMINAL STORAGE shall mean the service of providing warehouse or other Terminal facilities for the storing of inbound or outbound cargo after the expiration of free time, including wharf storage (defined below), shipside storage, closed or covered storage, open or ground storage, bonded storage and refrigerated storage, after storage arrangements have been made.

TON shall mean:

- (1) The term "ton" means 2000 Pounds gross weight unless otherwise provided.
- (2) The term "measurement ton" means one cubic meter. Measurement tons may be based on ships manifest or computed by using the full outside dimensions on all sides of the package.

ocean rate, charter, or any other arrangements under which the vessel transports cargo.

SIDE WHARFAGE shall mean the charge assessed (on the basis of tons handled) against lighters, car floats, etc., and their owners, agents, or operators which receive or deliver cargo alongside vessels berthed at the Terminal.

STRAIGHT TIME, OVERTIME and PENALTY TIME shall mean:

(1) Straight Time: Between the hours of 8:00 A.M. and 5:00 P.M., Mondays through Fridays, except Holidays and except for ILWU Longshoremen and Walking Bosses between the hours of 3:00 P.M. and 5:00 P.M. (see Paragraph 2 herein and Item 5).

(2) Overtime: All work performed on Mondays through Friday not included in Paragraph (1) hereof and all work performed on Saturdays, Sundays or Holidays, except such work as is covered by penalty overtime. Overtime also includes work performed during noon meal hour, except on Saturdays, Sundays or Holidays, and work performed in excess of five consecutive straight time hours, without an opportunity to eat.

(3) Straight Time Penalty: Rate for working explosives and other penalty cargoes.

(4) Penalty Overtime shall mean:

- a. Time worked through a meal hour, other than the noon meal hour.
- b. Time worked through noon meal hour on Saturdays, Sundays or Holidays.

UNITIZED CARGO shall mean cargo in individual shipping packages secured to pallets, platforms or skids capable of being handled with mechanical equipment not to exceed a four-ton forklift. Rates shall apply only when the cargo is unitized throughout the movement for which rates are applicable. Any charges for services necessary to bring cargo into conformance with this definition will be in addition to other applicable charges. The weight of the pallets, platforms or skids will be excluded when computing the weight on which charges are assessed. (This definition not applicable to cargo unitized on vessel while berthed at Terminal facilities.)

USAGE shall mean the use of the Terminal facility by any carrier engaged in water transportation, viz.: vessels, barges, and lighters, their owners, agents, or operators, to discharge or load cargoes from or to vessels, from or to place of rest on the Terminal facility, with the care, custody, control, handling, checking, delivery or assembly to be assumed and performed by the carrier at its risk and expense.

VESSEL as used herein shall mean floating craft of every kind.

WHARFAGE is the charge against a vessel, its owners or operators, on all cargo including containerized cargo, merchandise, vessels stores, fuel, and supplies received for such vessel or for loading or discharging cargo to or from a vessel while docked at the wharf. Wharfage is solely the charge for the use of the wharf and does not include

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charges for any other service. Cargo manifests or summaries are the basis of the wharfage charge and must be furnished to the Terminal Operator within twenty-one calendar days of sailing. Failure to submit the required manifests or summaries within the twenty-one calendar days will result in withdrawal of credit privileges, the issuance of an estimated invoice payable in full and non-refundable for wharfage based on the net registered tonnage of the vessel according to Lloyds Register of shipping and its supplements, and a possible administrative charge.

WHARF DEMURRAGE shall mean the charge assessed against cargo which remains on the wharf premises after the expiration of any free time allowed.

WHARF STORAGE shall mean the storage of freight on the wharf premises. Allowance of wharf storage, if at all, is subject to the absolute discretion of the Terminal. If wharf storage is allowed, the duration of such storage is subject to the absolute discretion of Terminal, and free time as specified herein, if any, will be allowed, and upon expiration of any such free time, demurrage as specified herein will be charged. Storage of freight anywhere off the wharf premises is subject to separate agreement between cargo and the owner of the property. Declaration and acceptance for wharf storage may be upon either a daily or monthly basis at the discretion of the Terminal.

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APPLICATION OF RATES, RULES & REGULATIONS

(a) Except as otherwise provided herein, the applicable rates, charges, rules and regulations under this Schedule shall be those in effect at the time the charge accrues.

(b) The applicable rates, charges, rules and regulations for wharfage and service charges shall be as follows:

(1) On Inbound Cargo: The rates, charges, rules and regulations in effect on the date that vessel commences discharging cargo.

(2) On Outbound Cargo: The rates, charges, rules and regulations in effect on the date that vessel commences loading cargo.

(c) The rates, rules and regulations contained in this Schedule apply to (1) all vessels docking at the wharves of APS, and (2) cargo handled over all marine terminals of APS.

(d) Use of the wharves or marine terminals of APS. shall constitute acceptance of this Schedule and the terms and conditions named herein.

(e) In the absence of a specific commodity rate herein, a commodity shall be rated as Cargo NOS and not by analogy.

(f) OVERTIME AND PENALTY RATES:

(1) Rates named in this Schedule (including Appendix A) for services involving labor are based on current rates of pay during straight time hours. Copies of the current labor rates are available from the Terminal and shall be deemed part of the Contract between Customer and the Terminal. Overtime and labor on Saturdays, Penalty time and labor on Sundays and holidays shall be charged at the higher rates specified in Appendix A.

(2) The charge for clerical labor to check cargo to or from trucks, and labor to perform truck loading and

unloading during overtime and penalty time periods, shall be as specified in Appendix A.

(g) STAND-BY TIME AND MINIMUM HOURS:

In the following situations, vessels, their owners, agents or operators will be assessed at an added hourly rate, as specified in Appendix A:

(1) When clerks are ordered for vessels, their owners, agents or operators and required to stand-by; (ii) for unused hours when clerks are ordered and vessel completes loading or discharging prior to completion of eight-hour minimum shift; and (iii) when clerks are ordered, but not used, vessels, their owners, agents or operators will be assessed for eight hours at the rate specified in Appendix A.

(2) If labor, other than clerks, is ordered for a specific service and for a stated time and is required to stand-by, labor charges will be assessed for the extent of time lost, at the rate specified in Appendix A. A complete schedule of rates of pay in effect may be obtained at the Terminal and is available upon request from the Terminal Operator. Such schedule, as it may be amended from time to time, is hereby incorporated by reference.

(h) ANNUAL INCREASE IN RATES AND CHARGES:

(1) Except as otherwise stated herein, the rates and charges provided in this Schedule are subject to increase, from year to year in January (starting January 2022), to reflect any percent increase in the Consumer Price Index (CPI-U Index) during the twelve-month period ending in December of the immediately preceding year or 3%, whichever is greater. Such increases in the rates and charges provided by this Rule take effect automatically and without further notice from the Terminal Operator.

(2) Nothing in this paragraph shall prohibit or limit the Terminal Operator from changing rates and charges apart from the annual increase

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BERTHING ARRANGEMENTS

(a) No vessel will be permitted to berth at a wharf or other facility of the Terminal without having first made application in writing for a berth and without a berthing arrangement having been granted. The party making application for a berth must also acknowledge responsibility for payment of charges. Application must be made as far in advance as possible and in no event less than 72 hours prior to arrival. If the vessel making late application can be accommodated, the Terminal may, based on reasons it deems sufficient, in its sole discretion, waive this minimum requirement of 72 hours. Any unauthorized berthing of vessels, lighters, barges, and tugs will be assessed and invoiced in accordance with the rates provided in Appendix A. The Terminal reserves the right to remove such vessels, lighters, barges, and tugs from the facility at owner's expense.

(b) Vessels will typically be scheduled for berthing in the order that written applications are received, subject to berth availability and operational/administrative considerations, and may be rescheduled as the Terminal may decide in its sole and reasonable judgment in accordance with the provisions of this Schedule.

(c) In the event a vessel fails to arrive on her scheduled time or is not ready to load/unload on schedule when her designated berth is available, such vessel shall lose her turn on berth and shall be required to make written application for a new berthing arrangement.

(d) If a Vessel that has scheduled vessel operations fails to give 8-hours notice of cancellation or change in operations, a short-notice charge in the amount specified in Appendix A, shall be applied against the vessel.

(e) If a Vessel gives less than 4-hours notice of cancellation or change in scheduled vessel operations a short-notice fee in the amount specified in Appendix A shall be applied against the vessel.

(f) When, for reasons over which applicant has no control, it is desired to cancel or postpone berthing assignments, due notice) shall be given at least 24 hours before scheduled berth assignment. Absent such timely notice, the

(i) Vessels shall be moved or leave berths controlled by the Terminal Operator at the direction of the Terminal Operator. Any vessel which is not moved promptly upon notice to so move, may be shifted and any expenses involved, damage to vessels or to the wharf during such move shall be charged to the vessel or vessel operator at the Terminals sole discretion.

(j) The Terminal reserves the right to order a vessel, which may be alongside the dock but not engaged in normal cargo operations to shift her position or vacate a berth with all expenses incurred and all risk of damage for the account of the vessel for any reason including, but not limited to:

- (1) Labor Shortages
- (2) Labor Disputes
- (3) Engine trouble
- (4) Lack of fuel or stores
- (5) Lack of cargo
- (6) Cargo operations and vessel lying idle
- (7) Bunker operations not completed

(k) If a vessel fails to shift or vacate a berth as ordered by the terminal, the vessel shall be subject to an additional dockage charge per hour or portion thereof, in the amount specified in Appendix A. Such dockage charge shall commence 2 hours after written orders, issued under this Schedule, are handed to the master or other officer of the vessel and shall continue thereafter until said orders have been obeyed. Such dockage charge shall be in addition to regular dockage charges named in this Schedule.

(l) The Terminal reserves the right to require a vessel occupying a berth to work at her own expense a minimum of two (2) shifts per calendar day with the maximum gangs practical, feasible and available. Should a vessel refuse or be unable to work as indicated above, she shall forfeit her turn on berth and be ordered off berth in favor of the next vessel scheduled to work. A vessel losing her turn on berth under these conditions must re-apply for a new berthing arrangement.

(m) The Terminal may change the berthing order of vessels or order a vessel off berth at the expense of the vessel when confronted by an urgent need to receive or load any cargo, import or export, or when conditions at the dock or in the Terminal will be facilitated thereby as determined in

Terminal Operator reserves the right to bill and collect from the Master, vessel, owner or operator a dockage charge in the amount specified in Appendix A.

(g) No person shall make any vessel fast, or cause or permit any vessel to be made fast to the wharf, or cause or permit any vessel to remain fastened to the wharf or to be or remain moored immediately in front thereof without the consent of the Terminal Operator. Any vessel made fast to or moored in front of the wharf or remaining fastened to or moored in front of the wharf, in violation of this Rule shall be subject to removal by or at the order of the Terminal Operator at the expense of such vessel, and its owner or operator, to such other place as the Terminal Operator may elect.

(h) No person shall make fast any line or moor to any wharf or dock or to any shed or tender piles supporting same, except to the mooring bollards, posts, or bits provided for that purpose.

the sole and reasonable discretion of the Terminal.

(n) Vessels for which the overall length exceeds 700 feet (213.36 meters), for Chesapeake Pier or 750 feet (228.6 meters) at Atlantic Pier applying for a berth to perform Bulk or Ro/Ro loading or discharge operations, must supply the Terminal with a written berth application as far in advance as possible and in no event less than 2 weeks prior to the scheduled arrival date, and at Atlantic Pier will require, at vessels expense, additional tugs and lines. If the vessel can be accommodated, the Terminal may for good and sufficient reasons, and at its sole discretion, grant the application notwithstanding failure to meet this minimum requirement of 2 weeks. Whenever possible, the Terminal should also be supplied with a complete loading or discharge notation plan when applying for a berth.

(o) If provided for by the Reciprocal Usage Agreement or any other agreement between APS and the Maryland Port Administration, and if APS' dockage schedule allows, a carrier may utilize APS pier to load/unload cargo that is

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RULE: 34 9 BERTHING ARRANGEMENTS
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not processed by APS, but prior authorization from APS must be obtained before vessel can be scheduled to dock.

(p) Cargo that is loaded/unloaded at APS' pier for carrier convenience, when the MPA pier is available, but is not processed by APS, will be assessed a wharfage fee as calculated in accordance with the wharfage provisions of

this Schedule. Carrier convenience is not covered by the Reciprocal Agreement.

(q) All vessels berthed at the Terminal shall at all times have sufficient crew to comply with all rules and regulations of the Terminal Operator and of MPA.

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CHARGES WHEN SPECIFIC RATES NOT PROVIDED

(a) GENERAL. Where services are performed or provided by the Terminal for which no specific rates are shown in this

(1) Multiply the number of paid hours by, as applicable, the straight time rate: 1st Shift, 2nd Shift, or the overtime rate, at applicable rates per the I.L.A. labor rates.

Schedule, the man hour rates charged for the labor employed shall be the same as the then applicable I.L.A. labor rates for straight time, overtime and penalty time plus labor burden, plus the cost of any material used, together with the applicable charge for the use of Terminal equipment as established from time to time at the sole discretion of the Terminal Operator and set forth herein. Current I.L.A. labor rates are available from the Terminal Operator upon request and are incorporated herein by reference.

(b) USE OF TERMINAL EQUIPMENT (See Note 1)
Use of equipment not otherwise specified shall be assessed charges in accordance with Appendix A.

NOTE 1: Rates for equipment do not include service of operators. The charge for operator's service shall be assessed on a man-hour basis at the rates referenced herein.

(c) Minimum time per man: As specified in the current I.L.A. labor rates, available from the Terminal upon request and incorporated by reference herein.

(d) Computation of charges per man:

(2) Travel Time at straight time hour rate, per man, per round trip, at applicable rates per the current I.L.A. labor rates.

(3) To the sum total of sub-paragraphs (1) and (2) above add: Insurance and Taxes at 50%

(4) Add the total number of hours in sub-paragraphs (1) and (2) above for Assessments at applicable rate per I.L.A. labor rates.

(5) Add mileage of 82 miles per round trip at applicable rates per the I.L.A. labor rates.

(6) Add bridge tolls per round trip at applicable rates per the I.L.A. labor rates.

NOTE 2: When the Terminal is required to pay travel time, bridge tolls, meals, and mileage to longshoremen, clerks, and other labor employed to perform the service, the amounts so expended will be billed at cost to the party ordering the operation, in addition to the man-hour rate.

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FURNISHING OF HEAVY LIFT EQUIPMENT

(a) When the Terminal is requested by a vessel or by a person or persons to obtain and/or use equipment in the course of performing services for the vessel, person or persons making such request, and when such equipment is rented, or leased, by the Terminal from an outside source, the vessel, person or persons for whose account the equipment is obtained and/or used shall be billed in accordance with Appendix A.

(b) The charge for labor employed in connection with the use of such equipment will be calculated in accordance with the provisions of Appendix A.

(c) The minimum amount to be charged under the provisions of Paragraph (a) hereof shall in no case be less than the amount of the charge computed at the applicable rates for the equipment or services when it is specifically provided for in any other individual Rule of this Schedule.

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REMOVAL OF RUBBISH/GARBAGE

(a) Rubbish, refuse, debris or other similar materials or objects must, upon demand, be removed from the Terminal and other areas within the confines of the Terminal by the person placing it there ("responsible party") or by the owners thereof; otherwise it will be removed at the expense of the owner or responsible party and subject to a charge as specified in Appendix A. In compliance with MARPOL 73-78, Annex V, the Terminal will, upon twenty-four (24) hours

notice, make available garbage reception facilities for disposal of vessels garbage as described in 33 Code of Federal Regulations, Part 151. Application shall be made to APS. Charges for this service will be as specified in Appendix A.

(b) No rubbish, refuse, debris or any similar materials, objects or substances of any kind shall be dumped overboard from vessels or wharfs.

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FURNISHING OF GENERATORS AND LIGHTING

(a) If Terminal services, including loading or discharge operations, requested by the vessel, its owner, operator, agent or master, or by the owner, shipper or consignee of cargo, to be performed at night or otherwise, require additional lighting, the Terminal will provide such lighting at the charges specified in Appendix A.

(b) When vessels, their owners, operator, agents, masters and shippers or consignees of goods are requested by the Terminal to perform discharge/loading operations during night shifts, the Terminal reserves the right to waive such charges applicable to the rental of portable generators and lighting towers and charges for installation and removal of portable lighting towers.

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REMOVAL OF VESSEL'S OILY WASTE

When the Terminal is requested by a vessel, its owners or agent to receive discharge of oily waste for the vessel or persons making such a request, such persons providing the request will be supplied the names of applicable haulaway carriers allowed by the Terminal to perform the service. When the Terminal allows a vessel and a haulaway carrier to directly arrange, store or transfer oily waste, any and all such arrangements by the haulaway carrier shall not in any way whatsoever express or imply that the haulaway carrier is an agent of the Terminal. It shall be the responsibility of the vessel to contact and arrange for discharging and haul away of such oily waste, with such arrangements thereafter establishing a direct agreement and transfer between the vessel and haulaway carrier as designated by the vessel. The Terminal, by means of allowing an oily waste haul away carrier to service such an arrangement directly with the vessel, shall in no respect consider itself or claim to be deemed a facility that stores, handles, transports or makes arrangements for such discharges. Charges for services of oily waste haulaway shall be paid directly to the haulaway carrier and shall be the responsibility of the vessel ordering the services as a result of such direct arrangements. Vessels requesting to

discharge oily waste shall and prior to authorization by the Terminal for a haulaway carrier to perform such a transfer, provide written confirmation to the Terminal of the vessels responsibility in conforming with any and all applicable laws governing such a discharge, identifying the names of the persons or parties performing the transfer, when such transfer will occur and what vehicles and other conspicuous devices will be employed, and indemnifying the Terminal, its subcontractors and the respective employees of both from any liability or damages arising out of the oily waste removal.

Any vessel that is docked at the Terminal for either the sole or partial purpose of discharging oily waste will be charged five (5) times the dockage charges that would otherwise apply under Appendix A, in addition to the applicable wharfage rate under Appendix A, as well as a Terminal Usage Charge which will be quoted by the Terminal to the requesting party at the time of such request for discharge of oily waste, and which must be accepted prior to any discharge. Payment of these charges must be made in advance by the vessel, following application for a berth and prior to berthing arrangements being granted or authorized by the Terminal.

===== End of Rule Text =====

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RULE: 34 41 Effective: 01Feb2021
(I)(R)

BASIS FOR COMPUTING DOCKAGE CHARGES

(a) Dockage shall be based on overall length of the vessel as shown in Lloyds Register as calculated in feet. If length is not shown in Lloyds Register the ships Certificate of Registry showing length of vessel will be accepted.

(b) Vessels for which the overall length is not available in either Lloyds Register or the Certificate of Registry named in paragraph (a) of this Rule, shall be measured at the direction of the Terminal. When necessary to measure a vessel, the linear distance in feet shall be determined from the most forward point on the bow of the vessel to the aftermost part of the stern of the vessel, measured as parallel to the base line of the vessel.

(c) In computing dockage charges based on overall length of vessel, the following will govern in the disposition of fractions: Less than one-half (.5) foot: discard. One-half (.5) foot or more, increase to the next whole foot.

(d) Dockage shall be assessed based on the length of the Vessel (including barges) in feet, as specified in Appendix A.

(f) Dockage rates are per twenty-four (24) hour day or fraction thereof.

(g) Authorized use of any APS piers by any vessel after the initial 24-hour period will incur an extra charge, on top of the above, in the amount specified in Appendix A, for each twenty-four (24) hour day or fraction thereof.

(g) Unauthorized use of any of APS piers by a barge, vessel or other equipment will result in a fee per hour as specified in Appendix A, subject to a minimum charge per incident as specified in Appendix A. Docking, tying or holding at the pier without prior written consent of APS will be deemed unauthorized and the fee assessed accordingly.

(h) Inactive Status - Dockage for ships not using the Terminal to load or discharge cargo shall be as specified in Appendix A per 24 hours or fraction thereof. Permission for such dockage shall be at the sole discretion of the Terminal Operator.

(i) When a vessel changes its status so that it would be liable to pay dockage at a different dockage rate, the dockage due under the changed status shall be assessed from the time such change takes effect; provided, however, that where the change in status occurs within a 24-hour period, measured in 24-hour days from the initial docking, the total charge for said 24-hour period shall be the higher of either status.

===== End of Rule Text =====

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RULE: 34 44 Effective: 01Feb2021
(I)(R)

APPLICATION OF DOCKAGE RATES AND CHARGES

Except as otherwise provided herein, dockage charges shall be assessed against all vessels, barges, or lighters in all trades at the full dockage rates provided in Appendix A.

EXCEPTION: One half of the dockage rates provided herein shall be assessed against vessels, barges, or lighters when berthed offshore of a vessel that is paying full dockage.
===== End of Rule Text =====

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RULE: 34 47 Effective: 01Feb2021
(I)(R)

APPLICATION OF WHARFAGE RATES

Except as otherwise provided in individual Rules of this Schedule or in Paragraphs (a) to (i) below, wharfage shall be assessed in accordance with the Schedule of rates set

weighing, marking, sampling, inspecting, coopering, recording marked weights or numbers, or loading or unloading to or from railroad cars or motor truck vehicles, stevedoring, demurraging, handling, customs charges, revenue stamps or fees of any nature imposed by the State or Federal Government against the shipment or vessels

forth in Appendix A subject to the provisions of this Item, and will be in addition to other applicable charges named in this Schedule.

(a) The wharfage rates provided in Appendix A are in cents per ton of 1000 Kilograms (2204.62 lbs.) or one cubic meter (35.314 cu. Ft), according to vessels manifest, on whichever basis the water freight is assessed, or as otherwise provided. When cargo is manifested on a metric ton basis, the following conversion table will apply:

TO FIND	GIVEN	MULTIPLY
Metric Tons	Short Tons	Short Tons by 0.907
Short Tons	Metric Tons	Metric Tons by 1.102
Metric Tons	Long Tons Long	Tons by 1.016
Long Tons	Metric Tons	Metric Tons by 0.984
Kilos	Pounds	Pounds by 0.4536
Cubic Meters	Measurement Tons	Measure Tons by 1.133 (40 cu. ft.)
Meas. Tons	Cubic Meters	Cubic Meters by 0.883 (40 cu. ft.)
Cubic Meters	MTBMs (ft.B.M.)	MFBMs by 2.36
MTBMs(ft. B.M.)	Cubic Meters	Cubic Meters by 0.424

METRIC EQUIVALENTS:

1 Kilo	= 2.2046 Pounds
1 Pound	= 0.4536 Kilos
1 CWT (US - 100 pounds)	= 45.359 Kilos or 0.04536 Metric Tons
1 CWT (British - 112 lbs)	= 50.802 Kilos or 0.0508 Metric Tons
1 Bushel Grain (US)	= 60 pounds = 27.216 Kilos
33.333 Bushels Grain	= 1 Short Ton
37.333 Bushels Grain	= 1 Long Ton
36.743 Bushels Grain	= 1 Metric Ton
1 Cubic Meter	= 35.315 Cubic Feet
1 Cubic Foot	= 0.0283 Cubic Meters
1,000 Ft. B.M.	= 83.33 Cubic Feet
1 Cubic Meter	= 423.792 Ft. B.M.
1 Barrel (US - 42 gallons)	= 158.987 Liters
1 Meter	= 3.2808 Feet

(b) The wharfage rates provided in Appendix A do not include, and separate charges will be assessed for, sorting,

transporting the same.

(c) On merchandise which is moving on other than a weight or measure basis (e.g. per package, etc.), the wharfage charges shall be assessed per ton of 1,000 kilograms or one cubic meter, whichever yields the greater revenue, or as otherwise shown.

(e) When the ocean rate is based on a combination of weight and measurement, wharfage charges shall be computed on a measurement basis.

(f) Cargo on which wharfage charges have been assessed and which has not been removed from the Terminal, may be reshipped from the same Terminal without being assessed a further wharfage charge.

(g) Wharfage will not be charged on:

(1) Equipment taken on a wharf to handle cargo (but not intended for shipment).

(2) Cargo which a vessel discharges and reloads prior to departure, for the purpose of loading or discharging other cargo (over-stowed cargo).

(3) Cargo which is moving to O.C.P. Territory, as defined in Item 3 will be assessed wharfage (refer to Appendix A) based on correct and complete documents as submitted to the Terminal. The owner, agent, master or other person in charge of the cargo shall furnish proof of such movement by the cargo to O.C.P. Territory no later than 60 days from the date of tender of such cargo to the inland carrier. Failure to make and deliver, to the Terminal, such documents of proof of movement to O.C.P. Territory within the aforementioned period, shall nullify the applicability of the O.C.P. wharfage rate for that commodity.

(h) Except as provided in paragraph g of this item, wharfage will be charged against equipment placed on the pier, even if later reloaded.

===== End of Rule Text =====

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RULE: 34 48 Effective: 01Feb2021
(I)(R)

WHARFAGE RATES

(a) Non-containerized cargo will be charged on a weighted ton basis, or fraction thereof, per vessel call, subject to a minimum charge), as specified in Appendix A.

(b) Loaded containers will be charged per vessel call, based on total number of containers loaded and/or discharged during such call (subject to a minimum charge, as specified in Appendix A.

(c) Empty containers shall be charged by ton or fraction thereof, assessed against the weight of the empty containers (subject to a minimum charge), as specified in Appendix A)

(d) Motor Vehicles and Boats

(1) Import or export motor vehicles shall be charged per vehicle, as specified in Appendix A.

(2) Boats, import or export, shall be charged on a tonnage basis, as specified in Appendix A

(e) In 2013, the Maryland legislature passed House Bill 987 known as The Watershed Protection and Restoration Program, (see Annotated Code of Maryland; Section 4-202.1 1; Storm-water Management). To offset some of the costs associated with the enactment of this legislature, it is necessary to institute a fee, in an amount specified in Appendix A, to be assessed to all pieces of cargo entering the facility, including all motor vehicles, boats, high/heavy and static cargos.

===== End of Rule Text =====

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RULE: 34 49 Effective: 01Feb2021
(I)(R)

SIDE WHARFAGE RATES

All floating craft loaded or discharged offshore will be assessed side wharfage per ton or fraction thereof, in the amount (and subject to the minimum) specified in Appendix A. Side wharfage may be assessed, at the sole discretion of the Terminal, against the owner, agent, or operator of such floating craft.
===== End of Rule Text =====

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RULE: 34 54 Effective: 01Feb2021
(I)(R)

ACCEPTANCE OF FREIGHT FOR STORAGE

(a) Acceptance of freight for storage is at the option of the Terminal for its own convenience. Such arrangements must, however, be made as far in advance as possible and before cargo has gone into demurrage. Once cargo has gone on demurrage, no storage will be granted until the expiration of the current demurrage period.

(b) When Terminal space is available for monthly storage, freight may remain where already placed or may be moved and stored elsewhere on Terminal premises at the option of the Terminal Operator and shall be assessed both the monthly storage rates and the receiving and delivery rates shown in this Schedule and Appendix A, the individual and shall be subject to the rules in this Schedule regarding monthly storage.

===== End of Rule Text =====

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RULE: 34 55 Effective: 01Feb2021
(I)(R)

WHARF DEMURRAGE RATES

(a) Demurrage charges, as specified in (and subject to the
minimum charges of) Appendix A, will be charged for the
first five calendar days or fraction thereof, and for each
succeeding period of five calendar days or fraction thereof.
===== End of Rule Text =====

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RULE: 34 57 Effective: 01Feb2021
(I)(R)

LOADING, UNLOADING AND HANDLING RATES

(a) General or Breakbulk Cargo: Charges for the loading and/or unloading of import, export, intercoastal or coastwise traffic will be as provided in the current Terminal tariffs of the applicable railroad, Terminal operator or cargo handler responsible for the inbound or outbound movement.

(b) Automobiles, Import and Export: Import and export motor vehicles, received at the Terminal on their own wheels from ocean vessel, rail or motor carrier or under their own power will be accepted under the following conditions and assessed the following charges:

(1) Wharfage: Appendix A will apply.

(a) Responsibility: The owner of the vehicle or its agent will be responsible for the cargo during the time the vehicle is on Terminal property and will provide the necessary insurance.

(b) Placement of Vehicle: The vehicle shall be placed at the point of rest designated by the Terminal Operator.

(c) Consolidation of Vehicles: The owner of the vehicle or vehicles or its agent shall from time to time, upon reasonable request of, and at the direction of, the Terminal Operator, move vehicles for the purpose of consolidation in order to assure maximum utilization of the facility.

(2) Charges provided in this Rule do not include handling, receiving, servicing or otherwise preparing the vehicle for transportation.

(3) Export/import vehicles as shown above include only those moving in commercial service and do not include privately owned vehicles (See number (6) below for

privately owned vehicle rates).

(4) Vehicles entering and/or leaving the Terminal via rail or motor carrier, or under their own power without a prior or subsequent movement by water at the Terminal, will be assessed a Terminal charge in the amount specified in Appendix A.

(5) POVs - Privately Owned Vehicles

(a) POVs will be assessed charges for the services and in the amounts specified in Appendix A.

(b) Additional charges, in the amounts specified in Appendix A, apply to those privately owned or high heavy units requiring additional services such as a lift charge or fuel added.

(c) Any POV received without title and not shipped within 15 days will incur additional storage charges per day or portion thereof, as specified in Appendix A.

(6) Movement of discharged vehicles to truck away point will be billed a per-vehicle charge, in addition to all other applicable fees, in the amount specified in Appendix A.

(7) A per-vehicle Terminal Usage Fee as specified in Appendix A will apply to cargo using an APS pier, but which is not processed by APS. Any cargo that is handled through the Reciprocal Usage Agreement between APS and the Maryland Port Administration will not be assessed this fee.

(8) Vehicles pre-staged for export using an APS Terminal will be charged per vehicle for the first two days, and thereafter per day, or part of a day, per vehicle, at the rates specified in Appendix A.

===== End of Rule Text =====

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RULE: 34 60 Effective: 01Feb2021
(I)(R)

TERMINAL SECURITY CHARGE

The Terminal reserves the right at its sole discretion to assess a charge for security measures implemented in response to MARSEC security requirements and/or changing

security levels.

Due to required MARSEC security measures implemented at the terminals, the following surcharges will be assessed on each vessel docking at an APS pier as specified in Appendix A.

===== End of Rule Text =====

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RULE: 34 65 Effective: 01Feb2021
(I)(R)

MISCELLANEOUS CHARGES

Additional charges shall apply, in the amounts specified in
Appendix A, for additional services/use of facilities/types
of cargo, including pictures of cargo, vehicle damage
verifications, measurement of cargo, body shop repairs,

transshipment cargo, and Chesapeake Bollard Use.
===== End of Rule Text =====

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RULE: 34 66 Effective: 01Feb2021
(I)(R)

FRESH WATER

When Terminal supplies Fresh Water to carrier, a charge shall be assessed charge per ton of 2,000 pounds, subject to a minimum charge per vessel, and a separate hook up and hose usage fee in the amounts specified in Appendix A. Terminal reserves the right, at its sole discretion, to limit the amount of fresh water taken.
===== End of Rule Text =====

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RULE: 34 67 Effective: 01Jan2026
(C)

APPENDIX A: APS SCHEDULE OF RATES

DOCKAGE RATES

Based on Length of Vessel (Including Barge) * in Feet:

Up to 98'	\$ 116.47
99' to 148'	175.35
149' to 197'	244.71
198' to 246'	340.24
247' to 295'	503.13
296' to 344'	791.72
345' to 394'	1,133.26
395' to 443'	1,531.08
444' to 492'	1,985.17
493' to 599'	3,933.70
600' to 699'	5,471.32
700' to 799'	7,076.99
Over 800'	8,982.33

*Barges are subject to a minimum charge of \$859.95

Additional Dockage:

Authorized use of pier after initial 24-hr. period, per 24-hr. or fraction - \$2,028.35

Unauthorized use of pier by vessel, barge, or equipment - \$2,028.36/hr. (minimum of \$6,416.03)

Vessels in Inactive Status (per 24-hr. period or fraction) - \$2,028.35

Failure to Shift or Vacate Berth within two hours after Order, per hour or fraction thereof - \$2,682.66

Berthing:

100 containers or less	\$ 3.71
101 to 150 containers	3.35
151 to 200 containers	3.08
201 to 250 containers	3.19
251 to 300 containers	2.82
301 containers and above	2.67
Minimum charge on all above	\$27.14

Empty containers (per ton or fraction thereof):

Basic Charge	\$ 2.59
Minimum Charge	\$25.96

Exceptions:

Import or Export Motor Vehicles (per Vehicle)	\$11.12
Import or Export Boats up to 4 tons (per Boat)	\$11.86
Added Fee for Boats above 4 tons (per excess ton)	\$ 2.92

Watershed Protection Fee

Per cargo item	\$ 1.31
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Charges For Transshipment Cargo (In Addition To Wharfage):

Arrival of cargo, per motor vehicle	\$ 92.54
Storage, per day	5.44
Departure of cargo, per motor vehicle	27.21

SIDE WHARFAGE RATE

Basic Charge, per ton or fraction thereof	\$ 1.40
Minimum charge per floating craft	\$ 13.96

WHARF DEMURRAGE RATES

Demurrage charge for first five calendar days or fraction thereof per 100 pounds	\$ 0.22
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Unauthorized berthing of vessels, lighters, barges, and tugs, per day - Double the dockage rate, minimum of \$719.74/day or fraction thereof

Short notice charge of cancellation/change (less than 8 hours) - \$39.26/hr., minimum 4 hrs.

Short notice charge of cancellation/change (less than 4 hours) - \$327.15 per event

Cancellation or postponement on less than 24 hours due to events outside applicants control - \$392.58 per event

WHARFAGE RATES

Non-containerized Cargo Weighted Ton Per Vessel Call*:

200 net tons and less, per net ton	\$ 3.55
201 to 300 net tons, per net ton	3.35
301 to 400 net tons, per net ton	3.19
401 to 500 net tons, per net ton	2.96
501 to 600 net tons, per net ton	2.82
601 net tons and over, per net ton	2.67

*Subject to minimum charge of \$20.78.

Loaded Containers Per Vessel Call (Per Ton or Fraction Thereof):

Minimum charge for first five calendar days or fraction thereof	\$ 7.57
Demurrage charge for each succeeding period of five calendar days or fraction thereof per 100 pounds	\$ 0.45
Minimum charge for each succeeding period of five calendar days or fraction thereof	\$ 15.13

LABOR

Straight Time - Per Current Labor Rates

Overtime and Saturdays - 150% of Straight Time

Penalty Time, Sundays, and Holidays - 200% of Straight Time

Clerical Labor to Check to/from trucks per hour - \$68.17/hr.

Labor for truck loading/unloading during overtime/penalty periods, per hour - \$68.17/hr.

Standby time for clerks - 190% of applicable hourly rate

Unused time when vessel completes loading/discharging before end of shift - 190% of applicable hourly rate

Clerks are ordered but not used - 8 hours at 190% of

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RULE: 34 67 APPENDIX A: APS SCHEDULE OF RATES
(Continued...)

applicable hourly rate	AMPORTS Terminal, after the first two days	\$ 2.10
Non-clerk Standby Time - Time lost at 190% of applicable hourly rate	TERMINAL SECURITY CHARGE	
USE OF TERMINAL EQUIPMENT (WHERE NOT OTHERWISE SPECIFIED)	Container vessels and barges with containers, per container	\$ 4.32
Lift trucks, electric or gasoline: Fork, high-lift type:	All other vessels and barges, including Automobile and Ro/Ro vessels, per linear foot (LOA), per Port Call	\$ 3.80
Up to 5,000 pound rated capacity \$91.14/hr. (minimum \$364.48)	MISCELLANEOUS CHARGES	
Over 5,000 and up to 7,500 rated capacity \$98.13/hr. (minimum \$391.41)	Pictures	
Over 7,500 and up to 10,000 rated capacity \$102.52/hr. (minimum of \$420.54)	Pictures of Cargo -- special requests or vehicle damage verifications, per vehicle	\$ 19.83

Furnishing Heavy Lift Equipment		Measurement of Cargo -- Heavy Equipment Ro/Ro:	
Per Piece of Equipment - 140% of Terminals cost		Per measurement	\$ 34.03
Furnishing Generators/Lighting		Re-measurement, per measurement	34.03
Furnishing of lighting/generators - 140% of Terminals cost		Cargo on Mafi trailers, per measurement	68.05
LOADING, UNLOADING AND HANDLING RATES		Body Shop Repairs:	
Export/Import Vehicles		Estimate, per vehicle	\$ 43.43
Vehicles entering and/or leaving Terminal via rail, motor carrier or under own power - \$11.12		Labor, per hour	183.21
Vehicles (New or Used):		Storage, per day	13.74
Receiving cars	\$122.49	Towing cost plus 20%	cost plus 20%
Storage of cars per day or portion thereof	\$ 2.71	Subcontractor repairs	cost plus 45%
Receiving High/Heavy	\$224.57	Hazardous waste disposal, per car	8.18
Storage of high/heavy per day or portion thereof	\$ 5.44	Chesapeake Bollard Use	
Battery Jump (per jump)	\$ 13.61	Chesapeake Bollard Use, per hour	\$327.15
Customs/Admin/Key Ties per unit	\$ 5.50	RUBBISH/GARBAGE	
Added storage charges per day or portion thereof for a POV without title and not shipped within 15 days	\$ 8.18	Removal by Terminal, Per event	
Additional charges per vehicle for movement of discharged vehicles to truck away	\$ 20.42	Actual expense (minimum \$392.58)	
Terminal Usage Fee per vehicle using AMPORTS pier, but not processed by AMPORTS	\$ 20.42	Provision of garbage reception facilities	
Added per-vehicle charge for vehicles prestaged for export using AMPORTS Terminal, for first two days	\$ 13.74	125% Terminals cost of equipment/supplies/services	
Added per-vehicle, per day (or part thereof) charge for vehicles prestaged for export using		FRESH WATER	
		Terminal supply of Fresh Water to carrier, per ton of 2,000 pounds	\$ 3.07
		Minimum Fresh Water charge, per vessel	\$107.97
		Hook up and hose usage fee	\$138.72
		Environmental Fee	
		Per cargo item	\$2.00
		Effective 1/1/2026	
		There will be a 5% increase for any and all services provided by Amports.	
		===== End of Rule Text =====	
