

Section 6 - Loading/Unloading Rules, Regulations & Charges

DEFINITION - LOADING AND UNLOADING	600
<p>Loading and unloading means the services of loading or unloading cargo between any place or point of rest on a wharf or terminal, and railcars, trucks, or any other means of land transportation and barges. Loading and unloading, for purposes of this section, shall not include the services provided in conjunction with cargo loaded or unloaded from land transportation conveyance without being placed at point of rest on the wharf or terminal, as well as cargo loaded or unloaded, directly between ocean carriers and barges, or directly between ocean carriers and open top railcars or open top trucks by ship's tackle.</p> <p>Truck loading consists of moving cargo over the wharf or terminal facility to the truck from a place of rest, elevating the cargo onto the truck and stowing the cargo in the truck, but shall not include sorting or grading or otherwise selecting the cargo for the convenience of the trucker or the consignee.</p> <p>Truck unloading consists of removing cargo from the body of the truck, and moving it over the wharf or terminal facility to a place of rest.</p> <p>Charges for loading published in this tariff do not include the service or cost of providing or installing dunnage, blocking, bracing or other materials deemed necessary to secure or prepare shipments for movements. Charges for these services are as shown in Sub-Rule 640 of this tariff.</p> <p>Charges for unloading published in this tariff exclude the removal from rail cars the lading, blocking, bracing, strapping, paper or debris of any kind.</p> <p>NOTE - All cargo handling services including bracing, blocking, securing, and lashing is to be performed by CCC or its designees.</p>	
EXCEPTIONS	602
<p>Except as otherwise provided herein, CCC shall have the full privilege, right and obligation to perform, or have performed, all loading and unloading services required as set forth in this tariff.</p>	

Exception for trucks:

CCC shall not be required to furnish pallets, dunnage packing, bracing, blocking or any other material required for such loading or unloading including bridge plates.

APPLICATION OF LOADING/UNLOADING CHARGES

610

The loading and unloading charges applicable to palletized cargo, provided herein, shall, unless otherwise provided, apply to shipments which are palletized, skidded or unitized to permit loading or unloading, with one driver and one forklift machine. On shipments not so palletized, skidded or unitized, the loading and unloading charges applicable to non-palletized cargo shall be assessed.

PRODUCTION OF ACCURATE SUPPORTING DOCUMENTATION

612

Accurate supporting documentation, with respect to specific building information for unloading/loading is the responsibility of the party receiving said services. Should supporting documentation not specifically reference the party to be billed with respect to unloading/loading charges, said charges will be for the account of the party requesting said services.

SCHEDULING OF TRUCK APPOINTMENTS

614

The appointment desk hours are 8:00 a.m. to 12 noon and 1:00 p.m. to 4:00 p.m., Monday through Friday. All appointments will be coordinated through the appointment desk, and all parties connected with the delivery or receipt of general cargoes will be accorded equal access to available time slots on a first come first serve basis regardless of the party performing the loading/unloading service.

Appointments are REQUIRED with at least 24 hours advance notice. In the event that the appointment is not kept, a charge of \$75.00 per truck will be assessed to the appropriate party.

Coastal Cargo will not be responsible for any standby charges for delays to truckers. Please refer to 704 for details.

Effective: 07/01/06

SCHEDULING AND PLACEMENT OF RAILCARS	616
<p>The scheduling and placement of railcars shall be coordinated with the CCC Terminal Manager.</p>	

NORMAL WORKING HOURS	618
<p>For the purposes of delivery or receipt of general cargo, the normal work hours are Monday through Friday 7:30 a.m. to 12 noon and 1:00 p.m. to 4:30 p.m.</p> <p>For container delivery or receipt, the normal work hours are Monday through Friday from 7:30 a.m. to 12 noon and 1:00 p.m. to 4:30 p.m.</p> <p>Note:</p> <p>All inbound drivers must be verified by yard manager and be in line with necessary paper work prior to 3:30 p.m. in order to be worked.</p> <p>Receiving gate will close at 3:30 P.M. Monday through Friday excluding holidays.</p>	

CHARGES APPLICABLE ON SATURDAYS, SUNDAYS, LEGAL HOLIDAYS	620
<p>When the party makes prior arrangements for performing the service to load and/or unload cargo on Saturdays, Sundays or legal holidays, or at hours other than 7:30 a.m. to 12:00 noon and from 1:00 p.m. to 4:30 p.m. of regular working weekdays, the loading and/or unloading charges applicable to such operations shall be applied.</p>	

RESPONSIBILITY RAILCAR DEMURRAGE AT BERTH	624
<p>In performing the loading and unloading services as provided in this tariff, CCC shall be acting as the representative of the consignor or consignee of the cargo. CCC shall not be responsible to the consignor or consignee of the cargo for any railcar demurrage accruing by reason of failure to load, unload, or use and properly and timely release such cars, or by reason of failure to timely notify the switching carrier of the unsuitability of particular railcars.</p> <p>Under no circumstances shall CCC be responsible to the consignor or consignee of the cargo for railcar demurrage.</p>	

PALLETIZED/UNITIZED/SKIDDED CARGO

626

(I)

Applicable only for unitized cargo amenable to handling by one driver, one forklift machine. (Cargo such as but not limited to rebar, pipe, plate, rails, and project cargo that require more than one forklift machine to be billed at a rate listed under exceptions.)

A. Trucks, Vans and Trailer Rates (See below)

1. Lumpsum per truck, handled by standard forklift machines up to 11,000 pound capacity.....\$ 90.00
2. Lumpsum per truck, handled by forklift machines exceeding 11,000 pounds, but not greater than 15,000 pounds capacity.....\$105.00
3. Lumpsum per truck, handled by forklift machines exceeding 15,000 pounds, but not greater than 30,000 pounds capacity.....\$175.00
4. Over 30,000 pounds capacity.....By Special Agreement

B. Railcar Rates (See Note below)

1. Except as otherwise provided, the loading and unloading rate for railcars shall be lumpsum per boxcar.....\$850.00

3. Exceptions, rates per ton of 2000 lbs.:

	LOAD	UNLOAD
Kraft Liner Board		
less than 800 lb. rolls.....\$		\$7.75
800 to 1600 lb. rolls.....		5.55
over 1600 lb. rolls.....		4.30
Newsprint.....	5.55	5.55
Plywood, weight per unit including pallet		
500 pounds to 999 pounds....	11.65	7.80
1000 pounds to 1999 pounds..	10.40	7.05
2000 pounds to over.....	9.25	7.40
Rubber...Loaded 2 high in car..	5.45	
Loaded over 2 high in car..	6.25	
Wire or cable, metal or alloy, on reels or spools, weight per unit including steel		
500 pounds to 999 pounds....	11.65	7.80
1000 pounds to 1999 pounds..	10.40	7.05
2000 pounds to over.....	9.25	7.40
Wood pulp, in packages weighing		
less than 800 pounds.....	10.80	7.75
800 pounds up to 999 pounds.	10.80	6.70
1000 pounds and over.....	10.80	5.55
when unloaded from barges...	10.80	8.55

Note: An additional charge of \$20.00 per truck or railcar shall be assessed when special attachments such as barrel pickers,

squeeze devices, etc. are required.

Effective: 9/1/17

NON-PALLETIZED, NON-UNITIZED CARGO

628

(I)

Applicable to trucks and railcars, except as otherwise noted.
Rates per ton of 2,000 pounds.

	LOAD	UNLOAD
USDA bagged cargoes, railcar only	\$ -	\$12.25

Explosives.....	By Special Agreement
Vehicles.....	By Special Agreement

Iron and steel products (Coils, Skidded Coils, Wire Rod),
Aluminum Ingots/T-bars, Plywood, lumber, or timber:

1. Lump sum per truck, handled by standard forklift machines up to 11,000 pound capacity.....\$ 90.00
2. Lump sum per truck, handled by forklift machines exceeding 11,000 pounds, but not greater than 15,000 pounds capacity.....\$105.00
3. Lump sum per truck, handled by forklift machines exceeding 15,000 pounds, but not greater than 30,000 pounds capacity.....\$175.00
4. Over 30,000 pounds capacity.....By Special Agreement

Exceptions to above listed rates:

- a. Lump sum per truck, when loading loose pipe, using appropriate fork lift machine, for flat bed trailers..... \$240.75
- b. Lump sum per truck, when loading steel beams, plate, bundled pipe, piles, rails, bars, billets, or sheets up to 40' using appropriate forklift machine on flatbed trailers..... \$175.00
- c. Lump sum per truck, when loading steel beams, plate, bundled pipe, piles, rails, bars, billets, or sheets over 40' using appropriate forklift machine on flatbed trailers..... \$240.75

All Other Articles: Rates furnished upon request.

NOTE: On mixed loads, the heaviest single lift will determine rate.

Effective:

DAMAGED CARGO	630
Rates furnished upon request	

HEAVY LIFTS	632
	(C,I)
<p>The following heavy lift charges shall be assessed on each single piece or package of cargo weighing in excess of 6,000 pounds, only when such cargo is loaded and/or unloaded from or to open top railroad cars, trucks, vans and trailers and are in lieu of all other handling charges published in Section Six of this tariff:</p> <p>A. Grading or road making implements, tractors and off-the-road trucks and parts thereof per net ton of 2,000 pounds..... \$23.05</p> <p>B. Cargo, not otherwise specified, and valued at not more than \$100,000 for a single lift per net ton of 2,000 pounds..... \$23.05</p> <p>C. When measured is greater than weight, rate will be based on measure in CBM (Cubic meters) vs. weight (in net ton of 2,000 pounds) per CBM (Cubic Meter)..... \$ 8.50</p> <p>D. Cargo, not otherwise specified, and valued over \$100,000 for a single lift shall be at a rate equal to the actual cost of labor/material plus 15 percent, and the prevailing equipment rental rate, and the cost of all-risk insurance, plus 15 percent.</p> <p>E. Self-propelled units, per unit..... \$ 250.00</p> <p>F. All THC for project cargos will be a minimum for \$650 per bill of lading.</p> <p>The above shall apply when either shore cranes or floating cranes are utilized.</p> <p>In addition to the above rates when a shore crane is used a minimum 4 hour charge at \$800.00 per hour per truck shall apply. If any other crane rental is needed, this will be by special agreement and will be quoted separately.</p> <p>When heavy lift cargo due to their size configuration or requirements for handling necessitates use of floating cranes, rates will be furnished upon request.</p>	
Effective: 9/1/17	

HANDLING DAMAGE FREE EQUIPMENT	634
Whenever the party performing the service is required to load/unload railcars or trucks, vans or trailers designated as damage free vehicles, there will be a charge of \$1.00 per ton of 2,000 pounds in addition to the commodity handling rate as compensation for work performed in handling bracings which are part of the vehicle.	
Effective:	

CHARGES FOR SPECIAL CONSTRUCTION, BRACING AND STACKING	636
Loading of cargo requiring special construction, bracing and stacking, in accordance with instructions and orders received prior to the loading operation, will be loaded at the applicable rate plus the actual cost of labor/materials plus 15 percent.	

SPECIAL HANDLING EQUIPMENT CHARGES	638
Handling commodities and heavy lifts, when because of their size, configuration or the construction of or location of the rail car or truck, must be loaded or unloaded to or from rail cars, barges or trucks by water derricks, floating cranes or mobile cranes, shall be by special agreement.	

SPECIAL SERVICES	640
<p>Any labor or material required for special services not covered in this tariff, including but not limited to making cargo available for sampling; bagging, boxing, crating or sacking any cargo; banding or wiring any cargo; reconditioning any cargo; coopering; papering floors, walls or doors of railroad cars, barges, lighters and trucks, vans and trailers, may be provided at cost of extra labor rate and materials plus 15 percent. See definition of LOADING AND UNLOADING in Sub-Rule 600 of this tariff.</p> <p>Blocking, bracing, and securing to be billed at cost plus 15%. Labor for these services to be billed at the extra labor rate. Outside contractors, if required to be billed at cost plus 15%.</p> <p>When it is necessary to burn metal bracings or lashings of cargo, the charge, in connection with the unloading of cargo for such special services, shall be actual cost of labor/materials and equipment plus 25 percent.</p>	(C)

In the event the rail carrier fails, in its obligation to furnish rail cars, clean and otherwise suitable for the loading of freight, CCC shall have the option to reject such cars to the rail carrier, or enter into an agreement with the rail carrier to clean and/or otherwise make such car suitable for the safe loading of freight for account of the rail carrier, and the aforesaid charges for such special services shall be billed to the rail carrier at the actual cost of labor/equipment plus 15 percent.

Effective: 9/1/17

CHARGES FOR SEGREGATION OF CARGO

642

When any railcar, truck, van or trailer (all hereinafter referred to as "vehicle") contains cargo of more than two shipping marks per vehicle and the cargo must be segregated by marks in accordance with the shipping document, the following segregation charges will apply on unloading, to be billed to the party delivering the cargo at the wharf or terminal facility:

Per Vehicle

A. All articles, except cotton:

3 to 8 marks per vehicle.....	\$ 50.00
9 to 13 marks per vehicle.....	78.00
Over 13 marks per vehicle.....	107.00

Per Bale

B. Cotton in bales:

3 to 5 marks per vehicle.....	\$0.43
Over 5 marks per vehicle.....	0.64

Effective:

CHARGES FOR ACCUMULATION OF CARGO

644

When any vehicle requiring accumulation or assembly of cargoes of multiple marks/sizes or mixed bills of lading other than straight bill of lading, for loading to any vehicle, the following charge will apply in addition to any normal loading charge regardless of the party performing the loading service, to be billed to receiving party at the wharf or terminal shall apply:

All articles in any of the above combinations:

3 to 4 marks/sizes per vehicle.....	\$ 50.00
5 to 8 marks/sizes per vehicle.....	107.00
Over 8 marks/sizes per vehicle.....	140.00

Effective:

FUEL SURCHARGE	645
<p>In order to offset variations in the price of diesel fuel, the Terminal Operator will collect a fuel surcharge on all cargoes that are subject to loading and unloading charges published in the Tariff on all invoiced loading and/or unloading services and will be shown as a separate line item on the invoices for these services.</p>	(C)
<p>Effective: 9/1/17</p>	