

C Street Terminal

User Operations Manual

Description of Facility: The C Street Terminal is a public general use terminal, and together with the adjacent Moorage Area, is available for use by Port of Bellingham tenants and other users for:

- Cargo loading and off-loading, including use of the barge ramp;
- Fueling marine vessels; and
- Lay berth moorage.

The C Street Terminal is currently under development and/or may be under development in the future.

Pending and/or potential future projects include, but are not limited to:

- Terminal improvements; and
- Environmental remediation.

Purpose: This C Street Terminal User Operations Manual, hereinafter “User Manual,” provides specifications for use of the C- Street Terminal and the adjacent Moorage Area. The Port of Bellingham (“Port”) may update this User Manual will from time to time at its sole and absolute discretion.

List of Exhibits:

Exhibit A- C Street Terminal and Moorage Area Boundaries

Exhibit B- C Street Terminal Rate Sheet

Exhibit C- Bathymetry

Exhibit D- Allowable Crane Load Specifications

Exhibit E- Allowable Material Loading Specifications

Exhibit F- Barge Loading Ramp Specifications

Exhibit G- C Street, Maple Street and Laurel Street Rights of Way Areas (License Area)

Exhibit H- Monitoring Well Locations

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Terms and Conditions

1. **Terminal and Moorage Area Boundaries**— The C Street Terminal Site Plan and the adjacent Moorage Area boundaries are detailed on Exhibit A.
2. **Use**—Use of the C Street Terminal and the adjacent Moorage Area must be requested by user at least forty-eight (48) hours prior to the requested use and approved by the Port of Bellingham via a Berth Reservation Agreement
3. **Preferential Use**— Use of the C Street Terminal for cargo loading/offloading and fueling marine vessels is preferred over layberth moorage; therefore, the Port reserves the right to immediately terminate any layberth moorage if a user requires the same space for a preferential use. This also applies to in-transit cargo on Terminal vs. long-term (>30 calendar days) on site. The Port will have the ability to prioritize in-transit cargo movements on Terminal which may require relocation of long-term stored items.
4. **Terminal Rates**— Unless otherwise provided in writing by the Port, use of the C Street Terminal is subject to payment of the rates set in accordance with the C-Street Terminal - Rates, see Exhibit B.
5. **Environmental Requirements** – The Whatcom Waterway has been the subject of an environmental remediation by the Port of Bellingham and the Washington Department of Ecology (Ecology) which includes a cap place on the tidelands adjacent to the C Street Terminal and throughout the Whatcom Waterway, including the Moorage Area. In order to preserve and protect the environmental remediation the following activities are prohibited:
 - a. Grounding of vessels;
 - b. Propeller wash or vessel propulsion which disturbs the cap;
 - c. The use of anchors or other devices which touch the tidelands or other seabed of the Whatcom Waterway; and
 - d. The discharge or depositing of anything into the waters of the Whatcom Waterway.
 - e. Excessive smoke or noise (e.g., sirens) from vessels

The Central Waterfront cleanup site (upland areas) is subject to environmental remediation by the Port of Bellingham and Ecology which will include monitoring wells, groundwater treatment system, and an environmental cap throughout the upland areas. In order to preserve and protect the environmental remediation, the Operations Manual will be updated at the time of cleanup construction. Anticipated prohibited activities include:

- a) No disturbance or blocking of upland monitoring wells;
- b) No disturbance of groundwater treatment infrastructure; and
- c) No disturbance of the environmental cap.

6. **Vessel Operations**—Vessel operations shall be conducted to avoid grounding, prop wash, or any disturbance of the seabed and the cap constructed as part of the Whatcom Waterway Cleanup Project, this includes the following restrictions:
- a. No vessel operations shall occur until the contracting party ensures that the operations comply with this Operations Manual;
 - b. Vessel operations shall be limited to tide and wave conditions where grounding of the vessel hull or contact of the vessel propeller with the seabed shall not occur;
 - c. Vessel operations shall not occur at tides below MLLW, or higher if necessary to avoid grounding of the vessel hull or contact of the vessel propeller with the seabed, based on NOAA Station No. 9449211;
 - d. Vessel operations shall not exceed 720 horsepower applied
 - e. Vessel operations shall be limited to vessels that meet the following specifications: (1) maximum draft of 11 feet, (2) maximum propeller diameter of 5.8 feet (3) maximum of 850 horsepower, and (4) operated in accordance with a, b and c above.; and
 - f. If vessel operations deviate from the criteria listed above, users may submit a written Special Conditions Alternative Plan to the Port for review and approval prior to vessel operations. The Plan must include the alternative vessel operations that would specifically avoid grounding, prop wash or any disturbance of the seabed and the cap constructed as part of the Whatcom Waterway Cleanup Project.

Bathymetric information based on post cap construction survey in 2019 is attached as Exhibit C. Conditions may change over time with sedimentation.

7. **Mooring Dolphins and Fender System Design Specifications**—The dolphin and fender system, including cleats and bollards, is designed to the following specifications:
- a. 35,000 pounds-force maximum lateral load upon the dolphin and fender system;
 - b. 0.2 knots (0.35 ft./s) maximum berthing speed normal (90 degrees) to berth, this equates to the following table showing maximum forward velocity for vessels engaging the dolphin and fender system:

VESSELS LESS THAN 5,000 DEADWEIGHT TONS (DWT)	
Approach Angle	Maximum Forward Velocity
0 to 45 degrees	0.60 knots
Greater than 45 degrees	0.45 knots
VESSELS 5,000 TO 20,000 DWT	
Approach Angle	Maximum Forward Velocity
0 to 45 degrees	0.28 knots (Preliminary)
Greater than 45 degrees	0.20 knots (Preliminary)

- c. Maximum 3-second gust of wind speed of 65mph for vessels remaining at berth;
- d. 25-ton maximum pull load on cleats; not to exceed a 45-degree vertical angle; and
- e. 20-ton maximum pull load on bollards.

8. **Use of Moorage Area**— Portions of the Whatcom Waterway, including the Moorage Areas at the mooring dolphins and fender system are located on state-owned aquatic land managed by the Department of Natural Resources. These areas are authorized to the Port through the Waterway Permit, Permit No. 20-092231, for commercial moorage and for no other purpose. Use of these areas shall be subject to the terms and conditions of the DNR Waterway Permit, as amended or renewed, including but not limited to the following:
- a. Users shall not cause or permit:
 - i. damage to natural resources;
 - ii. waste; or
 - iii. deposit of material, including fill, rock, earth, ballast, wood waste, refuse, garbage, waste matter, pollutants of any type or other matter.
 - b. Users shall not cause or permit scour or damage to aquatic land and vegetation, which includes the following limitations:
 - i. Users shall not use or allow use of a pressure washer to clean underwater surfaces unless the water is deeper than 7 feet at the time; and
 - ii. Users shall not moor or allow moorage of vessels in waters shallower than 4 feet at the extreme low tide or water. This is applicable only in portion of the Float Area as depicted on Exhibit A.
9. **Use of the C Street Terminal Area** — Use of the C Street Terminal shall be subject to the following operational conditions:
- a. **Storage**- The C Street Terminal area shall not be used to store hazardous materials, equipment or other property, except as authorized by the Port in writing in advance, which may be denied, conditioned, or delayed at the Port's sole discretion. Any storage, if authorized, shall be subject to charges set forth on Exhibit B hereto. Any storage, if authorized, may be terminated upon two (2) days' prior written notice from the Port to the user, and failure to timely remove such items shall result in Storage Fees per attached Exhibit B
 - b. **Parking**- Long term or overnight parking is not allowed at the C Street Terminal. Temporary parking in the C Street Terminal area is only allowed by active users of the site.
 - c. **Stormwater**- Currently there is no stormwater management system provided in the C Street Terminal area. Users of the C Street Terminal area shall conform to all applicable laws, rules and regulations including, but not limited to, those related to stormwater and spills.
 - d. **Utilities and Services**- Garbage, sanitary service and other utilities and services are not provided for at the C Street Terminal. All utilities and services shall be provided by user in accordance with all applicable rules and regulations for their use.
 - e. **Security**— The C Street Terminal is not a federally regulated facility under the Marine Transportation Security Act (MTSA) and is not subject to a Facility Security Plan as defined under 33 CFR 105.105. The Port does not provide security for the user's personal property and the Port shall not be liable for any damage or theft thereto.

- f. Laws and Regulations. Each user of the C Street Terminal shall comply with all local, state and federal laws, rules, regulations, or guidelines.
 - g. Users and their contractors, invitees, or licensees shall not make any improvements, perform excavation, conduct maintenance or store equipment or other property in the C Street License Area, without prior written authorization from the Port.
- 10. **Use of Bulkhead Areas for Crane operations**— The allowable ground loading for crane usage at the C street Terminal is shown in Exhibit D. Use of the C street Terminal for crane operations shall be in accordance with the specifications and operational restrictions included in Exhibit D. Prior to crane use, a certified structural engineer shall provide documentation to the Port that the crane usage will not exceed the given load ratings.
- 11. **Use of Bulkhead Areas for Material Storage**— The allowable loading for material storage at the C Street Terminal is shown as Exhibit E. Use of the C street Terminal for material storage shall be in accordance with the specifications and operational restrictions included in Exhibit E.
- 12. **Use of Terminal for Fueling Operations**— Use and operation of the C Street Terminal for fueling operations shall be completed by an operator that has secured a current business license permit and agreement to fuel marine vessels from the Port and operates in accordance with the Port’s current form License to Operate For Mobile Fuelers – Over-The-Dock Fueling. Only vessels authorized for moorage through a Berthing Agreement shall be entitled to receive fuel.
- 13. **Use of Barge Ramp**— Use and operation of the Barge Ramp shall be in accordance with the specifications and operational restrictions included in Exhibit F.
- 14. **Use of C- Street Right of Way**— Use of the C Street, Maple Street and Laurel Street Rights of way, as shown on Exhibit G, shall be subject to the terms and conditions of the *License to Use Portions of the C Street, Maple Street and Laurel Street Rights of Way in the Waterfront District*, hereinafter “C Street License,” by and between the Port of Bellingham and the City of Bellingham, including but not limited to the following:
 - a. Use of the C Street License area above Port owned utilities, City owned utilities and/or franchise utilities shall be in accordance with ASHTO HS20 standards in order to avoid damage.
 - b. Use of the C Street License area above the Port owned utilities, City owned utilities and/or franchise utilities requiring vehicles, equipment or other materials or loads exceeding ASHTO HS20 standards shall require advanced approved in writing by Lessor and City Public Works Department.
 - c. Any damage caused to Port owned utilities, City owned utilities and/or franchise utilities shall be the responsibility of the user. Damage will be repaired and/or replaced at user's cost and to Port of Bellingham and City of Bellingham's satisfaction.
 - d. Users and their contractors, invitees, or licensees shall not make any improvements, perform excavation, conduct maintenance or store equipment or other property in the

C Street License Area, without prior written authorization from the Port, and without prior written authorization from City Public Works Department as required by the C Street License.

15. **Impacts by Maintenance, Construction, and Environmental Remediation**—The C Street Terminal is currently under development and subject to environmental remediation, cleanup, and regular maintenance activities. Users of the Terminal may be temporarily displaced by these activities. Contact the Port for details and schedules.
16. **Environmental Monitoring Wells**— Monitoring wells (typically flush mounted, traffic rated monitoring wells) are located on the C Street Terminal as part of the Port’s environmental testing and investigation activities. A map showing the locations of these wells are included on Exhibit H. Users shall avoid burying and causing damage to the wells and allow reasonable access to the wells as required by Port for the purpose of collecting water and/or soil samples and conducting remedial activities.
17. **Safety Equipment**— The following safety equipment will be located at the Terminal:
 - Life Rings, Type IV life Preserver(s)
 - Fire Extinguisher(s);
 - Safety Ladder(s); and
 - Spill kits.
18. **Best Management Practices** — Best Management Practices (BMPs) are intended to be practical and affordable actions that can reduce pollution at the source, but they will only work with everyone’s participation. By effectively implementing source control measures now, users may be able to avoid more expensive and restrictive measures being placed on the public by regulatory agencies in the future. All users shall comply with the following BMPs:
 - a. **Terminal Activity**
 - i. Dust, dirt and other debris generated on site shall be cleaned up by user generating such dust, dirt and other debris, using street sweepers or other applicable means to ensure the Terminal site is kept in a clean and orderly condition.
 - ii. Dust generated by use of Terminal, from Vehicles operating in gravel areas under dry conditions or otherwise, shall be controlled using water trucks or other applicable means to keep dust from impacting adjacent waterways, users and businesses.
 - b. **Commercial Activity**
 - i. Boat hulls with soft or ablative anti-fouling paint shall not be scrubbed or cleaned in the Water by divers or with underwater scrubbing devices. Approved haul-out

facilities must be used for these coatings. Mechanical devices or scrapers, or any process that removes paint underwater may not be used.

- ii. Users are not allowed to leave any sort of material in the water including film, debris or zinc.
- iii. Users must dispose of their own waste off site. The Terminal is not permitted to handle hazardous wastes generated by commercial operators or maintenance contractors.

c. Engines and Bilges

- i. Absolutely no oil, fuel, or anti-freeze is to be discharged into the open waters. Use absorbent pads to soak up oil and fuel in bilges.
- ii. Do not pump contaminated bilge water into the open waters. Install a manual bilge pump shutoff switch to avoid discharging contaminated bilge water.
- iii. Never drain oil, antifreeze or other liquids into the bilge. Use pumps to drain engine oil directly. Recycle all waste oil and antifreeze on shore.
- iv. Do not dispose of fuel, oil or filters in the dumpsters. Recycle oil, antifreeze and oil filters at appropriate shore-side facilities. Do not mix any other fluid with waste oil when pouring into recycling tanks. Waste oil contaminated with other materials cannot be readily recycled and disposal costs increase dramatically.
- v. Do not use detergents or soaps on fuel, oil or otherwise contaminated bilge water. While enzyme-based bilge cleaners are generally safe to use, it may take some time before the oil sheen is gone. It is best to remove contaminated water and dispose of it appropriately at on-shore facilities. The discharge of emulsified oil is a violation of state law. Use absorbent pads.
- vi. In Washington State, boats that are over 26' in length are required to display an "oil Discharge is Prohibited" placard near the bilge pump switch (placards are available at most marine supply stores). Fines for discharging oil from a bilge can amount to as much as \$20,000 per day per violation.

d. Boat Fueling

- i. Report oil and fuel spills immediately to Washington State's hotline at 1(800) OILS-911 and the National Response Center 1-800-424-8802 and notify the Port by the contact information on page 1. If you cause a spill, stop it at the source and start to clean it up immediately. Do not pour liquid detergent onto the spill; this is illegal, makes recovery impossible and makes the spill worse under the surface.
- ii. Do not "top-off" or overfill tanks. Know your fuel tank capacity and don't wait for fuel to spill out of the overflow vent to indicate full. Place a bucket or an absorbent pad at the fuel vent in case of accidental overflow. Special No-Spill containers are available at marine supply stores for this purpose. Remember warm weather and direct sunlight can cause expansion and a fuel vent spill even after fueling is completed. In-line fuel/air separators and indicator whistles can be installed to reduce fuel vent spills.
- iii. Do not hose down accidental fuel spills. Do not use detergents or soaps to clean up fuel and oil spills. Use absorbent pads when feasible.

e. Sewage and Gray Water

- i. Do not discharge sewage directly overboard. Discharge of sewage anywhere within the Puget Sound is illegal and subject to fines up to \$2,000. Even treated sewage is a threat to the shallow water environments. Do not discharge treated sewage (including Coast Guard approved MSD's).
- ii. Y-valves must be safety wired to ensure sewage flows into holding tank only.
- iii. Store sewage in holding tanks and dispose of properly at a pump-out station or use a pump-out service.
- iv. Minimize detergent usage and oily food waste in on-board sinks and showers. Scrape off table scraps and dispose of in the trash. Use shore side facilities whenever possible. The Puget Sound is a No Discharge Zone and discharge of such material is prohibited. See <https://apps.ecology.wa.gov/publications/documents/1010062.pdf> for more information.

f. Vessel Cleaning

- i. Vessel cleaning at the upland areas of the Terminal is not allowed due to stormwater treatment limitations. Cleaning of vessels in the water may be allowed pursuant to all applicable rules and regulations. If cleaners are used, no visible suds or discoloration of the water are permitted. Spot clean or use small amounts of phosphate-free and biodegradable soaps only when necessary. Otherwise, use alternatives such as baking soda or vinegar as all-purpose cleaners. Remember there is no legal discharge of any cleaner to our waters.

g. Surface Preparation and Refinishing

- i. Painting and refinishing of boats (when in the water) is limited to minor touch ups. All work must be contained. Major work involving more than 25% of the boats above water surface areas are not allowed in the Terminal and must occur on land at a permitted boatyard. Schedule cosmetic work during annual haul-outs.
- ii. Tarps must be used to capture all dust, drips, and debris. Any discharge to marine waters is a violation of state and federal law. Airborne particles may damage adjacent boats. The open water area between the hull and the dock must be tarped during rail or minor hull work.
- iii. Do not work from a float or small boat.
- iv. Limit use of paint, thinners and varnish on board or on the dock to containers of one (1) gallon in size or smaller.
- v. All paint mixing must be done on the shore, not the dock or the deck of the vessel. Open cans should be placed inside some type of secondary containment that will catch spills. A five-gallon bucket or plastic tote works well for this purpose.
- vi. Spray painting is not allowed.

h. Hazardous Wastes

- i. There shall be no discharge of any hazardous substances onto the C Street Terminal.
- ii. Contact the county to locate an off-site disposal facility. Do not dispose of any liquid paint, solvents or other hazardous wastes in the facility trash receptacles or any solid waste container. Completely dry all paint cans before placing in the trash.

- iii. All hazardous waste must be disposed of properly. Do not dispose of the following in the facility trash receptacles:
 - 1. Fuel, used oil, used oil filters, antifreeze or transmission fluid
 - 2. Paints, solvents or varnish
 - 3. Batteries
 - 4. Wet shop rags
- iv. Buy only the amount of materials you need. Use up remaining paint if possible. Take excess paints and chemicals home or dispose of them at the local hazardous waste facility. Do not discard these materials in the sewer or storm drains.
- v. Store usable chemicals, coatings and fuels securely on-board to prevent accidental overboard discharge. Do not store any hazardous or flammable materials on the terminal property.
- vi. For additional information about disposal of hazardous waste, please contact the Whatcom County Disposal of Toxics Facility 360-380-4640

i. Solid Waste Disposal

- i. Securely store all garbage for shore-side disposal. "If it goes aboard, it comes ashore."
- ii. Dispose of all garbage in the facility trash receptacles.
- iii. Collect all pet waste in plastic bags and dispose of in the facility trash receptacles.
- iv. Let empty paint cans dry out completely before disposing of them in the facility trash receptacles.
- v. Recycle aluminum, cardboard, glass, plastic drink bottles and newspapers.
- vi. Whenever possible select non-disposable containers for food and other items to minimize waste and chance of losing overboard.

j. Stormwater and runoff

- i. No pressure washing of any kind is permitted.
- ii. No boat or vehicle washing is allowed in facility.
- iii. No dumping of any material into storm-drains.

19. Miscellaneous Terms and Conditions.

- a. Directions of the Port of Bellingham. All users of the C Street Terminal and the adjacent Moorage Areas shall comply with all directions from the Port.
- b. Right to Refuse Use. The Port reserves the right to refuse or reasonably condition the right of anyone to use the C Street Terminal for reasonable cause. Without limiting the foregoing "reasonable cause" includes, but is not limited to: (i) the user has previously violated this User Operations Manual or (ii) the user has damaged Port property or equipment and has failed to pay for the damage. The term "reasonable condition" may include, but is not limited to: (i) user providing a deposit, bond or insurance policy before use or (ii) the payment for Port monitoring of the activity
- c. Immediate Reports. All users of the C Street Terminal and the adjacent Moorage Areas shall immediately report any violation of this User Manual to the Port . Without limiting the foregoing, (i) any violation of the Environmental Requirements – Section 5 or Vessel Operations- Section 6, (ii) any discharge of any hazardous substances onto the C Street

Terminal, (iii) any damage to Port property or equipment, or (iv) any injury where medical treatment is sought or death shall be reported immediately to the Port .

- d. Damage to Port of Bellingham Property or Equipment. Any damage to the Port property or equipment shall be the responsibility of the user whose activities caused the damage.
- e. No Port of Bellingham Liability. Nothing in this User Manual shall create any liability of the Port under any circumstance.
- f. No Third-Party Beneficiaries. There are no third-party beneficiaries of this User Manual.
- g. Waiver by Port of Bellingham. The Port reserves the right to waive any requirement or procedure in this User Manual at its sole discretion. Any such waiver must be in writing and signed by the authorized representative of the Port to be effective. Such a waiver shall not obligate the Port to grant further waivers or provide the same waiver to others.
- h. Jurisdiction and Venue. Washington law shall apply to any action to enforce this User Manual or recover damages for violation thereof without application of admiralty or maritime law. Exclusive jurisdiction and venue shall be the Whatcom County Superior Court and all users and users expressly and irrevocably waive any right to remove any action to federal court.
- i. Attorney Fees. The substantially prevailing party in any action to enforce any term or condition of this User Manual or to recover damages for violation thereof shall be awarded their reasonable attorney fees and costs.
- j. Amendment. The Port of Bellingham reserves the right to change or amend this User Operations Manual.

Exhibit A
C Street Terminal Site Plan



C-STREET TERMINAL

10/9/2024
Drawn by: MC

EXHIBIT "B"

C-Street Terminal – RATES

EFFECTIVE January 1, 2025

All rates, fees, charges and Terms are subject to Commission approval. All rates, fees or charges are in dollars per 24-hour period or fraction thereof.

DEFINITIONS - MOORAGE

CARGO MOORAGE:

The charges for a vessel and/or tug & barge or for mooring to a vessel already moored at the C Street facility when they are loading or discharging cargo. Rates are based on a 24-hour period and the length overall of the barge or vessel (LOA).

LAYBERTH MOORAGE:

The charges for a vessel and/or tug & barge or for mooring to a vessel already moored at the C street facility when they are not involved in any cargo operations. Rates are based on a 24-hour period and the length overall of the barge or vessel (LOA). Layberth rates will be 50% of the posted Cargo rates below.

CARGO MOORAGE RATES

Length-Over-All (in feet)		Layberth Moorage	Cargo Moorage
Over	Not Over		
0	225	\$210	\$420
226	300	315	731
301	-	510	1,020

DEFINITIONS – CARGO RATES

WHARFAGE:

The charge assessed all cargo passing from the vessel to the upland or vice versa. This charge also applies to cargo moved between vessels moored at the C-Street Facility. Wharfage is solely the charge for use of the wharf, and does not include charges for any other service.

WHARFAGE RATES

Cargo Type	Rates
Freight (NOS)	\$5.55
Bulk Commodities	1.50

Unless otherwise specified, rates are per 1000 Kgs, or per cubic meter, whichever creates the greater revenue.

STORAGE:

Terminal storage is the service of providing terminal facilities, for the storage of in-transit cargo interchanged with, or between water carriers, when arrangements are entered into prior to the expiration of the free time.

Storage charges are payable in advance, and will be computed on the following basis:

- Cargo received for storage during the first fifteen (15) days of the month will be assessed a full month's storage.
- Cargo received for storage on the sixteenth (16th) day of the month will be assessed storage at one-half (1/2) the applicable rate listed below.
- Thereafter, storage will be payable on cargo remaining in storage on the first day of each succeeding calendar month.
- Except as otherwise provided, rates are in dollars per 1,000 Kgs. or per cubic meter, whichever produces the greater revenue.

Storage rates herein named apply to storage in open areas of the terminal only, per calendar month.

	<u>Rate</u>
All freight, NOS, per square foot.....	\$4.00

FREE TIME:

Unless otherwise provided under individual items, five (5) days free time will be allowed in which cargo may occupy space assigned to it on terminal property. After expiration of free time, storage rates will apply.

EQUIPMENT RATES:

Use of terminal equipment listed below in conjunction with the movement of cargo will be charged to the customer at the following rates. Unless otherwise specified below, any additional equipment requested rates will be quoted by the Marine Terminals Manager. Rates shown are per 8 hrs.

Equipment	Rate
Barge Ramp	\$1,000

FUELING:

Only approved vessels authorized via Berthing Agreement may request fueling. Vessels must use only Port licensed fuel operators with the Port of Bellingham. Fuel Flowage Rates will apply.

ELECTRIC ENERGY:

Unless otherwise specified, electrical power will be furnished at the rate of \$.10 per kilowatt hour. In addition, such labor and material as may be required for installation, connection or disconnection of service will be assessed on basis of actual cost-plus ten percent (10%).

FUEL FLOWAGE FEE:

All bulk fuels including diesel, gasoline, and lube oil (in lots greater than 500 gallons) delivered to/from vessels berthed at the Port will be assessed a fuel flowage fee in the amount of \$.05 (five cents) per gallon. This fee will be assessed to the fuel provider and shall be reported to the Marine Terminals Manager upon departure of the fueling vessel.

HANDLING:

The charge for the additional requested service (usually labor and equipment) of physically moving cargo between point of rest (initial placement on pier or shore) and final point of rest on the terminal facility. These rates will be quoted by the Marine Terminals Manager.

Exhibit C Bathymetry

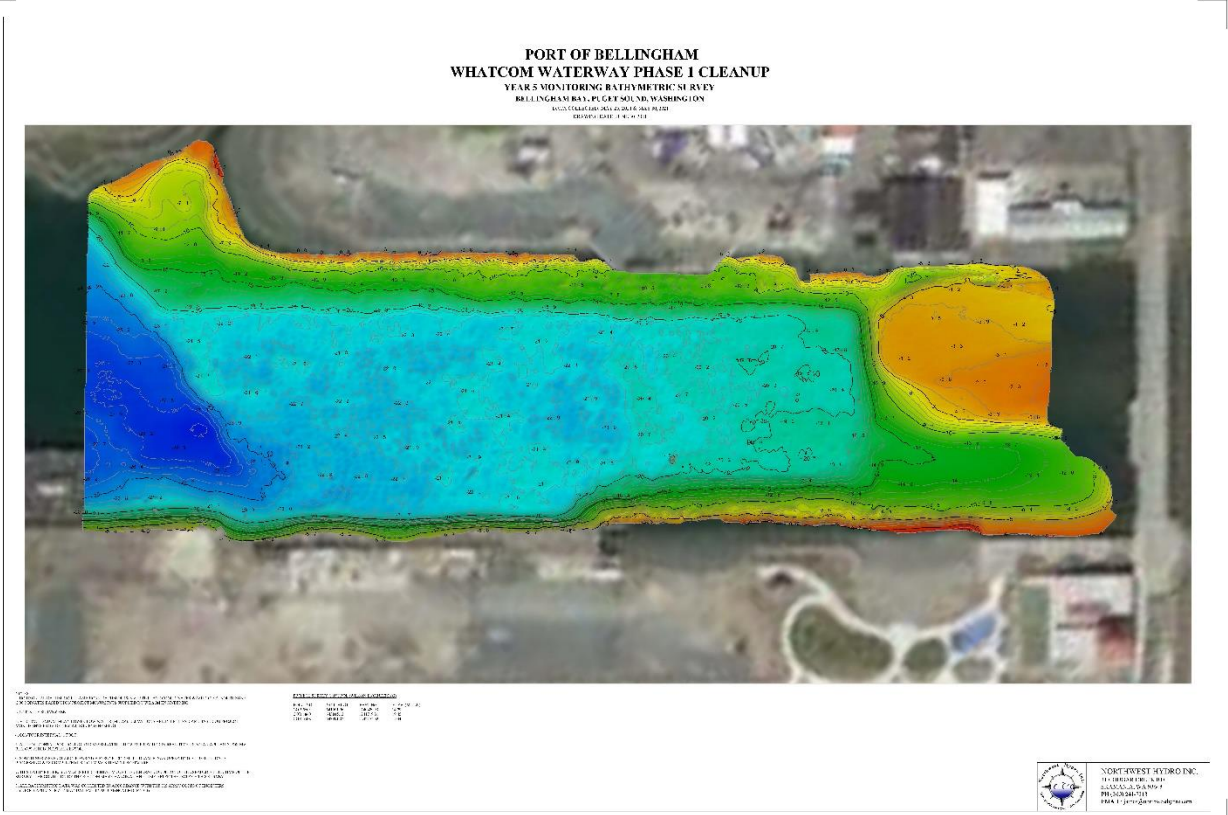
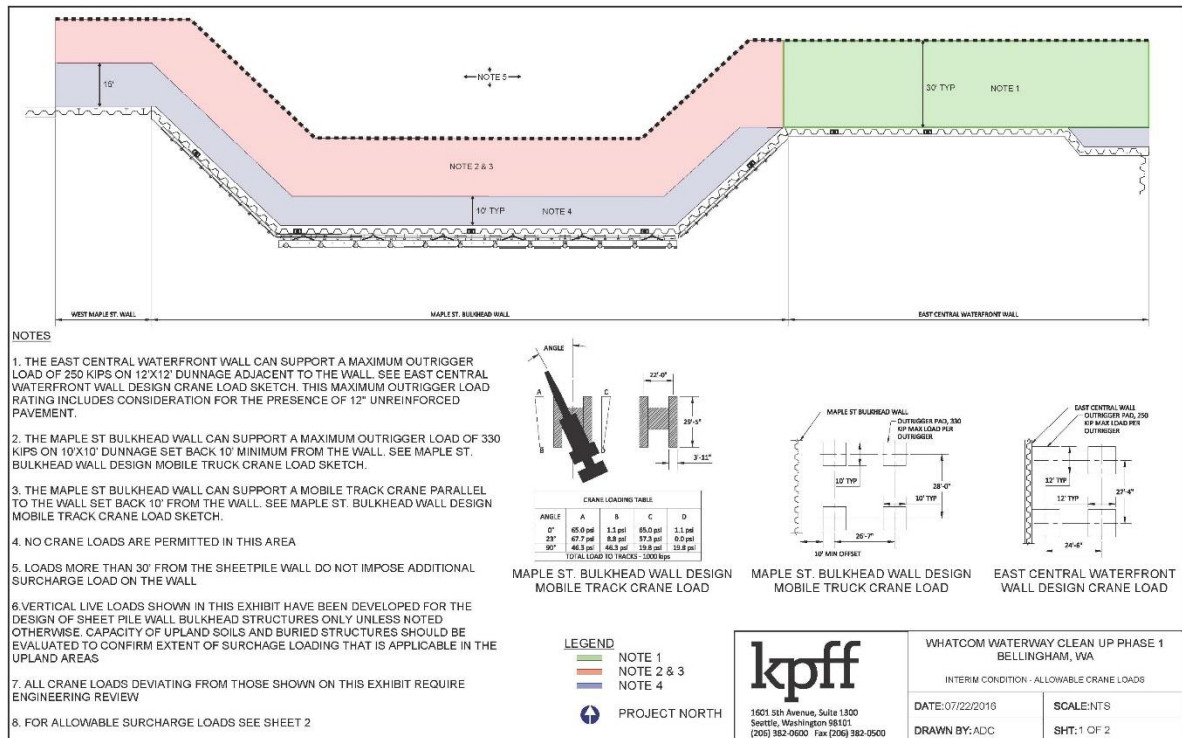


Exhibit D Allowable Crane Load Specifications

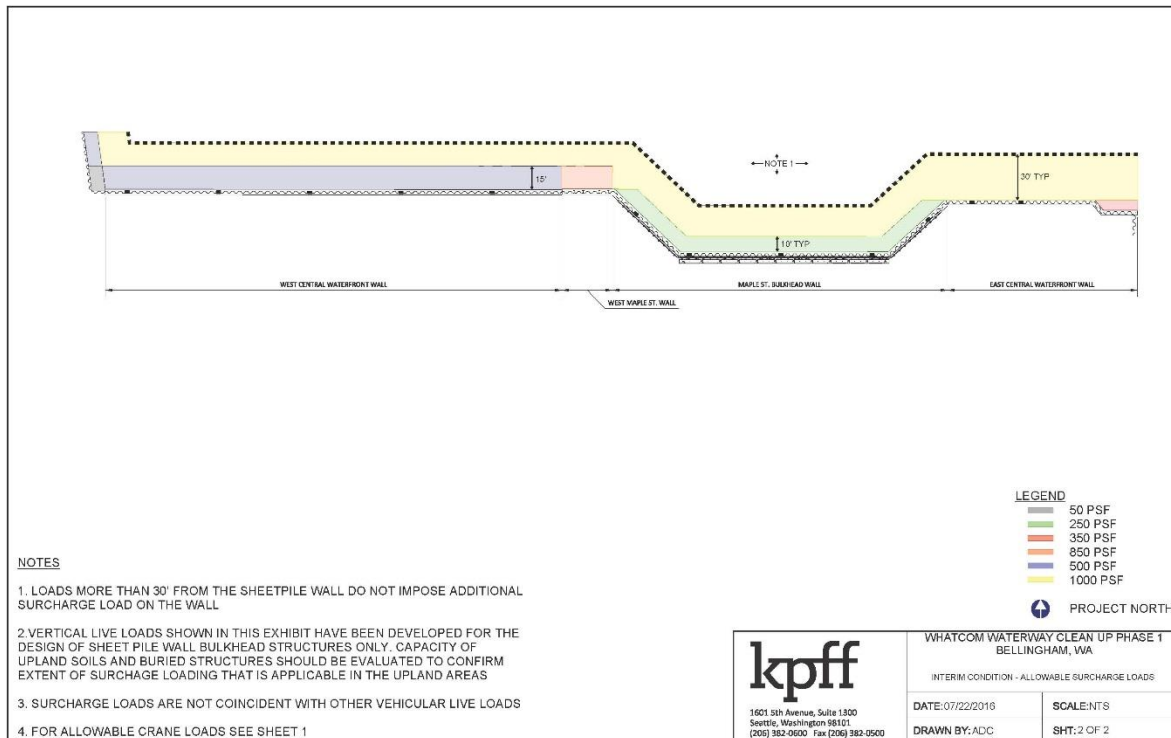
1. Allowable Crane Loads Diagram:



2.
 3. C Street Terminal Bulkhead (Maple St. Bulkhead)
 - (A) Basis of Design for Mobile Truck Crane: (Grove GMK7550)
 - (1) Maximum Crane Reach 100'
 - (2) Maximum Pick Load 159 kips @ 60' reach
 - (3) Crane Self-weight load 458 kips
 - (4) Outrigger dimensions 28.7' x 29.2'
 - (5) Outrigger pads 10' x 10' each
 - (6) **Maximum outrigger pad load 329.7 kips each pad**
 - (7) **Edge of outrigger pad shall not be closer than 10' from landside face of pile cap**
 - (B) Basis of Design for 500 US ton Track Crane-- See Diagram for loading chart of tracks

Exhibit E Allowable Material Loading Specifications

1. Allowable Surcharge Loads Diagram:



2. Application Example:

- The allowable surcharge load is representative of a uniformly distributed load over a large area.
- An example would be an intermodal container. Typical container footprints are 8'x40' and have a maximum weight of 66,139 lbs. which equates to approximately 200 psf of surcharge loading on the upland area.
- The 250 psf allowable surcharge load limit in that load restriction area would be roughly equivalent to lining the 10' zone with fully loaded 8' x 40' intermodal containers loaded up to 80,000 lbs. each (or 120% of their capacity).
- Other loading combinations are possible, with the stipulation that loads shall not exceed 250 psf within 10' of the bulkhead and 1000 psf between 10' and 30' of the bulkhead. Loading beyond 30' of the bulkhead do not impact loading of the bulkhead wall.

Exhibit F
Barge Loading Ramp Specifications

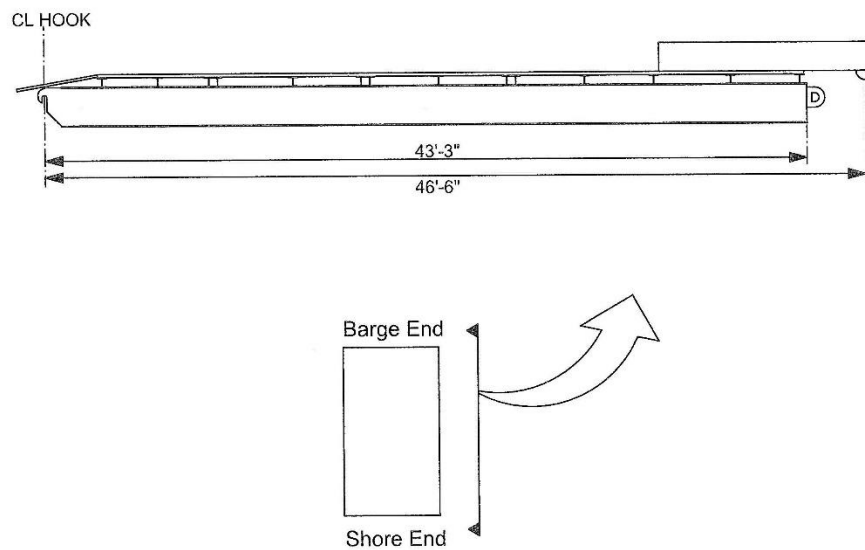
OPERATIONS AND USE: Users are responsible for care and use of the Barge Ramp in accordance with the terms of conditions identified in the Barge Ramp Agreement.

CAPACITY: 31.0 Kips per axle for a three-axle vehicle with axles spaced a minimum of 48 inches apart with a total load no greater than 122 kips.

RAMP WEIGHT: Approximately 68,000 pounds

DRIVING LANE WIDTH: 15'-0"

RAMP LENGTH:



RECORD DRAWINGS: Record Drawings for the ramp are available upon request.

Exhibit G

C Street, Maple Street and Laurel Street Rights of Way Areas MAP OF MARINE TRADES AREA DEPICTING THE LICENSE AREA AND CITY OWNED UTILITIES THEREIN

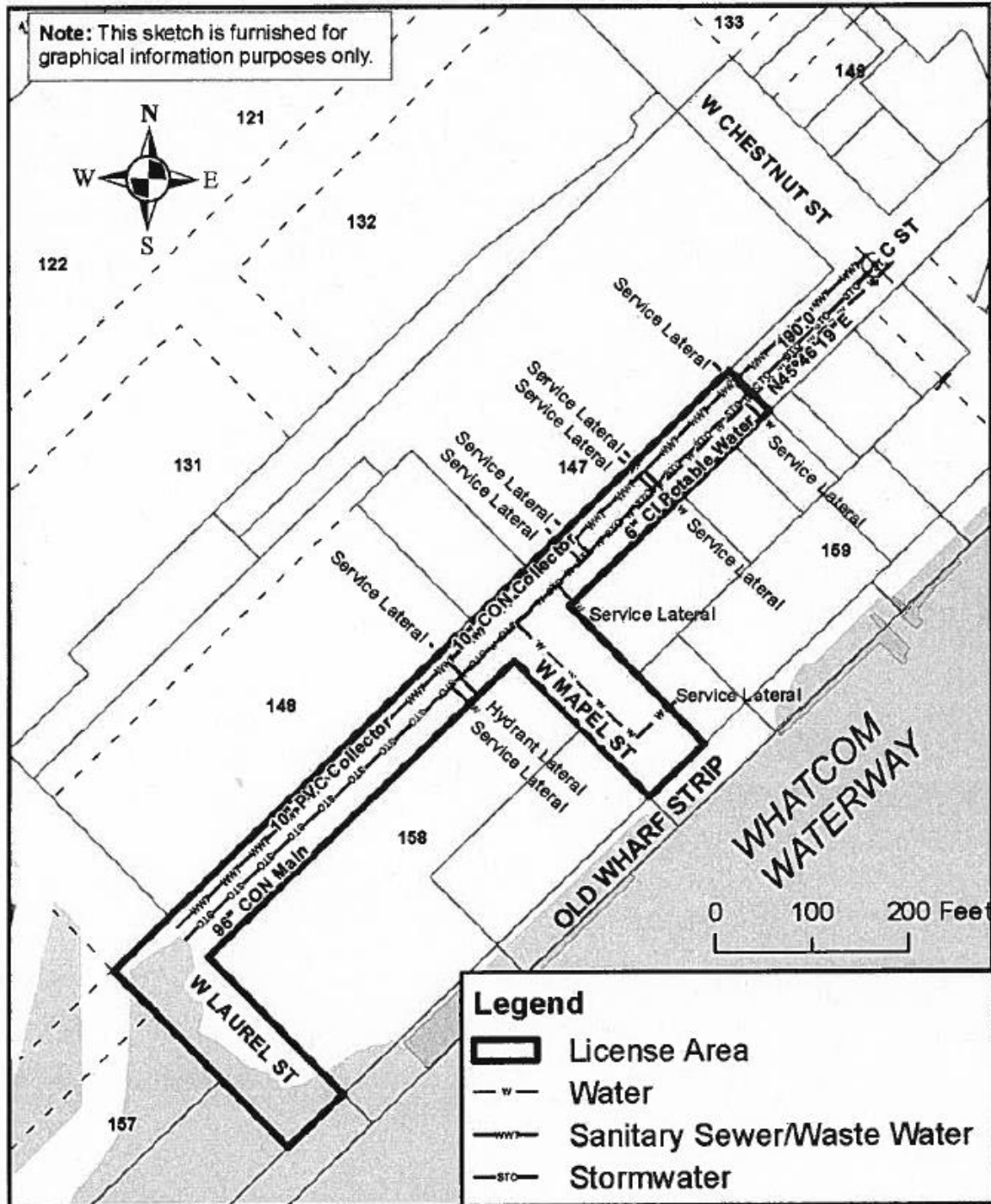


Exhibit H Monitoring Well Locations

