| DEN HARTOGH TARIFF ASSESORIAL CHARGES |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TVent | Explanation | Hoston | worleans | Mobile | ${ }^{\text {Detroit }}$ | Chicago | Cincinati | Lousvilie | Stowis | Chareston | Svaman | Iscksonville | Norfok |  | Batimore | Philadelphia |  | Portand | Seate | Memphis |
| Gate charges at depot (total) | Billed if tank goes to a depot for heating or storage. (incl. gate in and gate out) | 5185 | \$185 | 5185 | 5185 | ${ }^{185}$ | \$185 | \$185 | 5185 | 5200 | 5200 | 5185 | \$185 | \$200 | 5185 | \$185 | 5220 | \$185 | 5185 | \$185 |
| Loades storge | Billed per day for holding tankata depot. | 520 | 520 | 520 | 522 | 520 | 522 | 520 | $\$ 60 / D a y$ first 3 days, then $\$ 30 / D a y 4+$ | \$20 | \$20 | 520 | 525 | \$30 | 522 | 522 | $\begin{aligned} & \hline \$ 25 \text { Ventura, } \$ 50 \\ & \text { Antonini } \end{aligned}$ | \$18 | 522 | 525 |
| Heating | Onetime fee applied toany heating service. | \$55 | \$55 | 555 | \$55 | \$55 | \$55 | \$55 | 555 | \$55 | ${ }_{555}$ | ${ }_{555}$ | \$55 | \$55 | \$55 | \$55 | \$55 | \$55 | \$55 | \$55 |
| $\begin{aligned} & \text { Steam Heating (per } \\ & \text { hour) } \end{aligned}$ | Billed per hour. (Weekend hourly rate may be greater than amounts listed based on specific rules at each ocation) | \$60 | 560 | 560 | 560 | 565 | 575 | 565 | 585 | 570 | 570 | \$65 | 565 | \$70 | 565 | 565 | s105 (minimum Ahrs) | 575 | 575 | 575 |
| Port/Rail to Heating | Bille for haulage to heat trot included in quote). | 5375 | \$375 | \$375 | 5450 | 5465 | 5450 | 5450 | 5450 | 5400 | 5450 | 5400 | 5425 | 5475 | 575 | \$375 | 5675 | 5475 | 5473 | 5450 |
| Port/Rail to Depot* <br> (Imports) | Billed if a tank is to be stored at a depot prior to <br> delivery, or to avoid port/rail storage charg | \$375 | \$375 | 5375 | 5450 | 5465 | 5450 | 5450 | 5450 | 5400 | 5450 | 5400 | 5425 | 5475 | 5375 | \$375 | 5675 | 5475 | 5475 | 450 |
| Prior Day (PDP) Next Day (NDD) Pickup/Delivery* | Billed if an early appt is scheduled necessitating pick-up from port/rail/depot on the prior day or when vessel from port/rail/depot on the prior day or when vessel schedule changes | 5375 | \$375 | 5375 | \$450 | 5465 | 5450 | 5450 | S450 | 5400 | 5450 | 5400 | 5425 | 5475 | 5375 | 5375 | 5675 | 5475 | 5475 | \$450 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Chasisis Renal | Billed for the use of a trucker's chassis while a tank is | 570 | 570 | 570 | 570 | 575 | 575 | 575 | 570 | 570 | 570 | 570 | 570 | 570 | 565 | 565 | $\begin{aligned} & \text { La/le- spo, oak- } \\ & \hline 115 \\ & \hline 15 \end{aligned}$ | \$65 | 565 | 585 |
| S Seeial Chasis | Stider Chasis Ssaef fee Chassis Rental | 570 5100 S10 | 570 <br> 5100 <br> 1 | 570 <br> 5100 | S70 | ${ }_{\substack{\text { S75 } \\ \mathrm{n} / \mathrm{a}}}$ | ¢75 | n/a | ${ }_{\text {n/a }}$ | 570 n/a | 570 <br> n/a | 570 n/a | ¢ 5 | S70 | n/a | ${ }_{\text {n/a }}^{\text {n/a }}$ | n/a | n/a | ${ }_{\text {n/a }}^{\text {n/a }}$ | n/a |
| Pumpor | If requested bby customer. Each | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 |
| Compessor |  | $\underbrace{\text { cose }}_{\substack{570 / 20^{\circ} \\ \text { lengt }}}$ | 570/20' length | $570 / 20^{\text {length }}$ | 570/20' ${ }^{\text {ength }}$ | 570/20' length | $570 / 20^{\text {cength }}$ | 570/200 length | $570 / 20^{\text {l length }}$ | $\underset{\substack{570 / 20^{\circ} \\ \text { lenght }}}{\text { a }}$ |  | $\underbrace{\text { a }}_{\substack{570 / 20^{\circ} \\ \text { lenght }}}$ | 50/20 length | 570/20' length | \$70/20' length | 570/20'length | \$70/20' length | $570 / 20^{\prime}$ length | 570/20' length | \$70/20' 'engt |
| ${ }^{\text {ather }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Billed per hour for driver's wait time at time of pick-up (export) or delivery (import); Rail/Pier = 1 hour free, Plant = 2 hours free. | \$120 | 5120 | S125 | S125 | \$125 | \$125 | S125 | \$125 | 5125 | 5125 | 5125 | \$125 | 5130 | \$150 | S150 | \$175 | \$150 | 50 | \$140 |
| Hazardoustee | Haz Fee (line Hallol Only | \$100 | 5100 | 5100 | S100 | \$150 | S100 | S100 | 5100 | 5100 | 5100 | 5100 | 5100 | 5125 | 5125 | 5125 | 5250 | 5250 | 5250 | S100 |
|  | Billed if customer requests scaling at a public scale heavy and/or light | \$150 | \$150 | \$150 | 5150 | \$150 | \$150 | \$150 | \$150 | \$150 | \$150 | 5150 | 5150 | 5150 | 5150 | \$150 | \$150 | \$150 | \$150 | S150 |
| Stop-ift | It ustomer reauires offites saling | 5160 | 5160 | 5160 | 5160 | 5180 | 5180 | 5160 | 5180 | 5180 | 5180 | 5180 | 5180 | 5180 | 5160 | 5160 | 5180 | 5160 | 5160 | 5275 |
|  | Billed per state (each that must be crossed intransit). Billed when net weight of product exceeds $45,500 \mathrm{lbs}$ | $\begin{gathered} \$ 120 \\ \text { HOU/state } \end{gathered}$ | \$175/state NOLA | \$120/State | \$120/State | \$120/State | S120/State | S120/ State | S120/ State | $5120 /$ state | $5120 /$ state | \$120/ State | \$120/ /tate | \$120/ State | \$120/State | \$120/ /tate | Not Alowed | \$120/State | S120/state | \$120/ State |
| Heel | Disposal of Residual Product left in tank after delivery (> <br> 5 gallons). |  redelivery will require billing of additional gate-in, and gate-out (\$180) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Placars |  | $\left\|\begin{array}{c} \text { pacards S } 575 \\ \text { psNs S } 150 \end{array}\right\|$ | Placards \$75 $\text { PSNs } \$ 150$ | $\begin{aligned} & \text { Placards \$75 } \\ & \text { PSNs \$150 } \end{aligned}$ | Placards \$75 PSNs $\$ 150$ | Placards $\$ 100$ PSNs $\$ 150$ | Placards $\$ 75$ PSNs $\$ 150$ | $\begin{gathered} \text { Placards \$75 } \\ \text { PSNs } \$ 150 \\ \hline \end{gathered}$ | Placards $\$ 75$ PSNs \$150 | $\begin{gathered} \text { Placards \$75 } \\ \text { PSNs \$150 } \end{gathered}$ | $\begin{gathered} \text { Placards \$75 } \\ \text { PSNs \$150 } \end{gathered}$ | $\begin{aligned} & \substack{\text { pacards S } 575 \\ \hline \text { PsNs Sis }} \end{aligned}$ | Placards \$75 PSNs $\$ 150$ | Placards $\$ 75$ PSNs \$150 | $\begin{gathered} \text { Placards \$75 } \\ \text { PSNs \$150 } \\ \hline \end{gathered}$ | Placards \$75 PSNs $\$ 15$ | Cost tadmin fee 15\% | $\begin{aligned} & \text { lacards \$75 } \\ & \text { PSNs \$150 } \end{aligned}$ | Placards \$75 PSNs \$150 | Placards \$75 PSNs $\$ 150$ |
| AESSIIIng |  | 5100.00 | ${ }_{5100.00}$ | S100.00 | 5100.00 | S100.00 | 5100.00 | 5100.00 | 5100.00 | 5100.00 | S100.00 | S100.00 | S100.00 | 5100.00 | 5100.00 | S100.00 | 5100.00 | S100.00 | 5100.00 | $\stackrel{5100}{5175}$ |
|  | Over and Abve charges tom the St \& Port | ${ }_{5175}$ | ${ }_{5175}$ | 5117 | 5117 | 5175 | ${ }_{5175}$ | 5175 | 5175 | ${ }_{5175}$ | 5175 | S175 | 5175 | 5175 | 5175 | S175 | 5225 |  | 5175 |  |
|  |  | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | \$150.00 | Cost admin fee 15\% | \$150.00 | \$150.00 | \$150.00 |
| Holiday Additional | NY/Good firdy/ Mem oay/ Sth Ju/labor | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | \$500 | 5350 | 5350 | 5350 |
| ATover | Requested of driver (HOSS I I ns out on road | 5425 | 5425 | S425 | 5425 | 5425 | 5425 | 5425 | 5425 | 5425 | 5425 | 5425 | 5425 | 5425 | 5425 | S425 |  | S425 | 5425 | \$500 |
| Weekevo | Saturday or sunday | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5350 | 5400 | 5350 | 5500 | 5500 | 5500 | 5350 |
|  |  | \$120 | \$120 | 5120 | \$120 | 5120 | 5120 | 5120 | \$120 | 5120 | \$120 | 5120 | \$120 | \$120 | \$120 | \$120 | \$120 | \$120 | 5120 | n/A |
| $\begin{array}{\|l\|} \hline \text { Cancellation } \\ \hline \text { Outside of Quote } \\ \hline \end{array}$ | Less than 24 hour notice efefore departure time | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5375 | 5500 | 5500 | 5500 | 5375 |
|  |  | $\$ 500$ or Less - 15\% Upcharge$\$ 500$ or more $\mathbf{1 0 \%}$ Upcharge |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



