U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard

2100 Second Street S.W.
Washington, DC 20593-0001
Staff Symbol: CG-541
Phone: (202)-372-1525
John.T.Oliver@uscg.mil

16720
FEB 03 2009

Mr. Mark Ruge, Attorney at Law
K&L Gates LLP
1601 K Street, NW
Washington, D.C. 20006

Dear Mr. Ruge:

This is in response to your submission of June 13, 2008, and the related meetings and other exchanges that you have had with the U.S. Coast Guard. This matter concerns several categories of over billing practices by your client, the Lakes Pilots Association, Inc. (LPA), for pilotage services provided during the 2006 and 2007 shipping seasons. This letter is to advise you of my determination on each of these issues. In making these determinations, I have carefully considered all of the available evidence and relevant legal authorities. I have also carefully considered all of the factual, legal, and policy arguments that you made on behalf of your client, both those that you have submitted in writing, as well as those you presented during various meetings and telephone conversations with me and my staff.

Our mutual goal must be to reach a reasonable solution to each of these matters that will enable shipping in the Great Lakes to proceed safely and efficiently. I appreciate the representations that you have made on behalf of your client that the LPA fully intends to provide the best possible pilotage services within the existing statutory and regulatory scheme. The Coast Guard is confident that LPA pilots will perform their vital duties professionally and conscientiously. On behalf of the Coast Guard, I can say that we are committed to developing and promoting an efficient, businesslike, and responsible relationship.

The following paragraphs discuss each of the six matters at issue. Following each discussion section I have rendered a decision. For ease of reference, I have dealt with the first five of them in the same order that you did in your submission of June 13, 2008. Although I appreciate that you are not representing the LPA on the sixth issue, I will render a decision as to that item that you should be able to deliver to your clients without any ethical complications.

**(1) Overcharges West of Southeast Shoal**

**Discussion**: The first matter of concern is whether the LPA and its pilots have billed industry excessively for pilotage services in Pilotage Area 5, which constitutes the western part of Lake Erie and includes the navigable waters in the Toledo and Detroit areas. Your argument is that the billing practices the LPA and its pilots follow are fully consistent with the regulations in 46 C.F.R. part 401 (especially § 401.407) and industry expectations. You provided a hypothetical example in which a ship specifically requests that the pilot proceed to a designated anchorage or place for the convenience of the vessel, where it stays overnight while carrying out its business. To the extent that the agent for a vessel directs or requests pilotage services to take a ship from one port, place, or point to another, the Coast Guard has no problem with charging the additional fee. However,

the Coast Guard contends that the LPA and its pilots sometimes charged an entirely new point-to-point pilotage fee of several thousand dollars in cases of only a brief delay during an existing assignment, in addition to the original fee. Documentary records summarized in enclosure (1) show, for example, cases in which piloted vessels have been delayed temporarily on the Maumee River while waiting for a railway bridge to open. However, the LPA then submitted a separate bill for piloting the vessel from that new point in the river to the original, final destination. In some cases, the pilot also billed the vessel separately for delay and detention while waiting for the bridge to open. In other cases, additional charges and detention were billed for a vessel stopped while awaiting berth, linemen, tugs, and/or other unspecified reasons. Detention was occasionally charged that exceeded the maximum amount allowed within a continuous 24-hour period, for periods after arrival at dock or anchorage because of a slow tie-up, awaiting customs, awaiting yard gate to be opened, or waiting for a launch to disembark where it was clearly neither the fault nor for the convenience of the vessel. In a few cases, there were instances of multiple charges for the same movement, such as charging detention twice. While it is appropriate to bill the vessel for a separate assignment to take a vessel from two points on Lake Erie or in the Detroit or Maumee Rivers as directed by the agent for the convenience of the vessel, this principle does not extend to the normal interruptions, delays, minor detours, and other routine time-consuming activities that are commonly expected to occur during the multi-hour assignment that the pilot assumed when boarding the vessel and for which he is being appropriately compensated. The applicable regulations anticipate that some amount of delay, interruption, and detention is expected during any normal pilotage assignment, and provide specific guidance as to when this may be done appropriately.

**Decision:** LPA pilots are entitled to bill separately for "all services and assignments" that a vessel owner, operator, or agent has asked that they perform between the points and places enumerated in 46 C.F.R. § 401.407. Assuming that it is otherwise bona fide, even an assignment to make an intra-harbor or river move at the request or direction of the agent for the benefit of the vessel may justify a separate charge. However, the regulations do not permit pilots to bill for a separate assignment merely because the voyage is temporarily delayed because of a bridge opening or traffic conditions, even if consistent with prudent seamanship. In such cases, the pilot may be entitled to bill additionally for "delay or detention" consistent with the provisions of 46 C.F.R. § 401.420. I have concluded that the LPA must repay industry in those cases where the documentary record clearly establishes an obvious case of double billing of vessels that have been temporarily delayed. Coast Guard staff experts have calculated, and I agree, that a fair determination of the total amount the LPA should repay industry based on this specific excessive billing practice for the 2006 and 2007 seasons is $56,377. See enclosure (1).

**(2) Misapplication of Surcharges**

**Discussion:** During an earlier shipping season, LPA pilots claimed surcharges to offset the costs associated with the operation of the *Huron Maid*, the pilot boat obtained to replace the *Westcott II*. This surcharge was originally imposed with the acquiescence of the Coast Guard and industry. But, in the Federal Register published on April 3, 2006, the Coast Guard advised that "[e]ffective with this final rule (May 3, 2006), the surcharge applied by the District Two association for the cost of operating the *Huron Maid* will cease." Rates for Pilotage on the Great Lakes, 71 Fed. Reg. 16,507 (Apr. 3, 2006). Despite this explicit guidance, the 2006 season "Source Forms" indicate

that the LPA submitted charges for the *Huron Maid* through June 2006. The Coast Guard incorporates all expenses incurred by the pilot associations in the formal revenue rate review process. Therefore, pilot associations must not seek to recoup such expenses by means of surcharges.

**Decision:** I understand that the LPA has accepted and has recently been fully complying with the Coast Guard's decision that the LPA not levy any type of surcharge against industry. This is as it should be, and compliance with this guidance must continue. However, I have determined that the LPA must reimburse industry for the improper surcharges charged for the cost of operating the *Huron Maid* during the 2006 shipping season after May 3, 2006, the effective date of the applicable final rule in which the Coast Guard specifically advised the LPA that charging such surcharges was no longer permitted. Coast Guard staff experts have calculated, and I agree, that a fair determination of the total amount the LPA should repay industry based on this specific billing practice for the 2006 seasons is $10,425. See enclosure (2).

**(3) Inappropriate Overcarriage Charges at Port Colborne**

**Discussion**: Beginning in May 2006 and continuing throughout the 2007 shipping season, the LPA charged vessels a fee for "overcarriage," in addition to the regular pilotage fee, for exchanging pilots within the waters of Port Colborne, rather than a mile or so south of its harbor entrance in the waters of Lake Erie. The applicable regulation authorizes charging the vessel an additional fee of several hundred dollars, plus "reasonable travel expenses," for carrying the pilot "beyond the normal change point." 46 C.F.R. § 401.428. In the case of Port Colborne, the regulation then in effect incorrectly listed the "pilot change point" as a lock on the Welland Canal, nearly 20 miles north of Port Colborne. (The regulation now in effect lists "Port Colborne" as the appropriate change point. *See* 46 C.F.R. § 401.450 (2008).) In the Port Colborne area, pilots have always actually exchanged their responsibilities for vessels coming from and going to the Welland Canal within Port Colborne or in the Port Colborne anchorage. The most common point at which pilots wait to take charge of approaching vessels is at the "park bench" near the southern end of the Welland Canal. The pilot boat picks up the oncoming pilot near that bench, and then transports the pilot to the vessel while still underway. Once the pilots have completed their turnover procedures, the pilot boat transports the disembarking pilot to an appropriate point ashore, usually near that same park bench. Transferring near shore or in the anchorage is convenient to all concerned and relatively well protected from the elements. Moreover, the scheme envisioned for change points in the Code of Federal Regulations and the "Working Rules, Dispatching Procedures, and General Rules of Lake Pilots Association" (November 9, 1994), is that change points are geographic areas in which a pilot's assignment begins or ends, not specific points in the water. Indeed, because the vessels are underway (or anchored) and the turnover process usually takes several minutes, there is no discrete "change point," but rather a general geographic area (Port Colborne) in which the pilots understand they will assume or relinquish their pilotage responsibilities. Nonetheless, the LPA contends that they are entitled to rely on the specific point indicated on the chart and listed in the U.S. Coast Pilot to conclude that their pilots were being carried "beyond" the designated change point, albeit by only a mile or so, and still well within the Port Colborne area. As a result, and even though everyone benefited from the convenience and safety of the actual change point, the LPA contends that it was proper to charge

industry a substantial additional fee for "overcarriage" in each case where pilots took vessels to or from Port Colborne. After careful consideration, I find this argument unpersuasive and wrong.

The purpose of the regulatory provisions concerning additional charges for overcarriage is to cover cases when a pilot must be carried beyond the normal change point to another enumerated change point because making a change at the regular point would be dangerous or impractical. For example, if weather or other conditions prevented pilots from being transferred at Detroit on a ship sailing west through Lake Erie, two pilots might board at Port Colborne, with one taking the ship from Port Colborne to Detroit, and the second from Detroit to Port Huron. When not actually in charge, each pilot is entitled to charge an overcarriage fee for the leg of the journey in which they are being carried beyond the normal change point (as well as any reasonable transportation expenses they may incur). This would be in addition to the fee the pilot is entitled to charge for that portion of the voyage when actively piloting the vessel. This rationale for charging an additional fee for overcarriage simply does not apply within the Port Colborne area. Moreover, 46 C.F.R. § 401.428 states that any additional charges "are not applicable if the ship utilizes the services of the pilot beyond the normal change point and the ship is charged for these services." Finally, the dictionary's meaning of the word "normal" is "typical, usual, and regular." In this context, "normal change point" is the one that the U.S. and Canadian pilots have habitually used whenever ships transit between Lake Erie and the Welland Canal. Indeed, so long as it was an agreed place where the change of pilots actually took place, any point in the Port Colborne environs would qualify as the "normal change point" for that area.

The LPA also contends that, had the Pilotage Office simply clarified the appropriate change point in the spring of 2006, when the pilots first began to submit source forms indicating that they were billing industry for this overcarriage fee, they would have immediately terminated this practice. By failing to make any formal objection to the practice or clarification as to the appropriate change point, the LPA argues that they thought that the Pilotage Office had tacitly approved of this charge. Moreover, the LPA contends that industry, which was paying the bills presented to it without protest, apparently did not find the practice improper or excessive. While the Coast Guard had valid reasons, which have been discussed with you separately, for not clarifying its position as soon as the Pilotage Office became aware of the practice, the practical effect of this over billing was to disadvantage industry. In my decision, I will attempt to balance the equities and interests of all concerned.

**Decision:** Based upon the foregoing, I find that there was no legal basis for charging a fee for overcarriage, in addition to the normal pilotage fee, at Port Colborne under these circumstances. With the latest change to the applicable regulations and the Pilotage Office's clarification to the LPA that billing for overcarriage in Port Colborne is impermissible, any confusion has now been resolved. Moreover, I appreciate your representations that the LPA is willing to abide by the decision the Coast Guard has reached on this issue and not charge for overcarriage in such circumstances in the future. However, since industry has paid too much for pilotage services and the LPA and its pilots have received substantial financial benefits from this over billing practice, I have decided that they should repay industry a portion of the total amount of the overpayment. In the interests of resolving this entire matter, I have decided that the LPA should repay 50% of the total amount of actual billings for carriage beyond the normal change point in Port Colborne during the 2006 and 2007 seasons. The Pilotage Office staff has calculated, and I agree, that an accurate

determination of the total amount the LPA billed industry for this specific practice for the 2006 and 2007 seasons is $229,553. See enclosure (3). Accordingly, I have decided that the LPA should repay industry half of that amount, or $114,776.50.

**(4) Overcharging for Double Pilots in the Port of Lorain**

**Discussion**: Under certain circumstances, it is appropriate for two pilots to be assigned to ensure the safe navigation of a vessel in particularly challenging circumstances. The applicable regulations provide for the Director of the Pilotage Office to "require the assignment of two pilots to a ship upon request of the ship or when in his judgment . . . the assignment of two pilots is considered necessary for the safe navigation of the ship." 46 C.F.R. § 401.425. In such cases, the charge is twice as much as the ship would otherwise pay for pilotage fees. As a consequence of the particularly challenging navigation situation that often exists when taking vessels into and out of the Port of Lorain, Ohio, the Director of the Pilotage Office has, when requested, routinely approved the use of two pilots for vessels navigating into and out of that port. The regulatory scheme specifically requires a request to the Director of the Pilotage Office for a decision that a second pilot is required though nothing in the regulations requires that this request be submitted or the decision made in writing. Even so, it has been the long standing practice of the Coast Guard and the three pilot associations to make all such requests and approvals in writing. To make sure that all are aware that a written request is required, the Director of the Pilotage Office, in a letter dated October 25, 2007, indicated that it was his expectation that any and all future requests for two pilots, including those involving the Port of Lorain, be in writing. I understand that the LPA has complied in every case since then. Moreover, both before and after the October 2007 letter, I understand that industry largely supported the use of double billing because of the particular challenges of navigating safely into and out of the Port of Lorain. Indeed, I understand that the agent of only one company has ever objected to these billings. Moreover, I understand that in no case has the Director ever denied a request for the use of double pilots in the Port of Lorain.

**Decision:** I have determined that there was a failure to comply with the regulatory requirement to obtain the Director's authorization in every case before using two pilots in the Port of Lorain in recent years. In the future, requests for the use of double pilots must be in writing, and the Director must approve their use beforehand. I have also decided that if a shipping company was billed for double pilotage services that it did not want and that was objectively unnecessary, such that they received no real value from the use of a second pilot on one or more specific instances in the past, that money should be refunded. However, any shipping company must demonstrate two things to the satisfaction of the Director for each case in which it seeks a refund: (1) that it had objected to having to use a second pilot at the time; and (2) that, under the circumstances, the use of the second pilot was not necessary.

**(5) Inappropriate Charging of Transportation Fees**

**Discussion**: Over the past few years, pilots associated with the LPA have often included a fee for "transportation," ranging from $40.00 to $150.00, on numerous occasions, as a separate line item on the "Source Forms" for documenting their assignments. The LPA maintains that this was simply the reasonable out-of-pocket expenses its pilots had to pay to hire drivers to permit them to get to their assigned ships in a timely manner and adequately rested to perform their duties.

However, the applicable regulations do not authorize charging fees for any "travel expenses," even "reasonable" ones, except in two specific circumstances: (1) where the pilot has commenced traveling to undertake an assignment and the assignment is subsequently cancelled, 46 C.F.R. § 401.420(c)(2); and (2) in connection with a legitimate overcarriage beyond the normal change point, 46 C.F.R. § 401.428. The LPA has argued that, unless it is able to use a driver, its pilots would not be able to get the rest they need between assignments, and that this would likely cause a delay to the detriment of efficient shipping on the Great Lakes. Moreover, the LPA maintains that the Coast Guard was well aware of this practice and did not object to it until recently. Finally, the LPA argues that industry considered this billing practice to be reasonable and necessary. However, except for the two specific, unusual situations cited above, routine travel expenses have been and will continue to be incorporated into the rate structure. They are simply part of the cost to the LPA and its pilots of doing business. Consequently, it is inappropriate for the LPA to charge these transportation expenses as separate line items. I understand that the LPA has agreed to cease billing for such transportation expenses except as permitted under the regulations.

**Decision:** Except in the two circumstances in which the regulations specifically authorize them, any billing for transportation fees is inappropriate. The Coast Guard considers such transportation expenses and factors them into the rate structure. I understand that the LPA has now eliminated this practice and has agreed not to repeat it in the future. Nonetheless, on many occasions in 2006 and 2007, the LPA and its pilots inappropriately billed industry for these transportation fees. Coast Guard staff experts have calculated, and I agree, that an accurate determination of the total amount the LPA billed industry for this specific practice for the 2006 and 2007 seasons is $78,585. See enclosure (4).

**(6) Improper Charging of Dispatch Fees to the District Three Pilots**

**Discussion**: I understand that you have an ethical conflict that prevents you from representing the LPA with respect to this particular issue and therefore have not and are not doing so. However, I have determined that there is a simple answer to the problem that you need only communicate to your client. If you believe that additional negotiation or representation on this issue is required, I would ask you to forward the Coast Guard's position on this matter to the counsel representing the LPA on this issue (indeed, it would be appropriate to forward this correspondence anyway), with the request that he follow up on the issue with my staff. In my opinion, this is a relatively straightforward issue involving a dispute between the two pilotage associations representing District 2 and District 3 pilots. In 2006 District 3 complained to the Coast Guard that the LPA improperly billed the District 3 pilot association for the dispatch of District 3 pilots in cases in which it argued that District 2 actually provided no services at all.

**Decision:** In those cases in which the LPA provides an actual dispatch service to a District 3 pilot engaged to pilot a vessel, charging District 3 a reasonable, mutually agreed-upon fee is legally appropriate. However, in those cases when a District 3 pilot arrives in the vicinity of District 2, returns by land at the direction of the District 3 dispatching office, and the LPA has performed no dispatch or other specific service, the LPA is not entitled to levy or receive any fee. If District 3 can point to specific instances where it has been over billed consistent with this guidance, it should request repayment directly from District 2. If there are any remaining disagreements, the associations should submit the facts to the Director of the Pilotage Office for adjudication.

Based on the discussion above, the total amount that I have determined that the LPA should repay industry is $260,163.50. Enclosures (1) through (4) detail the basis for calculating this amount. Detailed documentation to support these figures is available in the three volumes the Coast Guard prepared and turned over to you and your clients in May 2007. As part of the resolution of this matter, your client will need to arrange to repay industry for the overcharges discussed in this letter following standard accounting procedures. As we have discussed earlier, I would also request that your client provide the Coast Guard with written assurances that the practices the Coast Guard has identified as improper not continue. Finally, I would like to see this matter completely resolved before the beginning of April 2009.

After you have had a chance to discuss this decision letter with your client, I look forward to hearing from you. If you have any questions, please feel free to contact me at (202) 372-1525, email: Rajiv.Khandpur@uscg.mil.

Sincerely,

RAJIV KHANDPUR
Chief, Marine Transportation
Systems Division (CG-5412)
U.S. Coast Guard
By direction

Enclosure:
(1) 2006 & 2007 Overcharges West of Southeast Shoal
(2) 2006 & 2007 Surcharges Billed After Cessation Date
(3) 2006 & 2007 Overcarriage; Carried Beyond Station Charges
(4) 2006 & 2007 Transportation, Lodging, and Subsistence Overcharges

# 2006 & 2007 Overcharges West of Southeast Shoal

| Year | Month | Day | Invoice # | Vessel | Agency | Pilot | From | To | Overcharge | Reason | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2006 | April | 10 | 92968 | Olympic Miracle | FedNav | D Gallagher | PTC | DET | $1,037.00 | Stopped awaiting Linesmen - 1.1 hrs | 1 |
| 2006 | April | 13 | 93007 | Finex | Reford | Harrington | CLV | DET | $715.00 | Stopped awaiting Linemens - .6 hrs | 1 |
| 2006 | April | 17 | 93020 | Federal Matane | FedNav | D Gallagher | DET | TOL | $1,037.00 | Stopped off TWI berth - 1.4 hrs | 1 |
| 2006 | April | 26 | 93201/94023 | Sofia | Gibson | Haynes | DET | PTH | $560.00 | Detention Charged Twice | 4 |
| 2006 | May | 22 | 93200 | Federal Miramichi | FedNav | Harrington | PTC | TOL | $1,161.00 | Stopped in Maumee - .5 hrs | 1 |
| 2006 | May | 22 | 93200 | Federal Miramichi | FedNav | Harrington | PTC | TOL | $102.00 | Detention while U/W Stopped in Maumee - 1hr | 2 |
| 2006 | May | 22 | 93209 | Vamand Wave | Gresco | P Gallagher | PTC | DET | $1,161.00 | Stopped Det Rvr await linesmen - 1.2 hrs | 1 |
| 2006 | May | 22 | 93209 | Vamand Wave | Gresco | P Gallagher | PTC | DET | $203.00 | Detention while U/W Stopped Det Rvr - 2 hrs | 2 |
| 2006 | May | 31 | 93223 | Orsula | FedNav | Loflin | TOL | PTC | $1,161.00 | Stopped awaiting CSX train - .45 hrs | 1 |
| 2006 | May | 31 | 93223 | Orsula | FedNav | Loflin | TOL | PTC | $102.00 | Detention while stopped awaiting train - 1 hr | 2 |
| 2006 | June | 3 | 93226 | Vamand Wave | Gresco | Haynes | DET | TOL | $203.00 | Detention - After ship docks - 1.5 hrs charged 2 hrs | 3 |
| 2006 | June | 7 | 93250 | Federal Rideau | FedNav | Loflin | TOL | PTC | $1,161.00 | Stopped waiting train - .5 hrs | 1 |
| 2006 | June | 7 | 93250 | Federal Rideau | FedNav | Loflin | TOL | PTC | $102.00 | Detention waiting train - charged 1 hr | 2 |
| 2006 | June | 13 | 93258 | Federal Asahi | FedNav | Knetchel | PTC | DET | $203.00 | Detention - After ship docks - 1.25 hrs charged 2 hrs | 3 |
| 2006 | June | 16 | 93270 | Stefania I | Colley MS | Knetchel | PTC | DET | $203.00 | Detention - After ship docks - 1.25 hrs charged 2 hrs | 3 |
| 2006 | June | 21 | 93292 | Federal Maas | FedNav | Coulston | DET | TOL | $1,161.00 | Stopped Lake Erie awaiting tugs - .6 hr | 1 |
| 2006 | June | 21 | 93292 | Federal Maas | FedNav | Coulston | DET | TOL | $102.00 | Detention either Stopped Lake Erie/awaiting off - .6 hr | 2 |
| 2006 | June | 23 | 93318 | Federal Maas | FedNav | Harrington | TOL | PTC | $1,161.00 | Stopped awaiting train - .3 hr | 1 |
| 2006 | June | 23 | 93318 | Federal Maas | FedNav | Harrington | TOL | PTC | $102.00 | Detention awaiting train - 1 hr charged | 2 |
| 2006 | June | 26 | 93302 | Davikin | FedNav | Loflin | CLV | WIN | $1,161.00 | Stopped Det Rvr await linesmen - .25 hrs | 1 |
| 2006 | June | 26 | 93302 | Davikin | FedNav | Loflin | CLV | WIN | $102.00 | Detention while stopped awaiting linemen - 1 hr | 2 |
| 2006 | June | 30 | 93335 | Federal Welland | FedNav | Harrington | LOR | TOL | $1,161.00 | Stopped for Wheeler Bridge - .3 hr | 1 |
| 2006 | June | 30 | 93335 | Federal Welland | FedNav | Harrington | LOR | TOL | $102.00 | Detention for stop - 1 hr charged | 2 |
| 2006 | June | 30 | 93336 | Federal Welland | FedNav | Loflin | LOR | TOL | $1,161.00 | Stopped for Wheeler Bridge - .3 hr | 1 |
| 2006 | June | 30 | 93336 | Federal Welland | FedNav | Loflin | LOR | TOL | $102.00 | Detention for stop - 1 hr charged | 2 |
| 2006 | July | 3 | 93341 | Federal Kivalina | FedNav | D Gallagher | DET | BIA | $203.00 | Detention awaiting to get off at anchorage - 1.5 hrs | 3 |
| 2006 | July | 13 | 93434 | Ziemia Lodzka | Inchcape | Loflin | DET | TOL | $1,161.00 | Stopped awaiting N&S bridge - .75 hrs | 1 |
| 2006 | July | 13 | 93434 | Ziemia Lodzka | Inchcape | Loflin | DET | TOL | $102.00 | Detention awaiting N&S bridge - 1 hr charged | 2 |
| 2006 | July | 22 | 93418 | Seneca | Colley MS | D Gallagher | TOL | DET | $203.00 | Detention awaiting to disembark at dock - charged 2 hrs | 3 |
| 2006 | July | 26 | 93473 | Federal Agno | FedNav | Harrington | PTC | TOL | $1,161.00 | Stopped awaiting N&S bridge - .3 hrs | 1 |
| 2006 | July | 26 | 93473 | Federal Agno | FedNav | Harrington | PTC | TOL | $102.00 | Detention awaiting N&S bridge - 1 hr charged | 2 |
| 2006 | July | 27 | 93438 | Olympic Miracle | FedNav | Coulston | CLV | WIN | $102.00 | Detention awaiting to disembark at dock - charged 1 hrs | 3 |
| 2006 | July | 29 | 93472 | Yucatan | FedNav | Singler | ASH | TOL | $334.00 | Overcharge W SE shoal anchor detention (1929-1595[max] -19hrs | 5 |
| 2006 | July | 29 | 93471 | Utviken | FedNav | D Gallagher | PTH | DET | $841.00 | Overcharge anchor detention (2436 - 1595[max]) - 24 hrs | 5 |
| 2006 | August | 3 | 93498 | Olympic Miracle | FedNav | D Gallagher | DET | TOL | $1,161.00 | Stopped awaiting N&S bridge - .7 hrs | 1 |
| 2006 | August | 3 | 93498 | Olympic Miracle | FedNav | D Gallagher | DET | TOL | $203.00 | Detention awaiting train & awaiting disembark - charged 2 hrs | 2 |
| 2006 | August | 4 | 93486 | Pintail | Gresco | Loflin | PTC | TOL | $1,161.00 | Stopped awaiting N&S bridge - .7 hrs | 1 |
| 2006 | August | 4 | 93486 | Pintail | Gresco | Loflin | PTC | TOL | $102.00 | Detention awaiting N&S bridge - 1 hr charged | 2 |
| 2006 | August | 6 | 93499 | Pintail | Gresco | Loflin | PTC | TOL | $1,161.00 | Stopped awaiting N&S bridge - .75 hrs | 1 |
| 2006 | August | 6 | 93499 | Pintail | Gresco | Loflin | PTC | TOL | $102.00 | Detention awaiting N&S bridge - 1 hr charged | 2 |
| 2006 | August | 28 | 93617 | Federal Asahi | FedNav | D Gallagher | DET | TOL | $638.00 | Overcharge anchor detention (2233 - 1595[max]) - 22 hrs | 5 |
| 2006 | August | 29 | 93617 | Federal Asahi | FedNav | D Gallagher | DET | TOL | $1,161.00 | Stopped await berth - 1.1 hrs | 1 |

ENCLOSURE(1)

# 2006 & 2007 Overcharges West of Southeast Shoal

| Year | Month | Day | Invoice # | Vessel | Agency | Pilot | From | To | Overcharge | Reason | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2006 | August | 29 | 93617 | Federal Asahi | FedNav | D Gallagher | DET | TOL | $203.00 | Detention awaiting berth - 2 hrs charged | 2 |
| 2006 | August | 29 | 93617 | Federal Asahi | FedNav | D Gallagher | DET | TOL | $1,161.00 | Stopped awaiting N&S bridge - .4 hr | 1 |
| 2006 | August | 29 | 93617 | Federal Asahi | FedNav | D Gallagher | DET | TOL | $102.00 | Detention awaiting N&S bridge - 1 hr charged | 2 |
| 2006 | August | 29 | 93617 | Federal Asahi | FedNav | D Gallagher | DET | TOL | $203.00 | Detention awaiting to disembark at dock - charged 2 hrs | 3 |
| 2006 | August | 29 | 93564 | Orsula | FedNav | Coulston | PTC | DET | $203.00 | Detention awaiting to disembark at dock - charged 2 hrs | 3 |
| 2006 | September | 1 | 93590 | Isolda | Inchcape | Singler | DET | TOL | $85.00 | Overcharge anchor detention (1624 - 1595[max]) - 16 hrs | 5 |
| 2006 | September | 2 | 93590 | Isolda | Inchcape | Singler | DET | TOL | $1,161.00 | Stopped for unspecified reason - .25 hr | 1 |
| 2006 | September | 2 | 93590 | Isolda | Inchcape | Singler | DET | TOL | $102.00 | Detention for stop - 1 hr charged | 2 |
| 2006 | September | 5 | 93711 | Federal Mackinac | FedNav | Ell | DET | WIN | $1,161.00 | Stopped await fuel berth - 1.4 hrs | 1 |
| 2006 | September | 5 | 93711 | Federal Mackinac | FedNav | Ell | DET | WIN | $203.00 | Detention for stop - 2 hrs charged | 2 |
| 2006 | September | 15 | 93631 | Goviken | FedNav | Coulston | PTC | DET | $203.00 | Detention awaiting to disembark at dock - charged 2 hrs | 3 |
| 2006 | September | 19 | 93673 | Federal Agno | FedNav | Knetchel | DET | WIN | $203.00 | Detention awaiting to disembark at dock - charged 2 hrs | 3 |
| 2006 | October | 5 | 93714 | Federal Leda | FedNav | D Gallagher | BIA | TOL | $1,161.00 | Stopped awaiting railroad bridge - .4 hr | 1 |
| 2006 | October | 5 | 93714 | Federal Leda | FedNav | D Gallagher | BIA | TOL | $102.00 | Detention awaiting railroad bridge - 1 hr charged | 2 |
| 2006 | October | 11 | 93787 | Ziemia Lodzka | Inchcape | Meyers | TOL | TOL | $131.00 | Overcharge detention (1726 - 1595[max]) - 17 hrs | 5 |
| 2006 | October | 12 | 93766 | Tuscarora | Colley MS | Habermehl | PTH | DET | $85.00 | Overcharge detention - 24 hrs 1539 + 12 hrs 1218= 2757. 2842-2757= $85 | 5 |
| 2006 | October | 20 | 93801 | Federal Hunter | FedNav | Harrington | DET | TOL | $1,161.00 | Delayed awaiting Fed Oshima stopped 1.7 hrs | 1 |
| 2006 | October | 20 | 93801 | Federal Hunter | FedNav | Harrington | DET | TOL | $203.00 | Detention for stop - 2 hrs charged | 2 |
| 2006 | October | 22 | 93821 | Federal Sakura | FedNav | Meyers | PTC | BIA | $232.00 | Overcharge detention (1827 - 1595[max]) - 18 hrs | 5 |
| 2006 | October | 23 | 93822 | Federal Margaree | FedNav | Habermehl | DET | TOL | $435.00 | Overcharge detention (2030 - 1595[max]) - 20 hrs | 5 |
| 2006 | October | 26 | 93837 | Federal Sakura | FedNav | Coulston | DET | TOL | $131.00 | (1726 - 1595[max]) - | 5 |
| 2006 | October | 26 | 93837 | Federal Sakura | FedNav | Coulston | DET | TOL | $1,161.00 | Stopped awaiting CSX train - .6 hrs | 1 |
| 2006 | October | 26 | 93837 | Federal Sakura | FedNav | Coulston | DET | TOL | $102.00 | Detention awaiting railroad bridge - 1 hr charged | 2 |
| 2006 | November | 5 | 93881 | Iryda | Inchcape | Meyers | CLV | CLV | $131.00 | Overcharge detention (1726 - 1595[max]) - 17 hrs | 5 |
| 2006 | November | 7 | 93907 | Federal Katsura | FedNav | Loflin | CLV | DET | $1,161.00 | Stopped awaiting berth - .5 hr | 1 |
| 2006 | November | 7 | 93907 | Federal Katsura | FedNav | Loflin | CLV | DET | $102.00 | Detention for stop - 1 hr charged | 2 |
| 2006 | November | 14 | 93936 | Federal Rideau | FedNav | D Gallagher | PTC | TOL | $1,161.00 | Stopped awaiting berth - 2.2 hrs | 1 |
| 2006 | November | 14 | 93936 | Federal Rideau | FedNav | D Gallagher | PTC | TOL | $305.00 | Detention for stop - 3 hrs charged | 2 |
| 2006 | November | 14 | 93936 | Federal Rideau | FedNav | D Gallagher | PTC | TOL | $1,161.00 | Stopped awaiting berth - 2.2 hrs | 1 |
| 2006 | November | 14 | 93936 | Federal Rideau | FedNav | D Gallagher | PTC | TOL | $102.00 | Detention for stop - 1 hr charged | 2 |
| 2006 | November | 14 | 93937 | Federal Yoshino | FedNav | Meyers | TOL | PTC | $1,161.00 | Stopped awaiting CSX repair crew - .75 hrs | 1 |
| 2006 | November | 14 | 93937 | Federal Yoshino | FedNav | Meyers | TOL | PTC | $102.00 | Detention for stop - 1 hr charged | 2 |
| 2006 | November | 16 | 93974 | Pilica | Inchcape | Loflin | PTC | TOL | $921.00 | Stopped waiting lines at berth - .5 hr | 1 |
| 2006 | November | 16 | 93974 | Pilica | Inchcape | Loflin | PTC | TOL | $81.00 | Detention for stop - 1 hr charged | 2 |
| 2006 | November | 22 | 93963 | Federal Danube | FedNav | Habermehl | DET | TOL | $29.00 | Overcharge detention (1624 - 1595[max]) - 16 hrs | 5 |
| 2006 | November | 29 | 93999 | Federal Nakagawa | FedNav | Habermehl | DET | TOL | $1,161.00 | Stopped awaiting CSX bridge - .5 hr | 1 |
| 2006 | November | 29 | 93999 | Federal Nakagawa | FedNav | Habermehl | DET | TOL | $102.00 | Detention for stop - 1 hr charged | 2 |
| 2007 | April | 18 | 94150 | Lake Superior | FedNav | Coulston | PCO | DET | $250.00 | Detention after arrival at dock - 2.0 hrs | 3 |
| 2007 | May | 22 | 94275 | Bright Laker | Reford | Harrington | PCO | TOL | $1,456.00 | Stopped in channel awaiting N&S train - .4 hrs | 1 |
| 2007 | May | 22 | 94278 | Federal Yukon | FedNav | D Gallagher | DET | WIN | $250.00 | Detetion charged for awaiting dock personnel to open gate... | 3 |
| 2007 | June | 15 | 94425 | Irma | Inchcape | D Gallagher | POH | DET | $1,456.00 | Stopped in channel awaiting 2.75 hrs | 1 |

# 2006 & 2007 Overcharges West of Southeast Shoal

| Year | Month | Day | Invoice # | Vessel | Agency | Pilot | From | To | Overcharge | Reason | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2007 | June | 16 | 94419 | Lake Superior | FedNav | Coulston | PCO | DET | $250.00 | Detention after arrival at dock - 2.0 hrs no reason noted | 3 |
| 2007 | September | 15 | 94747 | Isadora | Inchcape | Meyers | CLE | DET | $4,257.00 | Double billed - two source forms with different charges see 94748 | 4 |
| 2007 | October | 28 | 94944 | Federal Kivalina | FedNav | D Gallagher | DET | TOL | $250.00 | Detention after ship arrives at berth - 1.25 hrs | 3 |
| 2007 | November | 4 | 94982 | Warta | Inchcape | Harrington | CLE | WIN | $641.00 | Stopped in Lake Erie to clean holds - 5.8 hrs | 1 |
| 2007 | November | 5 | 94982 | Warta | Inchcape | Harrington | CLE | WIN | $1,004.00 | Stopped in Detroit River waiting tugs - .25 hrs | 1 |
| 2007 | November | 11 | 95008 | Marlene Green | Protos | Harrington | PCO | BUF | $198.00 | Detention charged for awaiting Customs to clear ship - 2.0 hrs | 3 |
| 2007 | November | 22 | 95097 | Orna | Colley MS | Ell | PCO | DET | $198.00 | Detention charged for awaiting Customs to clear ship - 2.0 hrs | 3 |
| 2007 | November | 23 | 95053 | Gadwall | Gresco | Knetchel | PCO | TOL | $250.00 | Detention after ship arrives at berth - 1.25 hrs | 3 |
| 2007 | November | 24 | 95068 | Federal Danube | FedNav | D Gallagher | PCO | DET | $250.00 | Detention - 1.25 hrs | 2 |
| 2007 | November | 29 | 95079 | Daviken | FedNav | Meyers | ERI | WIN | $250.00 | Detention due to slow linesmen - 1.25 hrs | 3 |
| 2007 | November | 28 | 95073 | Federal Danube | FedNav | D Gallagher | DET | WIN | $250.00 | Detention after ship arrives at dock - 1.2 hrs | 3 |
| 2007 | November | 30 | 95086 | Julietta | Navitrans | Coulston | PCO | BIA | $172.00 | Detention after ship arrives at anchorage - 1.1 hrs | 3 |
| 2007 | December | 4 | 95117 | Julietta | Navitrans | Coulston | POH | DET | $172.00 | Detention charged after anchoring ship 1.2 hrs | 3 |
| 2007 | December | 4 | 95104 | Federal Seto | FedNav | Harrington | TOL | PCO | $1,456.00 | Stopped for CSX train - .4 hrs | 1 |
| 2007 | December | 4 | 95104 | Federal Seto | FedNav | Harrington | TOL | PCO | $125.00 | Detention charged for stopped awaiting CSX - 2.0 hrs | 2 |
| 2007 | December | 5 | 95118 | Julietta | Navitrans | Loflin | BIA | TOL | $172.00 | Detention charged after arriving at dock 1.25 hrs | 3 |
| 2007 | December | 5 | 95119 | Julietta | Navitrans | D Gallagher | BIA | TOL | $172.00 | Detention charged after arriving at dock 1.25 hrs | 3 |
| | **TOTAL** | | | | | | | | **$56,377.00** | | |

Notes:

1. Stopped while vessel is underway is not a reason to charge an additional movement fee. Vessel was enroute from one point to another
2. Stopped while vessel is underway is not a reason to charge a detention fee. Vessel was enroute from one point to another
3. Detention charged only when being detained "for the convience of the ship" not due to issue outside the control of the vessel.
4. Double billed
5. Detention charged in excess of maximum allowable in continuous 24 hr period

# V - 2006 SURCHARGES BILLED AFTER CESSATION DATE

| V - Surcharges | | | | | | | |
|---|---|---|---|---|---|---|---|
| | # Source Forms | # M/R $75 Surcharge | M/R Total | # PTH Surch | Total PTH Surch | # DET Surch | Total DET Surch |
| March 06 | 16 | 16 | $1,200.00 | 6 | $120.00 | 0 | $0.00 |
| April 06 | 140 | 139 | $10,425.00 | 49 | $980.00 | 89 | $6,675.00 |
| May 06 - 1st & 2nd | 127 | 10 | $750.00 | 39 | $780.00 | 1 | $75.00 |
| 3rd -31st | | 117 | $8,775.00 | | | 0 | $0.00 |
| June 06 | 114 | 22 | $1,650.00 | 40 | $800.00 | 0 | $0.00 |
| July 06 | 137 | 0 | $0.00 | 56 | $1,120.00 | 0 | $0.00 |
| August 06 | 110 | 0 | $0.00 | 43 | $860.00 | 0 | $0.00 |
| Sept 06 | 134 | 0 | $0.00 | 49 | $980.00 | 0 | $0.00 |
| Oct 06 | 154 | 0 | $0.00 | 54 | $1,080.00 | 0 | $0.00 |
| Nov 06 | 150 | 0 | $0.00 | 55 | $1,100.00 | 0 | $0.00 |
| Dec 06 | 80 | 0 | $0.00 | 32 | $640.00 | 0 | $0.00 |
| **Total** | **1162** | **304** | **$22,800.00** | **423** | **$8,460.00** | **90** | **$6,750.00** |
| **Catagory Totals** | **Overbilled** | **139** | **$10,425.00** | | | | |
| | **# Charges** | **Charges** | | | | | |
| **Grand Total** | **139** | **$10,425.00** | | | | | |

*

ENCLOSURE(2)

# I - 2006 OVERCARRIAGE; CARRIED BEYOND STATION CHARGES

| Month | Count | Charge | Total Fee |
|---|---|---|---|
| March | 0 | | $0.00 |
| April | 0 | | $0.00 |
| May | 6 | $615.00 | $3,690.00 |
| June | 2 | $488.00 | $976.00 |
| | 23 | $615.00 | $14,145.00 |
| | 7 | $424.00 | $2,968.00 |
| July | 25 | $615.00 | $15,375.00 |
| | 6 | $424.00 | $2,544.00 |
| August | 19 | $424.00 | $8,056.00 |
| September | 0 | | $0.00 |
| October | 0 | | $0.00 |
| November | 30 | $615.00 | $18,450.00 |
| | 1 | $551.00 | $551.00 |
| | 2 | $488.00 | $976.00 |
| | 5 | $424.00 | $2,120.00 |
| December | 6 | $615.00 | $3,690.00 |
| | 2 | $488.00 | $976.00 |
| | 3 | $424.00 | $1,272.00 |
| Total | 137 | | $75,789.00 |

**Notes:**
The first billing for this charge occurred on 5/18/06 against a FedNav vessel
The first three charges went against FedNav vessels
FedNav appears to have received the largest number of this charge (85%)

| Companies | Billed Trips | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | Aegean | Celtic | Colley M/S | FedNav | Gresco | Gibson | Inchcape | Laden Marit | Mont Shpg | Navitrans | Reford | Scandia | Total |
| Apr | | | | | | | | | | | | | |
| May | | | | 4 | 2 | | | | | | | | 6 |
| June | 1 | 1 | 3 | 13 | 3 | | 3 | | 2 | 2 | 4 | | 32 |
| July | | | 1 | 18 | 3 | 1 | 2 | 1 | 1 | | 4 | | 31 |
| Aug | | | 2 | 7 | 3 | | 3 | 1 | | | 3 | | 19 |
| SEP | | | | | | | | | | | | | 0 |
| OCT | | | | | | | | | | | | | 0 |
| NOV | 1 | | 5 | 16 | 2 | 2 | 5 | | | 1 | 5 | 1 | 38 |
| DEC | | | 1 | 5 | | | 2 | | | | 3 | | 11 |
| TOTAL | 2 | 1 | 12 | 63 | 13 | 3 | 15 | 2 | 3 | 3 | 19 | 1 | 137 |

ENCLOSURE(3)

# I - 2007 OVERCARRIAGE; CARRIED BEYOND STATION CHARGES

| Month | Count | Charge | Total Fee |
|---|---|---|---|
| April | 6 | $520.00 | $3,120.00 |
| | 3 | $598.00 | $1,794.00 |
| | 23 | $754.00 | $17,342.00 |
| | | | |
| May | 5 | $520.00 | $2,600.00 |
| | 1 | $598.00 | $598.00 |
| | 20 | $754.00 | $15,080.00 |
| | | | |
| June | 7 | $520.00 | $3,640.00 |
| | 1 | $598.00 | $598.00 |
| | 19 | $754.00 | $14,326.00 |
| | | | |
| July | 10 | $520.00 | $5,200.00 |
| | 1 | $598.00 | $598.00 |
| | 10 | $754.00 | $7,540.00 |
| | | | |
| August | 11 | $520.00 | $5,720.00 |
| | 1 | $598.00 | $598.00 |
| | 14 | $754.00 | $10,556.00 |
| | | | |
| September | 8 | $520.00 | $4,160.00 |
| | 2 | $598.00 | $1,196.00 |
| | 19 | $754.00 | $14,326.00 |
| | | | |
| October | 6 | $520.00 | $3,120.00 |
| | 3 | $598.00 | $1,794.00 |
| | 18 | $754.00 | $13,572.00 |
| | | | |
| November | 14 | $520.00 | $7,280.00 |
| | 3 | $598.00 | $1,794.00 |
| | 14 | $754.00 | $10,556.00 |
| | | | |
| December | 5 | $520.00 | $2,600.00 |
| | 3 | $598.00 | $1,794.00 |
| | 3 | $754.00 | $2,262.00 |
| **Total** | **230** | | **$153,764.00** |

## II - 2006 Transportation, Lodging & Subsistance Overcharges ** SEE VOL #2 for SUPPORTING DOCUMENTATION **

| | # Transp Charges | Transp Rate | Transportation | # Hotel Charges | Hotel Rate | Hotel | # Sub Charges | Subsistence | Monthly Totals |
|---|---|---|---|---|---|---|---|---|---|
| March 06 | 14 | $85.00 | $1,190.00 | | | | | | |
| | 2 | $60.00 | $120.00 | | | | | | |
| **March Totals** | **16** | | **$1,310.00** | | | **$0.00** | | **$0.00** | **$1,310.00** |
| April 06 | 50 | $40.00 | $2,000.00 | 2 | $75.00 | $150.00 | 3 | $120.00 | |
| | 44 | $85.00 | $3,740.00 | 4 | $70.00 | $280.00 | | | |
| | 10 | $70.00 | $700.00 | 2 | $65.00 | $130.00 | | | |
| | 9 | $35.00 | $315.00 | | | | | | |
| | 7 | $50.00 | $350.00 | | | | | | |
| | 6 | $95.00 | $570.00 | | | | | | |
| | 6 | $60.00 | $360.00 | | | | | | |
| | 3 | $75.00 | $225.00 | | | | | | |
| | 3 | $65.00 | $195.00 | | | | | | |
| **April Totals** | **138** | | **$8,455.00** | **8** | | **$560.00** | **3** | **$120.00** | **$9,135.00** |
| May 06 | 57 | $40.00 | $2,280.00 | 4 | $70.00 | $280.00 | | | |
| | 37 | $85.00 | $3,145.00 | | | | | | |
| | 9 | $70.00 | $630.00 | | | | | | |
| | 6 | $60.00 | $360.00 | | | | | | |
| | 3 | $95.00 | $285.00 | | | | | | |
| | 1 | $90.00 | $90.00 | | | | | | |
| | 1 | $75.00 | $75.00 | | | | | | |
| | 1 | $50.00 | $50.00 | | | | | | |
| | 1 | $20.00 | $20.00 | | | | | | |
| **May Totals** | **116** | | **$6,935.00** | **4** | | **$280.00** | | **$0.00** | **$7,215.00** |
| June 06 | 39 | $85.00 | $3,315.00 | 2 | $70.00 | $140.00 | 1 | $40.00 | |
| | 49 | $40.00 | $1,960.00 | | | | | | |
| | 7 | $70.00 | $490.00 | | | | | | |
| | 6 | $60.00 | $360.00 | | | | | | |
| | 3 | $95.00 | $285.00 | | | | | | |
| | 3 | $50.00 | $150.00 | | | | | | |
| | 1 | $150.00 | $150.00 | | | | | | |
| | 2 | $65.00 | $130.00 | | | | | | |
| | 1 | $80.00 | $80.00 | | | | | | |
| | 1 | $75.00 | $75.00 | | | | | | |
| **June Totals** | **112** | | **$6,995.00** | **2** | | **$140.00** | **1** | **$40.00** | **$7,175.00** |
| July 06 | 27 | $85.00 | $2,295.00 | 1 | $75.00 | $75.00 | | | |
| | 46 | $40.00 | $1,840.00 | 1 | $70.00 | $70.00 | | | |
| | 29 | $50.00 | $1,450.00 | | | | | | |
| | 14 | $95.00 | $1,330.00 | | | | | | |
| | 8 | $60.00 | $480.00 | | | | | | |
| | 4 | $75.00 | $300.00 | | | | | | |
| | 3 | $70.00 | $210.00 | | | | | | |
| | 3 | $65.00 | $195.00 | | | | | | |
| **July Totals** | **134** | | **$8,100.00** | **2** | | **$145.00** | | **$0.00** | **$8,245.00** |
| August 06 | 33 | $95.00 | $3,135.00 | 1 | $75.00 | $75.00 | | | |
| | 60 | $50.00 | $3,000.00 | | | | | | |

ENCLOSURE(4)

## II - 2006 Transportation, Lodging & Subsistance Overcharges ** SEE VOL #2 for SUPPORTING DOCUMENTATION **

| | # Transp Charges | Transp Rate | Transportation | # Hotel Charges | Hotel Rate | Hotel | # Sub Charges | Subsistence | Monthly Totals |
|---|---|---|---|---|---|---|---|---|---|
| | 5 | $80.00 | $400.00 | | | | | | |
| | 5 | $65.00 | $325.00 | | | | | | |
| | 3 | $70.00 | $210.00 | | | | | | |
| | 2 | $75.00 | $150.00 | | | | | | |
| **August Totals** | **108** | | **$7,220.00** | **1** | | **$75.00** | | **$0.00** | **$7,295.00** |
| | | | | | | | | | |
| September 06 | 42 | $95.00 | $3,990.00 | | | | | | |
| | 66 | $50.00 | $3,300.00 | | | | | | |
| | 5 | $75.00 | $375.00 | | | | | | |
| | 4 | $65.00 | $260.00 | | | | | | |
| | 3 | $70.00 | $210.00 | | | | | | |
| | 1 | $60.00 | $60.00 | | | | | | |
| **Sept Totals** | **121** | | **$8,195.00** | | | **$0.00** | | **$0.00** | **$8,195.00** |
| | | | | | | | | | |
| October 06 | 52 | $95.00 | $4,940.00 | 2 | $70.00 | $140.00 | | | |
| | 60 | $50.00 | $3,000.00 | 1 | $85.00 | $85.00 | | | |
| | 7 | $75.00 | $525.00 | 1 | $75.00 | $75.00 | | | |
| | 8 | $60.00 | $480.00 | | | | | | |
| | 6 | $70.00 | $420.00 | | | | | | |
| | 4 | $65.00 | $260.00 | | | | | | |
| | 1 | $220.00 | $220.00 | | | | | | |
| | 1 | $85.00 | $85.00 | | | | | | |
| | 1 | $40.00 | $40.00 | | | | | | |
| **Oct Totals** | **140** | | **$9,970.00** | **4** | | **$300.00** | | **$0.00** | **$10,270.00** |
| | | | | | | | | | |
| November 06 | 61 | $95.00 | $5,795.00 | | | | | | |
| | 61 | $50.00 | $3,050.00 | | | | | | |
| | 13 | $65.00 | $845.00 | | | | | | |
| | 5 | $75.00 | $375.00 | | | | | | |
| | 4 | $70.00 | $280.00 | | | | | | |
| | 1 | $190.00 | $190.00 | | | | | | |
| | 2 | $60.00 | $120.00 | | | | | | |
| **Nov Totals** | **147** | | **$10,655.00** | **0** | | **$0.00** | | **$0.00** | **$10,655.00** |
| | | | | | | | | | |
| December 06 | 38 | $50.00 | $1,900.00 | | | | | | |
| | 18 | $95.00 | $1,710.00 | | | | | | |
| | 6 | $70.00 | $420.00 | | | | | | |
| | 4 | $65.00 | $260.00 | | | | | | |
| | 1 | $60.00 | $60.00 | | | | | | |
| | 1 | $75.00 | $75.00 | | | | | | |
| **Dec Totals** | **68** | | **$4,425.00** | **0** | | **$0.00** | | **$0.00** | **$4,425.00** |
| | | | | | | | | | |
| **Category Totals** | **1,100** | | **$72,260.00** | **21** | | **$1,500.00** | **4** | **$160.00** | **$73,920.00** |

***Note: Cancellation job transportation not included or invoices where full refund required***

See Transportation Book for Details *

## II - 2007 Transportation Overcharges

| | # Transp Charges | Transp Rate | Transportation |
|---|---|---|---|
| April 07 | 38 | $50.00 | $1,900.00 |
| | 2 | $60.00 | $100.00 |
| | 3 | $70.00 | $180.00 |
| | 8 | $90.00 | $560.00 |
| | 14 | $95.00 | $1,260.00 |
| | 7 | $105.00 | $665.00 |
| **2007 Totals** | **72** | | **$4,665.00** |

**Transportation charges stopped 4/25/07**

| | |
|---|---|
| **2006 Totals** | $73,920.00 |
| **2007 Totals** | $4,665.00 |
| **Grand Total** | **$78,585.00** |

***Note: Cancellation job transportation not included or invoices where full refund required***