

**ASSOCIATED BRANCH PILOTS OF THE  
PORT OF NEW ORLEANS**

**TARIFF  
Effective January 1, 2018**

The said Associated Branch Pilots of the Port of New Orleans (“Bar Pilots”) shall be entitled to ask and receive the following fees, charges, and surcharges for their pilotage services effective January 01, 2018, except as otherwise provided herein, pursuant to LSA-R.S. 34:954, 1121 and 1122.

**Pilotage Fees:**

\$63.63 per foot of water drawn in fresh water by vessels piloted by them provided that should any vessel have a draft of 20 feet or less, the pilotage charge shall be \$1,272.67, which shall be the minimum charge for such service. Draft charges shall be calculated to the nearest inch.

**Tonnage Fees:**

The said Bar Pilots shall also be entitled to demand and receive from every vessel subject to pilotage in the above paragraph, an additional charge based on the greater deadweight tonnage listed in Lloyd’s Register, as follows:

\$248.09 for vessels of at least 21,000 deadweight tons with increments of \$30.06 for each 1,000 deadweight tons in excess of 21,000 deadweight tons up to 60,000 deadweight tons and **\$36.52** for each 1,000 deadweight tons in excess of 60,000 deadweight tons.

**Boat Service:**

Boat service charges for embarking or disembarking a pilot shall be paid by the vessel.

**Detention Charge:**

In the event a pilot is detained for any cause more than one (1) hour, a detention charge shall apply thereafter, up to and including the fourth hour, and be paid per hour, or fraction thereof, at an hourly rate of \$289.12; and after the fourth hour, the detention charge shall be \$493.15 per hour, or fraction thereof.

### **Three-Hour Notice Charge:**

Pilot services shall be ordered for outbound vessels at least three hours in advance, and pilots shall report aboard the vessel at the time ordered. Whenever a pilot is ordered with less than three hours notice, a charge of \$274.00 shall apply unless the order is canceled before the Pilot is en route.

Vessels inbound to Southwest Pass or the Mississippi River-Gulf Outlet from another Gulf port shall provide an ETA to the Bar Pilots upon the vessel's outbound crossing of the bar at the other Gulf port. Vessels inbound from ports outside the Gulf shall provide ETA's 24 hours in advance. If an ETA changes by more than two hours, the Bar Pilots shall be advised at least 6 hours prior to the original ETA or the vessel's arrival, whichever is earlier. ETA's given as "A.M." shall be assumed to be 0600 local time; ETA's given as "P.M." shall be assumed to be 1800 local time. A vessel or the vessel's agent can revise the vessel's original ETA as often as necessary as long as the 6-hour rule is followed.

All ETA's and revised ETA's must be given in local time.

ETA's and revised ETA's should be sent via email to the Bar Pilots' offices at the following email address: **ops@barpilot.com** or faxed to the Bar Pilots' offices at the following fax numbers:

VENICE FAX -- (504) 522-7929 -- 24 HOURS

ETA's and revised ETA's may also be provided by telephone to the Bar Pilots at (504) 524-3474.

Vessels arriving at Southwest Pass or the Mississippi River-Gulf Outlet without an ETA will have the option of waiting its turn for a pilot or having a pilot dispatched immediately. The Bar Pilots will advise the vessel or the vessel's agent of the expected wait time. Vessels without an ETA requesting immediate pilotage service will pay a surcharge of \$1,761.02 in addition to all other applicable charges in the tariff.

Vessels providing ETA's and revised ETA's as per the above paragraphs but arriving more than two hours before their ETA or revised ETA shall have the option of having a pilot dispatched immediately and paying the surcharge in the above paragraph, or waiting for a pilot to be dispatched for the vessel's original or latest revised ETA.

Vessels ordering pilots for South Pass or the Mississippi River-Gulf Outlet and providing ETA's as per the above paragraphs but arriving more than two hours after their ETA or revised ETA shall pay a detention charge per hour at the applicable detention rate up to the maximums as stated in the above paragraphs. Detention charges begin after the second hour past the ETA or revised ETA.

Vessels ordering pilots for Southwest Pass and arriving between two and four hours after their ETA or revised ETA shall pay a detention charge at the applicable rate for up to two hours. Vessels arriving more than four hours after their ETA or revised ETA shall have the option of paying a detention charge up to the maximums referenced above and a pilot will be immediately dispatched, or paying for two hours of detention and a pilot will be dispatched when available. The Bar Pilots will advise the vessel or the vessel's agent of the expected wait time.

Local agents for vessels incurring charges hereunder shall be so advised by the Bar Pilots via FAX or email within one working day of the vessel's arrival. Local agents shall not be responsible for charges hereunder if a vessel cancels its call before pilot services are rendered.

### **Carrying Pilot out to Sea Charge:**

If through the fault or request of the master or owner, any vessel carries the pilot to sea when a boat is attending to receive him, or if the pilot is taken to sea for the convenience or safety or preservation of the vessel under severe weather conditions during which a boat is not attending to receive him, the master or owner shall, in addition to the pilotage charges fixed herein, pay the sum of \$3,829.07 per day or fraction thereof, until the pilot is returned to the Port of New Orleans, Louisiana, and pay for first-class accommodations of the pilot and first-class transportation and expenses for the return of the pilot to the Port of New Orleans, Louisiana.

### **Communication Charge:**

All vessels incurring regular pilotage charges shall pay a \$3.00 communication charge.

### **Surcharges:**

#### **1. Capital Improvement Surcharge:**

The said Bar Pilots shall also be entitled to demand and receive, from every vessel subject to pilotage, a capital surcharge of \$75.00 per vessel, per turn. This charge shall be in addition to all charges stated above and will become effective July 1, 2003 and remain in effect until otherwise revised and/or modified by Louisiana Pilotage Fee Commission order.

#### **2. Pension Surcharge:**

The said Bar Pilots shall also be entitled to demand and receive, from every vessel, per turn, subject to pilotage, a pension surcharge in the form of mills per DWT. The pension surcharge will become effective January 01, 2018 and will be

11.50 mills per DWT per vessel, per turn for the first quarter of 2018. The pension surcharge shall be adjusted quarterly as provided herein. Prior to the end of each quarter, the pension surcharge will be adjusted based upon actual and projected pension costs plus the cost to administer the pension surcharge funds divided by the total forecasted DWT's for the vessels to be piloted in the next quarter. This charge will be in addition to all charges stated herein.

**3. Vessel Traffic Service (VTS) Surcharge:**

The said Bar Pilots shall also be entitled to demand and receive from every vessel subject to pilotage, a VTS surcharge in the form of mills per DWT, per turn of that vessel. The VTS surcharge shall become effective in two phases. Effective April 1, 2000, the VTS surcharge shall be 3.02 mills per DWT. Upon the commencement of the operations of the VTS Center, the VTS surcharge shall be 3.92 mills per DWT, subject to adjustment annually on 1 July of each year beginning 1 July 2000 due to the escalation of the Bar Pilots' compensation by the ATRAM as provided in LPSC Order No. T-23689. The continued charging of the VTS surcharge shall be subject to the conditions as set forth in Louisiana Public Service Commission Order No. T-23689. The Bar Pilots are not currently collecting this surcharge due to VTS not being in operation along our route.

**4. Katrina Related Pilot Station Construction and Loss Fund:**

This surcharge shall become effective August 1, 2006 and remain in effect until otherwise revised and/or modified, subject to true-up and audit, pursuant to the order issued by the Louisiana Pilotage Fee Commission on July 20, 2006 under order number P-06003. The said Bar Pilots shall also be entitled to demand and receive from every vessel subject to pilotage, a Katrina Related Pilot Station Construction and Loss Fund surcharge of \$34.00 per vessel, per turn.

**5. Southwest Pass Pilot Station Renovations Surcharge:**

This surcharge shall become effective October 01, 2015 and remain in effect until otherwise revised and/or modified, subject to true-up and audit, pursuant to the order issued by the Louisiana Pilotage Fee Commission on October 01, 2015 under order number P15-007. The said Bar Pilots shall also be entitled to demand and receive, from every vessel subject to pilotage, a Southwest Pass Pilot Station Renovations Surcharge of \$84.00 per vessel, per turn.

## **Collections for Pilotage Fee Commission Funding:**

### **1. Louisiana Pilotage Fee Commission Funding Surcharge**

The said Bar Pilots shall demand and receive from every vessel subject to pilotage, a pass-through fee of \$27.00 per vessel, per turn, to be disbursed to the Louisiana Pilotage Fee Commission upon collection by the Bar Pilots. This pass-through fee is to provide funding to the Louisiana Pilotage Fee Commission and does not serve as income to the Bar Pilots.

## **Miscellaneous:**

### **1. Refusal of Pilot Services:**

When pilot services are timely offered and refused, said vessel shall pay such charge.

### **2. Vessels Requiring Pilots:**

Vessels of one hundred tons or under, lawfully engaged in coastwise trade of the United States, shall not be required to take a pilot, unless the master of such vessel demands pilot services.

### **3. Special Services:**

Bar Pilots shall be entitled to enter into agreements with the Masters and Owners of ships, or their representatives, for special services that are not described herein, and for which fees are not provided herein, and the hire of boats and equipment, at such rates and for such sums as may be agreed upon between them as provided in LSA-R.S. 34:954.

### **4. Credit Policy:**

An account shall remain on a cash basis with all fees and charges due upon completion of pilotage services until a history of paying invoices for pilotage services has been established. The Associated Branch Pilots of the Port of New Orleans shall have a lien and privilege upon any vessel for which pilot services were provided by a Bar Pilot for non-payment of pilotage fees, charges and surcharges as provided in LSA-R.S. 34:964.

**5. Compliance with LSA-R.S. 34:1122:**

The increases in pilotage fees and rates set forth herein have been approved by the Louisiana Public Service Commission pursuant to Order No. T-23689 dated September 21, 1999, sitting as the Fee Commission pursuant to LSA-R.S. 34:1121(C) and 1122(D), after giving due regard to the factors set forth in LSA-R.S. 34:1122.

The tariff shall remain in effect until otherwise amended and/or revised by the appropriate regulatory body. This limitation, however, does not intend to preclude the historical practice of the Bar Pilots from seeking approval from the appropriate regulatory body of the recovery of expenses incurred due to *force majeure* events.