

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

TARIFF

Effective January 01, 2024

The Associated Branch Pilots of the Port of New Orleans (“Bar Pilots”) shall be entitled to demand and receive the following fees, charges, and surcharges for their pilotage services effective January 01, 2024, except as otherwise provided herein, pursuant to LA R.S. 34:954, 1121 and 1122.

A. Draft Fees:

Per foot, deepest freshwater draft:.....**\$64.22**
Minimum draft charge:..... **\$1,284.41**
The minimum draft charge applies to any vessel with a draft of 20 feet or less. Draft is calculated to the nearest inch.

B. Tonnage Fees:

A charge based upon on the greater deadweight tonnage (“DWT”) listed in Lloyd’s Register (or equivalent), as follows:
Under 21,000 DWT**\$0.00**
21,000 DWT**\$250.35**
Each 1,000 DWT in Excess of 21,000 DWT up to 60,000 DWT**\$30.34**
Each 1,000 DWT in Excess of 60,000 DWT.....**\$36.83**

C. Levelized Expense Mechanism (“LEM”):

A per turn charge to cover the costs and expenses of the Bar Pilots as provided in La RS 34:1122 B.(1). The LEM is subject to periodic adjustment by the Bar Pilots.
Per Vessel, Per Turn **\$1,400.00**

D. Boat Service:

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

E. Detention Charge:

In the event a pilot is detained for any cause the following per hour detention charges shall apply in addition to all other fees and charges stated in this tariff.
First Hour**\$0.00**
Each hour, or fraction thereof, after the first hour, per hour**\$750.00**

F. Estimated Times of Arrival (ETAs):

1. Vessel Reporting

ETAs and revised ETAs for both inbound and outbound vessels shall be submitted to the Bar Pilots by entry into the Bar Pilots’ Agent Reporting Portal (ARP). Vessels and their agents should not have any expectation that the Bar Pilots will receive ETAs from any other source.

An agent needing access to and training for ARP should submit the request to:
arp@barpilot.com

ETAs and revised ETAs may be submitted to the Bar Pilots via email, fax, and telephone only in emergency situations or under extenuating circumstances. In such cases, the ETA and/or revised ETA should be sent via email to the Bar Pilots' offices at the following email address: **operations@barpilot.com** or faxed to the Bar Pilots' offices at the following fax number:

Venice Dispatcher (24 Hours)

Fax: (504) 522-7929

Telephone: (504) 524-3474

All ETAs and revised ETAs must be given in local time. ETAs given as only "A.M." shall be assumed to be 0600 local time; ETAs given as only "P.M." shall be assumed to be 1800 local time.

2. Early And Late Arrival Charges

A. Reporting Requirements

Pilot services shall be ordered for outbound vessels from the Pilottown Anchorage at least three hours in advance. Whenever a pilot is ordered with less than three hours' notice for an outbound vessel, a charge shall apply unless the order is canceled before the Pilot is *en route*.

Vessels inbound to Southwest Pass from another Gulf port shall provide an ETA to the Bar Pilots no later than upon the vessel's outbound crossing of the bar at the other Gulf port but in no case less than six hours prior to arrival at Southwest Pass.

Vessels inbound from ports outside the Gulf shall provide ETAs at least 24 hours in advance.

If an ETA changes by more than \pm two (2) hours, the Bar Pilots shall be advised at least six (6) hours prior to the original ETA or the vessel's arrival, whichever is earlier. A vessel or the vessel's agent can revise the vessel's original ETA in ARP as often as necessary as long as the 6-hour rule is followed.

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B. Early / Late Charges

(In addition to all other fees, charges, and surcharges.)

<u>Description</u>	<u>Charge</u>
1) Less than 3 hours' notice for outbound vessel	\$319.79
2) Arriving at Southwest Pass without an ETA – Immediate Service*	\$2,055.31
3) Arriving at Southwest Pass 2+ Hours before ETA**	\$2,055.31
4) Arriving at Southwest Pass between 2 & 4 hours late, per hour or fraction thereof, with a maximum of two hours	\$750.00
5) Arriving at Southwest Pass between 4+ hours late, per hour or fraction thereof, with a minimum of 2 hours.***	\$750.00

* A vessel has the option for waiting its turn for a pilot and avoiding this fee (the Bar Pilots will advise the vessel or the vessel's agent of the expected wait time).

** A vessel has the option for waiting its turn based upon its original or latest revised ETA for a pilot and avoiding this fee.

***A vessel has the option for paying for only two hours of detention as in (4) and waiting its turn for a pilot and avoiding this additional charge (5).

Local agents for vessels incurring charges hereunder will be so advised by the Bar Pilots via email within one business 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.

G. Carrying Pilot Out to Sea Charge:

If for any of the below reasons, a pilot is carried to sea, then the master or owner shall, in addition to the other charges herein, pay the charges and reimbursements for carrying a pilot to sea.

1. Through the fault or request of the vessel, master, crew, or owner;
2. For the convenience, safety, or preservation of the vessel;
3. For the safety or preservation of the boat intending to receive the pilot;
4. For the safety of the pilot or the crew of the boat intending to receive the pilot; or
5. Weather or sea conditions that, in the discretion of the pilot, present a hazard to the pilot, the vessel, or the boat intending to receive the pilot.

The charges and reimbursements for carrying a pilot to sea include the following:

- a) The daily base charge noted below per day, or fraction thereof, until the pilot is returned to the Port of New Orleans, Louisiana;
- b) Reimbursement of all travel costs, including the costs for first-class accommodations of the pilot and first-class transportation; and
- c) Reimbursement of all other expenses and costs for the return of the pilot to the Port of New Orleans, Louisiana.

Carrying Pilot Out to Sea Daily (or Fraction Thereof) Base Charge **\$4,468.94**

H. Surcharges:

The Bar Pilots shall also be entitled to demand and receive from every vessel subject to pilotage, and in addition to all other charges and fees stated in this tariff, the following per turn surcharges:

1. Capital Improvement Surcharge:

A capital surcharge per vessel, per turn, effective December 1, 2019, and remaining in effect until otherwise revised and/or modified by Louisiana Pilotage Fee Commission order.

Capital Surcharge\$25.00

2. Pension Surcharge:

A pension surcharge per vessel, per turn in the form of mills per DWT. The pension surcharge shall be adjusted quarterly as provided herein. Prior to the end of each quarter, the pension surcharge will be adjusted by the Bar Pilots based upon actual and projected pension costs plus the costs to administer the pension surcharge funds divided by the total forecasted DWTs for the vessels to be piloted in the next quarter.

Pension Surcharge in Mills per DWT for the 1st quarter of 2024.....\$19.00

3. Southwest Pass Pilot Station Renovations Surcharge:

A Southwest Pass Pilot Station Renovations Surcharge per vessel, per turn. 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.

Southwest Pass Pilot Station Renovations Surcharge\$72.00

I. Collections for Pilotage Fee Commission Funding:

The Bar Pilots shall also be entitled to demand and receive from every vessel subject to pilotage, and in addition to all other charges and fees stated in this tariff, the following per turn pass through collections:

1. Louisiana Pilotage Fee Commission Funding Surcharge:

A pass-through fee per vessel, per turn to provide funding for the Louisiana Pilotage Fee Commission. This surcharge is disbursed to the Louisiana Pilotage Fee Commission upon collection by the Bar Pilots and does not serve as income to the Bar Pilots. This surcharge is revised periodically by the Louisiana Pilotage Fee Commission.

Louisiana Pilotage Fee Commission Funding Surcharge.....\$75.00

J. 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 LA-R.S. 34:954.

4. Credit Policy:

An account shall remain on a cash basis with all fees and charges due prior to the provision of pilotage services until a history of paying invoices for pilotage services, as deemed acceptable to the Bar Pilots, has been established and is maintained. The Bar Pilots maintain the option of revoking credit to any agent and/or vessel that is delinquent in its payment.

The Associated Branch Pilots of the Port of New Orleans shall have a lien and privilege upon any vessel for which pilot services are provided by a Bar Pilot for non-payment of pilotage fees, charges, and surcharges as provided in LA-R.S. 34:964.

5. Compliance with LA-R.S. 34:1122:

This tariff is pursuant to Louisiana Pilotage Fee Commission Order P22-003 effective June 22, 2023, Louisiana Pilotage Fee Commission Order P15-007 issued October 01, 2015; and Louisiana Public Service Commission Order T-23689 issued on September 21, 1999, and applicable Louisiana Pilotage Fee Commission Orders related to the funding surcharge.

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.