



New Orleans – Baton Rouge Steamship Pilots Association (“NOBRA”)
2805 Harvard Avenue, Suite 102
Metairie, Louisiana 70006
Telephone: (504) 832-1199 · Facsimile: (504) 455-4328

NOBRA VESSEL TARIFF – *SHORT FORM*

Draft (minimum draft 20')	\$116.82
Detention – per hour	\$780.53
Shifting	
A. Between mile 104.0 - 127.9	\$1,270.78
B. Between mile 128.0 - 201.6	\$1,406.31
C. Between mile 201.7 - 233.9	\$1,270.78
Tonnage	
A. Vessels of at least 21,000 dwt Plus	\$257.83
B. Vessels greater than 21,000 dwt, but less than 60,000 dwt	\$49.39
C. Vessels greater than or equal to 60,000 dwt	\$56.25
Dock, Undock, Head down, and Turning	
A. Vessels less than 300 feet length over all	\$653.39
B. Vessels between 300 and 599 feet	\$710.40
C. Vessels at least 600 feet	\$793.84
Discharge	\$2,289.56
Mileage	
A. Vessels less than 21,000 dwt	\$27.35
B. Vessels between 21,000 and 59,999 dwt	\$32.18
C. Vessels greater than or equal to 60,000 dwt	\$37.01
Head Down	\$192.03
Compass Adjusting	\$192.03
Communication Charge	\$11.43



**New Orleans – Baton Rouge Steamship Pilots Association (“NOBRA”)
2805 Harvard Avenue, Suite 102
Metairie, Louisiana 70006
Telephone: (504) 832-1199 · Facsimile: (504) 455-4328**

NOBRA VESSEL TARIFF¹

Draft:

The pilots shall be entitled to ask and receive a pilotage fee per foot of water drawn by the vessels piloted by them up or down the Mississippi River as follows:

Between the Port of New Orleans and all intermediate ports to and including the Port of Baton Rouge **\$116.82** per draft foot: Minimum draft - 20 Ft.

Pilot assignments taking 8 hours or more, but less than 12 hours – Regular draft charge plus an extra ½ pilotage charge.

Pilot assignments taking 12 hours or more – Regular draft charge plus an extra pilotage charge.

Pilot assignments taking 24 hours or more, shall be charged an additional pilotage charge for each 12 hour period over 24 hours.

Tonnage:

The pilots shall also be entitled to ask and receive, from every vessel subject to pilotage as outlined above, an additional charge based on the greater deadweight tonnage listed in Lloyd's Register, as follows:

¹ Louisiana Pilotage Fee Commission, Docket No.: P22-005, effective January 1, 2024.

\$257.83 for vessels of at least 21,000 deadweight tons with increments of \$49.39 for each 1,000 deadweight tons in excess of 21,000 deadweight tons and less than 60,000 tons and \$56.25 for each 1,000 deadweight tons greater than or equal 60,000 deadweight tons.

Mileage:

The pilots shall also be entitled to ask and receive, from every vessel subject to pilotage as outlined above, an additional charge based on the greater deadweight tonnage listed in Lloyd's Register, as follows:

\$27.35 per mile for vessels less than 21,000 deadweight tons; \$32.18 per mile for vessels of 21,000 deadweight tons to at least 59,999 deadweight tons; and \$37.01 per mile for vessels greater than or equal to 60,000 deadweight tons:

Shifting:

Docks to anchor, anchor to docks, or dock to dock: \$1,270.78 (*except as provided below*).

Within the river area between and including Taft, Louisiana, to St. Gabriel, Louisiana, docks to anchor, anchor to docks, or dock to dock: \$1,406.31.

Whenever a vessel is required to standby because the berth is occupied or because line handlers or tugs are not available, a shifting fee, in addition to the applicable detention, will be charged.

Dead ships piloted between New Orleans and Baton Rouge, or vice versa, or any intermediate points, shall be charged two pilotages.

Dead ships to be shifted shall be charged twice the applicable shifting or docking, undocking fee.

Dead ships which are docked, undocked or turning shall be charged twice the applicable fee.

Docking, Undocking, and Turning Vessels:

An additional fee based on the vessels' overall length listed in the Lloyd's Register as follows:

Under 300 feet length over all	<u>\$653.39.</u>
300 feet to 599 feet length over all	<u>\$710.40.</u>
600 feet and over length over all	<u>\$793.84.</u>

Vessels shall be charged docking and undocking fees whenever vessels are shifted or moored or unmoored at a mooring facility; or whenever vessels use prescribed anchorages for cargo operations.

Docking or undocking ships head down, an additional, \$192.03.

Compass adjusting \$192.03.

Supplemental Charges:

The pilots shall be entitled to ask and receive pilotage fees for special services. The following non-exclusive list of vessels may be classified as special services:

1. a vessel aground;
2. a vessel requiring a NOBRA pilot on board while at anchor;
3. any vessel identified as a High Interest Vessel by the United States Coast Guard, any federal authority, any state authority, and/or NOBRA;
4. a vessel carrying munitions;
5. a vessel transporting radioactive materials;
6. a vessel with deficiencies as reported by the master to the pilot and consistent with federal regulations;²
7. a vessel with security concerns;
8. a vessel moored in a non-conventional manner;
9. a vessel operating to or from new or recently modified-construction facilities, docks, or mooring systems;
10. a vessel being moved "dead ship";
11. a vessel requiring the simultaneous utilization of two or more pilots; and
12. a vessel entering into a special agreement with NOBRA pursuant to La. R.S. 34:1123.

A vessel operating under the classification of special services shall be charged a full pilotage every six hours or fraction thereof. The rate of a second or more pilots shall be equal to the first pilot. Transportation and launch service shall be paid by the vessel when such exchange of pilots is made.

Pilots working under the classification of special services shall not be detained aboard a vessel more than six hours.

NOBRA shall recover all rates, fees, and costs billed as special services. Special services shall not be included in any calculations utilized to determine target average annual pilot compensation. Special services shall be supplemental charges.

Detention and Discharge:

Detention:

Detention shall be **\$780.53** per hour or any fraction thereof. The detention fee will be assessed beginning sixty (60) minutes after the first line from the ship is completed and will also be assessed in all other instances of a pilot being detained for reasons such as, but not limited to: waiting on tugs or linemen, waiting on paperwork, fog, etc.

² See 33 C.F.R. § 164.

Discharge:

Discharge will be **\$2,289.56** as a flat rate for discharging a pilot.

For vessels in berth or in an anchorage, pilots shall be required to standby up to four (4) hours from the time ordered or the time the pilot arrives aboard the berthed vessel or, in the case of an anchored vessel, the time the pilot arrives at the appropriate launch site, whichever is later, unless discharged earlier by the vessel's master or agent.

For vessels in berth or in an anchorage within the Baton Rouge harbor, the above provisions shall apply except the maximum required standby time shall be two (2) hours.

Nothing contained herein shall prevent a pilot from standby for more than the maximums set out above, in which case, detention shall be paid at the rates set out above.

NOBRA shall recover all rates, fees, and costs billed as detention and discharge. Detention and discharge shall not be included in any calculations utilized to determine target average annual pilot compensation. Detention and discharge shall be supplemental charges.

Miscellaneous Provisions:

Transportation costs to or from vessel at outlying points as per tariff and boat service to and from vessel at anchor or under-way shall be borne by the vessel.

Vessels subject to pilotage fees shall be any vessel moving from a point between Baton Rouge and New Orleans.

These charges shall be paid by every vessel subject to pilotage navigating between the Port of New Orleans and Baton Rouge and intermediate ports; provided that should any vessel have a draft of less than twenty (20) feet, the pilotage charge shall be computed on a twenty (20) ft. draft. When pilot services are timely offered and refused, the vessel shall pay the charges nevertheless.

The New Orleans-Baton Rouge Steamship Pilots Association or its members may enter into agreements with the masters or owners of ships and vessels, agents representing masters or owners of ships and vessels, or other affected entities or their representatives pertaining to pilotage rates, including but not limited to: tasks requiring assignments of more than one pilot simultaneously; requests for the assignment of a pilot or pilots to a vessel during those periods when all the duty pilots have assignments, or have not received proper rest; a change in a vessel's original ordered destination is requested; or for special services and for the hire of boats and equipment for such rates and for such sums as may be agreed between them, when such agreements are navigationally safe.

The pilotage fee shall bear as a lien upon the vessel, which lien shall prescribe within one year, should the vessel return to the Port of New Orleans within that time.

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

All vessels incurring a regular pilotage fee shall pay a **\$11.43** communications charge.

All vessels subject to a pilotage fee shall pay a pension surcharge in the form of mills per DWT based on each vessel's greater DWT as listed in Lloyd's Register. This surcharge is subject to adjustment quarterly, based upon actual and projected costs as determined by the Board of Directors or its agent. The current pension surcharge mills rate is: **0.041200**.

This tariff shall be increased annually to include the applicable annual Cost of Living Adjustment ("COLA") based on the five-year rolling average of the Consumer Price Index - South Urban Area ("CPI"). The COLA mechanism shall increase the prior year's target compensation per pilot by the five-year rolling average CPI calculated as of July 1st for implementation on the following January 1st.

NOBRA shall utilize a quarterly operating expense adjustment and recovery mechanism, subject to true-up for both shipping volume and amounts of expenses incurred to prevent over/under recovery. This component of the revenue requirement will not be included in the calculation of tariff rates/revenue to be generated by tariffs but will instead be calculated and billed as a separate surcharge designed to match actual recoverable expenses paid to expense amounts recovered, and which will result in the amount of expenses paid equaling the amount recovered, over time. The operating expense surcharge will be adjusted in the first month after the end of each calendar quarter (*i.e.*, January, April, July, and October) based on actual expenses incurred and expenses recovered during the prior calendar quarter. The current operating expense and recovery mechanism surcharge mills rate is: **0.039130**.