

**NEW ORLEANS-BATON ROUGE
STEAMSHIP PILOTS ASSOCIATION**

TARIFF

Effective: January 1, 2022

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, to-wit:

Between the Port of New Orleans and all intermediate ports to and including the Port of Baton Rouge **\$110.10** per draft foot:

Minimum Draft - 20 Ft.

Ships en route, taking 8 hours or more, but less than 12 hours
Regular draft charge plus an extra ½ pilotage charge.

Ships en route, taking 12 hours or more -
Regular draft charge plus an extra pilotage charge.

Ships en route, 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:

\$243.03 for vessels of at least 21,000 deadweight tons with increments of **\$46.55** for each 1,000 deadweight tons in excess of 21,000 deadweight tons and less than 60,000 tons and **\$53.01** 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:

\$25.78 per mile for vessels less than 21,000 deadweight tons; **\$30.33** per mile for vessels of 21,000 deadweight tons to at least 59,999 deadweight tons; and **\$34.88** per mile for vessels greater than or equal to 60,000 deadweight tons:

Shifting:

**Docks to Anchor, Anchor to Docks, or Dock to Dock:
(except as provided below)**

\$1197.35

Within the river area between and including Taft, Louisiana, to St. Gabriel, Louisiana, Docks to Anchor, Anchor to Docks, or Dock to Dock:

\$1325.93

Shift pilot will be maintained on station in Baton Rouge, Louisiana, to handle only shifts in the Baton Rouge Harbor.

Shifts in the Baton Rouge Harbor will be handled on a first call, first serve basis.

The pilot for vessels moving from the Baton Rouge Harbor to Plaquemine, Louisiana, or from any other point outside of the Baton Rouge Harbor, or vice versa, will be dispatched from New Orleans in the same manner as pilots for all other intermediate points between New Orleans and the Baton Rouge Harbor.

For the purpose of this decision, the Baton Rouge Harbor is defined as the lower end of the Baton Rouge General Anchorage to the Baton Rouge Railroad and Highway Bridge.

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>\$609.66</u> |
| 300 feet to 599 feet length over all | <u>\$669.58</u> |
| 600 feet and over length over all | <u>\$748.15</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, **\$180.99**

Compass Adjusting **\$180.99**

SPECIAL SERVICES:

Vessels aground shall be classified as Special Services.

When vessels are aground, vessels shall be charged a full pilotage every eight hours or fraction thereof.

Pilots working under the classification of Special Services shall not be detained aboard the vessel in excess of eight (8) hours; however, such exchange of pilots will not increase the cost of pilotage.

Transportation and launch service shall be paid by the vessel when such exchange of pilots is made.

DETENTION AND DISCHARGES:

Detention Per. Hour:

Up to and including the 3rd hour, per hour **\$476.29**

4th hour per hour **\$555.78**

After the 4th hour per hour **\$652.49**

For vessels in berth or in an anchorage below the Baton Rouge Harbor, 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 that 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.

Discharge:

| | |
|---------------------------|------------------------|
| Mile 90.5 to mile 106.0 | <u>\$784.27</u> |
| Mile 106.1 to mile 220.00 | <u>\$898.86</u> |
| Mile 222.1 to mile 232.2 | <u>\$784.27</u> |

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 \$8.75 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 will become effective 07/01/03 in the amount of 7.60 mills per DWT, and is subject to adjustment quarterly, based upon actual and projected costs as determined by the Board of Directors or its' agent.

This tariff shall be adjusted annually consisting of a combination of the five (5) year rolling average of the Consumer Price Index – All Urban Consumers – South Urban Area (“CPI”) and the expense true-up mechanism.