

PORT OF LOS ANGELES – TARIFF NO. 4

First Revised Page 30

Cancels

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SECTION THREE PILOTAGE	Item No.
<p style="text-align: center;">DEFINITIONS</p> <p>(a) Pilotage is the charge, calculated in accordance with the pilotage rates named in this Tariff, assessed against a vessel, which is subject to the payment of pilotage under these rules for the service rendered or proffered of piloting such vessel on entering, leaving, or shifting in the Port of Los Angeles.</p> <p>(b) Entering is the term applied to vessels inward bound which come within the limits of the Port of Los Angeles from the open sea.</p> <p>(c) Leaving is the term applied to vessels outward bound which leave the limits of the Port of Los Angeles for the open sea.</p> <p>[C] (d) Intra Harbor Shifting is the term applied for movement of a vessel between two points both of which are within the limits of the Port of Los Angeles without such vessel leaving or entering those limits.</p> <p>[C] (e) Inter Harbor Shifting is the term applied for movement of a vessel between a point within the limits of Port of Los Angeles and a point within the limits of Port of Long Beach and to movement of a vessel from a point within the limits of the Port of Los Angeles to open sea for the purpose of pumping bilge, pumping ballast, pumping tanks, adjusting compass or to test engines, and return directly to a point within the limits of Port of Los Angeles.</p>	<p>*</p> <p>300</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 117	Order No. 6457 Ordinance No. 171445	Adopted September 18, 1996 Adopted December 11, 1996	EFFECTIVE: January 20, 1997
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SECTION THREE – Continued PILOTAGE – Continued	Item No.
<p style="text-align: center;">[C] LOS ANGELES PORT PILOTS</p> <p>[C] (a) The City of Los Angeles, acting by and through its Board of Harbor Commissioners, the governing body of the Port of Los Angeles, maintains a force of federally licensed port pilots to perform the service of piloting vessels in, into and out of the Port of Los Angeles. Any vessel entering, leaving, or shifting within the Port of Los Angeles, by her owners, master, operators, charterers or agents, may, but is not required to, request the services of and be piloted by a port pilot. Such pilotage services are understood to be voluntarily requested and rendered in accordance with the terms set forth in this Tariff.</p> <p>[C] (b) Upon boarding a vessel in response to the request of a vessel, by her owners, master, operators, charterers or agents, for pilotage service in the Port of Los Angeles, it shall be the duty of each port pilot to place his/her local knowledge of San Pedro Bay and its tributaries at the disposal of the vessel's master.</p> <p>[C] (c) The safe navigation of the vessel, including piloting, is at all times the paramount duty of her master, and the presence of a port pilot on the bridge shall in no way relieve the master of his duties. The master remains at all times in full command of the vessel; he shall continue to navigate, and shall take bearings and soundings, check compass courses, check radar, and take all action necessary to safeguard the vessel under his command. In that regard, it shall be the duty of the vessel and her master:</p> <p style="padding-left: 40px;">(1) To have posted, and at all times properly instructed, efficient and competent lookouts, each with no other duty to perform, and each with efficient means of rapid communication with the bridge.</p> <p style="padding-left: 40px;">(2) To immediately inform the pilot of all reports by lookouts.</p> <p style="padding-left: 40px;">(3) On radar-equipped vessels, to have the radar functioning and manned by a competent observer under instructions to keep the master and the pilot constantly and currently informed of observed targets.</p>	<p>[C] 305</p>
See Item 10 for explanation of abbreviations and symbols.	

Correction No. 367	Order No. 6875 Ordinance No. 177893	Adopted May 17, 2006 Adopted September 20, 2006	EFFECTIVE: October 30, 2006
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SECTION THREE – Continued PILOTAGE – Continued	Item No.
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<p style="text-align: center;">[C] LOS ANGELES PORT PILOTS – Continued</p> <p>(4) To arrange for and provide adequate tug assistance, and to arrange for and have available adequate vessel's lines to assist in tying the tug or tugs.</p> <p>(5) For the master to remain on the bridge at all times and to accompany the pilot in his duties on and about the bridge.</p> <p>(6) To provide and supervise competent vessel's personnel.</p> <p>(7) To understand and agree that, inasmuch as all orders of the pilot shall be given in the presence of the master, every such order, unless countermanded, shall, for all purposes, be deemed the order of the master and fully concurred in by him, it being further agreed that the pilot is acting in an advisory and not in a command capacity and has no authority independent of the master.</p> <p>(8) To understand and agree that a pilot is employed only to have the benefit of his local knowledge of San Pedro Bay and its tributaries.</p> <p>(9) To understand and agree that currents and winds within San Pedro Bay and its tributaries, while normally minimal, are at times wholly unpredictable as to place, extent or force; that because tidal changes are small, bottom suction cannot be predicted by the pilot.</p> <p>(10) At all times, to have adequate ship's anchors properly manned and ready to drop.</p> <p>(11) To provide officers conversant with the English language, or to advise the pilot of any language difficulty and then request that the pilot give his orders by hand signals through the master.</p>	<p>[C] 305 (Cont.)</p>
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 368	Order No. 6875 Ordinance No. 177893	Adopted May 17, 2006 Adopted September 20, 2006	EFFECTIVE: October 30, 2006
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SECTION THREE – Continued PILOTAGE – Continued	Item No.
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[C] LOS ANGELES PORT PILOTS – Continued

[C] (d) As every vessel has her own peculiarities in handling, and as the port pilot will be aboard for a brief time only and without an opportunity to determine by experience the vessel's peculiarities, it is compulsory upon, and the duty of, the vessel, her owners, master, operators, charterers or agents, to advise the pilot, either before or immediately upon his boarding, of such peculiarities, including but not limited to the following:

- (1) Any defects or deficiencies in the vessel, her personnel, engines or tackle;
- (2) The vessel's peculiarities concerning steering, stopping, handling, speed and maneuvering, and the propensity of the vessel to sheer;
- (3) The number and names of the tugs to be supplied to said vessel; and
- (4) Any other information, whether or not herein enumerated, that may or might assist the pilot in the pilotage of the vessel.

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[C] (e) It is understood and agreed, and is the essence of the contract under which pilotage services are proffered and rendered, and are requested and accepted by the vessel, her owners, master, operators, charterers or agents, that the services of the pilot are requested and accepted on the express understanding that such pilotage services are given, done, or performed solely in the pilot's capacity as the servant of the vessel and of her owners, master, operators, charterers or agents, and not otherwise, and the owners, master, operators, charterers and agents of the vessel expressly covenant and agree to comply with the provisions of subitems (c) and (d) of this Item 305 and not to assert any personal liability against the pilot or the City of Los Angeles, the Board of Harbor Commissioners, or any of their officers or employees, to respond in damage (including any rights over) arising out of or connected with, directly or indirectly, any damage, loss or expense sustained by the vessel, her master, owners, charterers, operators, agents or crew, or by any third parties, even though resulting from acts, omissions or negligence of the pilot; and provided, further, that to the extent only to which liability is legally imposed against the vessel, taking into consideration any limitation thereof to which the vessel or its owners, master, operators, charterers or agents are entitled by reason of any contract or bill of lading, or of any statute or rule of law in force, such vessel and her owners, master, operators, charterers and agents further covenant and agree to indemnify and hold harmless the port pilot, the City of Los Angeles, the Board of Harbor Commissioners, and each of their officers and employees, in respect to any liability arising out of claims, suits or actions against the port pilot, the City of Los Angeles, the Board of Harbor Commissioners, or any of their officers or employees, by third parties, resulting from acts, omissions or negligence of the port pilot, excepting, however, such personal liability and rights over as may arise by reason of the willful misconduct or gross negligence of the pilot.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 369	Order No. 6875 Ordinance No. 177893	Adopted May 17, 2006 Adopted September 20, 2006	EFFECTIVE: October 30, 2006
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SECTION THREE – Continued PILOTAGE – Continued	Item No.
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[C] LOS ANGELES PORT PILOTS – Continued

The vessel and her owners, master, operators, charterers and agents further covenant and agree that all damages to municipally owned or controlled facilities caused, directly or indirectly, by the vessel shall be paid promptly upon demand.

[C] If any vessel on whose behalf piloting services are requested and accepted is not owned by the person or company ordering piloting services, it is understood and agreed that such person or company warrants its' authority to bind the vessel and her owners, master, operators and charters to all the provisions of paragraphs (c), (d) and (e) of this Item 305, and that such person or company agrees to indemnify and to hold harmless the port pilot, the City of Los Angeles and the Board of Harbor Commissioners with respect to all losses, damages and/or expenses that may be suffered or incurred in consequence of such person's or company's not having such authority.

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[C] (f) The pilotage charges assessed for the services proffered or rendered by a port pilot under this Tariff have been computed and are assessed in accordance with and based upon each and every of the limitations, agreements, covenants, and conditions set forth in this Item 305. Said pilotage charges do not include marine insurance insuring the vessel, her owners, master, operators, charterers and agents, from the consequences of negligence of the port pilot. However, marine insurance may be provided on a "trip" basis as provided for in Item 330(c).

(g) All Persons providing piloting service in the Port of Los Angeles must hold a federal license for the Port of Los Angeles.

(h) Any vessel subject to pilotage that wishes to decline the use of a pilot provided by the City of Los Angeles shall before entering, leaving or shifting within the Port of Los Angeles:

(1) Obtain prior permission from the United States Coast Guard Captain of the Port.

(2) Any vessel having received the above permission from the Captain of the Port must notify the VTIS and the Los Angeles Pilot Station before arrival or commencement of any movement within the Harbor, and abide by all local rules and regulations.

(3) If for any reason a vessel's master or local representative permits the movement of a vessel without complying with regulations in this Section, he or she will be subject to misdemeanor penalty charges under Tariff Item 220.

See Item 10 for explanation of abbreviations and symbols.

SECTION THREE – Continued PILOTAGE – Continued	Item No.
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<p>VESSELS SUBJECT TO PILOTAGE</p> <p>All vessels entering, leaving or shifting in the Port of Los Angeles shall be subject to pilotage and be under the direction of a pilot federally licensed to perform piloting services into and out of the Port of Los Angeles, except the following vessels when not actually employing a pilot (except as otherwise provided in this Item):</p> <p>(a) Vessels under three hundred gross tons;</p> <p>(b) Vessels licensed and engaged in the fishing trades and vessels sailing under United States enrollment and license while under the control and direction of a pilot duly licensed under the laws of the United States of America for the Port of Los Angeles;</p> <p>(c) Vessel moving from any point in the Port of Los Angeles to any point in the Port of Long Beach when piloted by a pilot of the Port of Long Beach;</p> <p>[C] (d) Combat and training vessels of the U.S. Government, foreign nations or the State of California when, in the discretion of the Executive Director, the courtesies of the Port of Los Angeles are extended to such vessels, whether or not a port pilot is actually employed by such vessel;</p> <p>(e) Vessels moving under flat tow from point to point within the Port of Los Angeles and between points in the Port of Los Angeles and the Port of Long Beach;</p> <p>(f) Vessels entering or leaving the Port of Los Angeles under flat tow, when the tow is in charge of the bona fide master of the tugboat and such master holds a Federal pilot's license for the Port of Los Angeles;</p> <p>(g) Private yachts under 300 gross tons, when used for pleasure purposes only;</p> <p>[C] (h) Vessels engaged exclusively in the exhibition of goods for the sole purpose of the promotion of international trade, whether or not a port pilot is actually employed by that vessel;</p> <p>(i) Public vessels of the United States of America. As used herein, "public vessel" has the same meaning as used in the Public Vessels Act, 43 Stat. 112, 46 U.S.C. 781, et seq.</p>	<p>[C] 310</p>
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 371	Order No. 6875 Ordinance No. 177893	Adopted May 17, 2006 Adopted September 20, 2006	EFFECTIVE: October 30, 2006
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SECTION THREE – Continued PILOTAGE – Continued	Item No.
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<p style="text-align: center;">AREA SUBJECT TO PILOTAGE</p> <p>A federally licensed pilot for the Port of Los Angeles, as specified in Item 305(g), is required on all vessels subject to pilotage when underway in any waters inside the federal breakwater.</p> <p>(a) Inbound vessels must take aboard such pilot within the designated pilot boarding area.</p> <p>(b) Pilots shall not debark outbound vessels inside the federal breakwater unless extreme weather conditions make it necessary for pilot safety.</p>	311
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<p style="text-align: center;">PILOTAGE BASED UPON</p> <p>[C] (a) The charges for pilotage shall apply on the overall length and the gross tonnage except as otherwise specifically provided in this Tariff. The Lloyd's Register, when available, will be used to determine the length and tonnage of the vessel.</p> <p>* (b) All vessels for which the overall length and gross tonnage is not available in the register described in Paragraph (a) of this item, or on vessel documents, shall be measured and/or estimated by the Executive Director, otherwise, such vessels shall be denied the use of the wharves and other facilities of the Port of Los Angeles.</p> <p>+ (c) "Overall length" is the linear distance expressed in meters of the extreme length of a vessel. "Gross tonnage" is as defined in the Lloyd's Register of Shipping.</p>	320
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 137	Order No. 6619 Ordinance No. 172169	Adopted August 4, 1998 Adopted August 10, 1998	EFFECTIVE: September 26, 1998
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Exhibit A

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

CHARGES FOR PILOTAGE

(a) Pilotage charges are in addition to all other charges contained in this Tariff and shall be assessed against all vessels subject to the payment of pilotage under this Section and shall be paid by the vessel so assessed to the Port of Los Angeles before any such vessel leaves the Port of Los Angeles, unless satisfactory credit is obtained [subject to Exceptions 1,2,3,4 and paragraph (d)] (See Item No. 260, Credit List):

+ [A] (b) Pilotage charges will be assessed per gross registered ton in addition to a charge assessed on the overall length of the vessel per movement type (see Item 300) according to the following tables:

Gross Registered Ton (GRT) Rate Schedule

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$0.00665	\$0.00703	\$0.00742	\$0.00783	\$0.00827

Overall Length of Vessel in Meters (See Item 320)

Dollars Per Movement

ENTERING OR LEAVING

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
0	125	648	685	723	764	806
125	128	679	717	757	800	844
128	131	710	749	791	836	882
131	134	741	783	827	873	922
134	137	779	823	869	918	969
137	140	826	872	921	972	1027
140	143	879	928	980	1035	1093
143	146	924	976	1030	1088	1149
146	149	978	1033	1090	1152	1216
149	152	1024	1082	1142	1206	1274
152	155	1074	1134	1198	1265	1335
155	158	1126	1189	1255	1326	1400
158	161	1170	1236	1305	1378	1455
161	164	1220	1288	1360	1436	1517
164	167	1268	1339	1414	1493	1577
167	170	1316	1389	1467	1549	1636
170	173	1368	1444	1525	1610	1701
173	176	1414	1493	1577	1665	1758
176	179	1475	1558	1645	1737	1834

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See Item 10 for explanation of abbreviations and symbols.

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EFFECTIVE:

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters (See Item 320)
Dollars Per Movement
ENTERING OR LEAVING - Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
179	182	1541	1627	1718	1814	1916
182	185	1604	1694	1789	1889	1995
185	188	1668	1762	1861	1965	2075
188	191	1735	1832	1935	2043	2158
191	194	1803	1904	2010	2123	2242
194	197	1869	1974	2084	2201	2324
197	200	1934	2042	2156	2277	2404
200	203	1998	2110	2228	2353	2485
203	206	2062	2178	2300	2429	2565
206	210	2129	2248	2374	2507	2647
210	214	2195	2318	2448	2585	2730
214	220	2261	2388	2521	2662	2811
220	226	2328	2459	2597	2742	2896
226	232	2390	2524	2665	2814	2972
232	238	2458	2596	2741	2895	3057
238	244	2523	2664	2813	2971	3137
244	250	2587	2732	2885	3047	3217
250	256	2654	2802	2959	3125	3300
256	262	2718	2870	3031	3201	3380
262	268	2789	2945	3110	3284	3468
268	274	2872	3033	3203	3382	3572
274	280	2917	3080	3252	3435	3627
280	286	2981	3148	3324	3510	3707
286	292	3046	3216	3396	3586	3787
292	298	3113	3287	3472	3666	3871
298	304	3176	3354	3542	3741	3950
304	310	3243	3425	3616	3819	4033
310	316	3308	3494	3689	3896	4114
316	322	3375	3564	3764	3974	4197
322	328	3443	3635	3839	4054	4281
328	334	3508	3704	3912	4131	4362
334	340	3570	3770	3981	4204	4440
340	346	3635	3838	4053	4280	4520

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See Item 10 for explanation of abbreviations and symbols.

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EFFECTIVE:

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters(See Item 320)
Dollars Per Movement
ENTERING OR LEAVING – Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
346	352	3701	3909	4127	4359	4603
352	358	3769	3980	4203	4438	4687
358	364	3835	4050	4277	4516	4769
364	370	3902	4120	4351	4595	4852
370	376	3959	4181	4415	4662	4923
376	382	4029	4254	4492	4744	5010
382	388	4095	4324	4567	4822	5092
388	394 and over	4162	4395	4641	4901	5175

Overall Length of Vessel in Meters (See Item 320)
Dollars Per Movement
INTER HARBOR

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
0	125	648	685	723	764	806
125	128	648	685	723	764	806
128	131	648	685	723	764	806
131	134	648	685	723	764	806
134	137	648	685	723	764	806
137	140	648	685	723	764	806
140	143	648	685	723	764	806
143	146	648	685	723	764	806
146	149	685	724	764	807	852
149	152	717	757	800	844	892
152	155	752	794	838	885	935
155	158	782	826	873	921	973
158	161	821	866	915	966	1020
161	164	854	902	953	1006	1062
164	167	886	936	988	1043	1102
167	170	921	972	1027	1084	1145
170	173	954	1007	1063	1123	1186
173	176	989	1045	1103	1165	1230
176	179	1033	1091	1152	1216	1284
179	182	1077	1137	1201	1268	1339

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See Item 10 for explanation of abbreviations and symbols.

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PORT OF LOS ANGELES – TARIFF NO. 4

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters(See Item 320)
Dollars Per Movement
INTER HARBOR – Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
182	185	1126	1189	1255	1326	1400
185	188	1170	1236	1305	1378	1455
188	191	1219	1287	1359	1435	1515
191	194	1263	1334	1408	1487	1571
194	197	1306	1379	1457	1538	1624
197	200	1350	1425	1505	1589	1678
200	203	1400	1479	1561	1649	1741
203	206	1447	1528	1613	1704	1799
206	210	1491	1575	1663	1756	1854
210	214	1540	1626	1717	1813	1915
214	220	1581	1669	1763	1862	1966
220	226	1630	1722	1818	1920	2028
226	232	1674	1767	1866	1971	2081
232	238	1723	1820	1922	2029	2143
238	244	1762	1861	1965	2075	2192
244	250	1811	1912	2020	2133	2252
250	256	1855	1959	2069	2185	2307
256	262	1904	2011	2123	2242	2368
262	268	1948	2057	2173	2294	2423
268	274	1995	2106	2224	2349	2481
274	280	2041	2156	2276	2404	2538
280	286	2088	2205	2328	2458	2596
286	292	2132	2251	2378	2511	2651
292	298	2179	2301	2429	2565	2709
298	304	2225	2350	2481	2620	2767
304	310	2269	2396	2531	2672	2822
310	316	2316	2445	2582	2727	2880
316	322	2360	2492	2632	2779	2935
322	328	2410	2545	2687	2838	2997
328	334	2453	2590	2736	2889	3050
334	340	2500	2640	2787	2943	3108
340	346	2547	2690	2840	2999	3167

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See Item 10 for explanation of abbreviations and symbols.

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SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters(See Item 320)
Dollars Per Movement
INTER HARBOR – Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
346	352	2590	2735	2889	3050	3221
352	358	2639	2787	2943	3108	3282
358	364	2683	2834	2992	3160	3337
364	370	2730	2883	3044	3215	3395
370	376	2774	2929	3094	3267	3450
376	382	2852	3012	3181	3359	3547
382	388	2867	3028	3197	3376	3565
388	394 and over	2915	3078	3250	3432	3624

Overall Length of Vessel in Meters (See Item 320)
Dollars Per Movement
INTRA HARBOR

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
0	125	648	685	723	764	806
125	128	648	685	723	764	806
128	131	648	685	723	764	806
131	134	648	685	723	764	806
134	137	648	685	723	764	806
137	140	648	685	723	764	806
140	143	648	685	723	764	806
143	146	648	685	723	764	806
146	149	648	685	723	764	806
149	152	648	685	723	764	806
152	155	648	685	723	764	806
155	158	672	709	749	791	835
158	161	702	742	783	827	873
161	164	733	774	817	863	911
164	167	761	804	849	897	947
167	170	790	834	881	930	982
170	173	821	866	915	966	1020
173	176	852	900	950	1004	1060
176	179	884	933	986	1041	1099
179	182	922	974	1028	1086	1146

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See Item 10 for explanation of abbreviations and symbols.

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SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters(See Item 320)
Dollars Per Movement
INTRA HARBOR – Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
182	185	962	1016	1073	1133	1196
185	188	1003	1059	1119	1181	1248
188	191	1044	1103	1165	1230	1299
191	194	1081	1142	1206	1273	1345
194	197	1123	1185	1252	1322	1396
197	200	1158	1223	1292	1364	1441
200	203	1200	1267	1338	1413	1492
203	206	1240	1309	1382	1460	1542
206	210	1278	1349	1425	1505	1589
210	214	1316	1389	1467	1549	1636
214	220	1353	1428	1508	1593	1682
220	226	1395	1473	1556	1643	1735
226	232	1433	1513	1598	1687	1782
232	238	1475	1558	1645	1737	1834
238	244	1511	1596	1685	1779	1879
244	250	1551	1638	1730	1827	1929
250	256	1596	1685	1779	1879	1984
256	262	1636	1727	1824	1926	2034
262	268	1668	1762	1861	1965	2075
268	274	1709	1804	1905	2012	2125
274	280	1750	1848	1951	2061	2176
280	286	1789	1889	1995	2107	2225
286	292	1828	1930	2038	2153	2273
292	298	1869	1974	2084	2201	2324
298	304	1905	2012	2124	2243	2369
304	310	1946	2055	2170	2292	2420
310	316	1988	2100	2217	2342	2473
316	322	2026	2140	2260	2386	2520
322	328	2062	2178	2300	2429	2565
328	334	2104	2221	2346	2477	2616
334	340	2142	2261	2388	2522	2663
340	346	2182	2304	2433	2569	2713
346	352	2222	2346	2478	2616	2763

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See Item 10 for explanation of abbreviations and symbols.

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SECTION THREE - Continued
PILOTAGE - Continued

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Overall Length of Vessel in Meters (See Item 320)
Dollars Per Movement
INTRA HARBOR- Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
352	358	2261	2388	2521	2662	2811
358	364	2298	2427	2562	2706	2857
364	370	2337	2468	2606	2752	2906
370	376	2380	2514	2654	2803	2960
376	382	2418	2554	2697	2848	3007
382	388	2456	2594	2739	2892	3054
388	394 and over	2496	2636	2784	2940	3104

Exception 1: Three-fourths (3/4) the entering or leaving charge shall be assessed when vessel subject to the payment of pilotage is not piloted by a port pilot. (Subject to the minimum pilotage charge.)

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Exception 2: One-half (1/2) the applicable charge shall be assessed when a vessel utilizes a port pilot for a movement between the open sea and anchorage in either direction when no other movement is involved and when the period at anchor does not exceed 24 hours. (Subject to the minimum pilotage charge.)

Exception 3: No intra-harbor shifting charge shall be assessed when entering vessels which anchor because of inclement weather or other causes beyond the control of such vessel, if such vessels proceed thence to berth immediately after such cause of delay ceases to exist.

Exception 4: For the purpose of assessing pilotage charges against barges, the sum of the overall length plus the overall width will be used. When the barge and tug or towboat are combined as an integrated unit, pilotage charges shall be assessed on the overall length and gross tonnage of the combined unit.

(c) The pilotage charges assessed for the services proffered or rendered by a port pilot are assessed in accordance with and based upon each and every one of the limitations, agreements, covenants and conditions set forth in Item 305. However, said pilotage charges do not include marine insurance insuring the vessel, her owners, master, operators and charterers against the consequences of acts, omissions or negligence of the port pilot. Upon reasonable notice given to the Port of Los Angeles, marine insurance will be provided on a "trip" basis in an amount specified up to a maximum limit of liability of \$1,000,000.00, the premium of which will be assessed at cost in addition to the pilotage charges specified above.

The coverage provided will insure said vessel, her owners, master, operators and charterers, as their interests may appear, against those losses or physical damages to said vessel and against those legal liabilities and damages which arise from the consequences of acts, omissions or negligence of the port

See Item 10 for explanation of abbreviations and symbols.

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SECTION THREE - Continued
PILOTAGE - Continued

Item No.

pilot; provided, however, that such insurance will provide coverage only for that proportion of losses, damages and liabilities sustained by the vessel, her owners, master, operators and charterers proximately caused by acts, omissions or negligence of the port pilot; and that no coverage is provided for losses, damages and liabilities resulting from any other cause whatsoever.

A copy of the insurance policy under which such insurance is available will be provided upon written request sent to the Port of Los Angeles.

+ [A] (d) The minimum charge for pilotage shall be per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$648.00	\$685.00	\$723.00	\$764.00	\$806.00

+ [A] (e) If a request for a pilot is cancelled less than one hour prior to the requested time, a charge will be assessed per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$607.00	\$641.00	\$677.00	\$715.00	\$755.00

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+ [A] (f) If a pilot is required to stand by, a standby charge per hour, or fraction thereof, will be assessed in addition to the charges named in paragraph (a) per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$607.00	\$641.00	\$677.00	\$715.00	\$755.00

+ [A] (g) Effective April 1, 2021, if the assistance of a second pilot is considered necessary for the safety of the vessel or Harbor Department property, or is requested by the master, owners, agents, charterers, operators or the pilot of the vessel, a charge of 100% the total of the first pilot fee, subject to a minimum charge named in paragraph (d), will be assessed.

+ [A] (h) A surcharge per move will be assessed for capital improvements, maintenance and training per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$110.88	\$117.09	\$123.65	\$130.57	\$137.88

+ [A] (i) A draft surcharge will be assessed per foot of vessel draft per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$6.00	\$12.00	\$12.67	\$13.38	\$14.13

See Item 10 for explanation of abbreviations and symbols.

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EFFECTIVE: