

**ASSOCIATED BRANCH PILOTS
FOR THE PORT OF LAKE CHARLES
Duly Incorporated as Lake Charles Pilots, Inc.**

**4902 Ihles Road
Lake Charles, Louisiana 70605**

TARIFF

**Pilotage of seagoing vessels within the state of Louisiana on all navigable streams, canals,
rivers, and boundary waters within the Intracoastal canal, Calcasieu and Sabine Rivers,
and across the bars and passes**

**PILOTAGE FEE COMMISSION
(ON REMAND) DOCKET NO. P06-004
Approved (Date)
Effective 4.1.2009**

PILOTAGE FEES

The pilots of the Associated Branch Pilots for the Port of Lake Charles (the "Lake Charles Pilots, or the "Association") shall be entitled to and receive pilotage fees and surcharges in accordance with the provisions of this Tariff and Sections 34:1121 and 1122 of the Revised Statutes of the State of Louisiana.

The following specifications, demarcations and definitions shall apply to the provisions of this Tariff relating to the calculation and charging of regular pilotage rates, fees and charges.

- (1) Drafts are based on the deepest water drawn by any vessel while en route. Minimum charges for draft will be for 20 feet.
- (2) All mileage is based on statute miles measured along the ship channel.
- (3) Plus values represent miles inland from Beacon 48, which represents the coastline. Minus values represent miles into the Gulf of Mexico from Beacon 48. (Beacon 48 is mile marker 0)
- (4) Mile plus 22.2 is Latitude 30-05.5N Longitude 93-19.5W (Intracoastal Waterway [ICWW]).
- (5) Mile plus 36.4 is Latitude 30-14.4 N Longitude 93-14.8 W (Westlake Railroad Bridge)
- (6) Mile minus 5.15 is Latitude 29-41.6 N Longitude 93-19.9 W, which is the beginning point of the regular pilotage fee area. (Buoy 36)
- (7) Mile minus 31.97 is Latitude 29-20.0N Longitude 93-13.3W (Calcasieu Channel Buoy [CC Buoy])

Regular Pilotage Rates

To or from mile minus 5.15 and any point below mile plus 36.4 (Westlake Railroad Bridge)	
Per draft foot and unit charge	See Schedules
The ICWW between Choupique Bayou and the Sabine River	
Per draft foot and unit charge	See Schedules
The ICWW between Calcasieu River and the Creole Bridge	
Per draft foot and per unit charge.....	See Schedules
The ICWW between Creole Bridge and the Vermillion Lock, including Mermentau River and Lake Arthur	
Per draft foot and unit charge	See Schedules
The ICWW between Vermillion River and the Atchafalaya River	
Per draft foot and unit charge	See Schedules



The ICWW between Atchafalaya River and the Harvey Lock
 Per draft foot and unit charge See Schedules
 To or from mile plus 36.4 (Westlake Railroad Bridge) to points along the upper river
 Per draft foot and unit charge See Schedules

Draft Rate Schedule

Vessels with units from 0 to 500 units \$56.329 per draft foot
 Vessels with more than 500 units to 1,000 units \$67.269 per draft foot
 Vessels with more than 1,000 units \$77.927 per draft foot

Units Rate Schedule In Addition to Draft Rate Schedule

Units are determined by the vessels length overall (feet) multiplied by the vessels extreme breadth (feet) divided by 100.

Length overall shall be the maximum length of the vessel.
 Extreme breadth shall be the maximum beam of the vessel.

Cost per unit:

000 to 500 \$0.00
 More than 500 to 1,000 \$1.688 Per unit
 More than 1,000 \$3.684 Per unit

Pilotage Fees Through Bars and Passes

Any vessel entering and transiting the outer bar channel from the open sea shall be required to have a Lake Charles Pilot aboard. Outbound vessels shall have a Lake Charles Pilot aboard until vessel can safely exit the outer bar channel into the open sea.

The following demarcations shall apply:

- (1) The CC Buoy (Mile minus 26.82), is Latitude 29-20.0 N Longitude 93-13.3 W
- (2) Buoy #36 (mile minus 5.15) is the beginning of regular pilotage fee area. Latitude 29-41.6 N Longitude 93-19.9 W

The pilotage fee for pilotage through the bars and passes has been calculated at the rate of \$66.25 per statute mile. The fee for pilotage through the bars and passes shall apply at the following boarding positions:



Buoy # 36	\$ 0.00	Buoy # 14	\$ 771.80
Buoy # 34	\$ 78.17	Buoy # 12	\$ 851.30
Buoy # 32	\$ 151.04	Buoy # 8	\$ 950.67
Buoy # 30	\$ 224.58	Buoy # 6	\$ 1,010.29
Buoy # 28	\$ 308.06	Buoy # 4	\$ 1,089.79
Buoy # 24	\$ 384.24	Buoy # 2B	\$ 1,215.66
Buoy # 22	\$ 460.43	Buoy # 2A	\$ 1,558.82
Buoy # 20	\$ 539.93	Buoy # 2	\$ 1,638.98
Buoy # 18	\$ 616.11	CC Buoy	\$ 1,776.78
Buoy # 16	\$ 692.30		

Docking, Undocking and Anchoring Fees

Under 300 feet	\$54.18
300 feet and under 600 feet	\$81.28
600 feet and under 800 feet	\$108.38
800 feet and over	\$162.56

Fees for Deadships and Excess Hours

Vessels piloted or shifted without power or without steerage will be charged double the regular pilotage rate or shifting fee.

Vessels piloted with normal power and steering requiring more than 8 hours of transit time (boarding to first line; last line to pilot off) will be charged the regular pilotage rate plus 50%,

Vessels piloted with normal power and steering requiring more than 12 hours of transit time (boarding to first line; last line to pilot off) will be charged the regular pilotage rate plus 100%.

Fees for Shifting Zones

Zone #1	All points between Interstate 10 Bridge and Interstate 210 Bridge.
Zone #2	All points between Interstate 210 Bridge and W. R. Grace Terminal.
Zone #3	All points between W. R. Grace Terminal and the ICWW.
Zone #4	All points between the ICWW and the southern limit of Hackberry Cut.
Zone #5	All points East of the ICWW from the River intersection.

A shifting fee of \$487.68 will be charged to shift any vessel in any one zone. Transits of more than one zone will require a supplemental fee of \$108.38 per additional zone. In addition to the shifting fee, docking, undocking, and anchoring will apply.

Fees for Tows

Vessels in tow with no pilot aboard will be charged one-half the regular pilotage rate in addition to the regular rate. Vessels in tow requiring two pilots, one on the towing vessel and one on the vessel towed shall be charged the full pilotage rate on each vessel. Pilotage rate will be based on the deepest draft of the two and the units of the largest vessel. Vessels in tow shifted, will be charged in a similar fashion based on the shifting rates. The decision to use two pilots rests with the Lake Charles Pilots.

Special Services

The rates for vessels of unusual size or construction or with unusual maneuvering characteristics, or with restricted vision, or other services not covered herein shall be by Specific Agreement made before movement. Such agreement may include movements made on an hourly basis and the use of a second pilot. A second pilot will not be utilized unless the Lake Charles Pilots have entered into an agreement with the masters or owners of such vessels, or their authorized agents, or unless required by any rule or regulation imposed by the authority regulating pilotage and vessels within the pilotage area, or if required by order of the United States Coast Guard. Any vessel using two pilots shall pay the full pilotage fee for each pilot.

Detention and Cancellation Fees

In the event a pilot is detained on the outer bar waiting for a vessel for more than one hour from the time of the ordered ETA, a detention fee of \$309.09 per hour will be charged for each hour (a fraction of an hour will be charged as a full hour) including the first hour, until the vessel arrives. If the vessel does not show up the pilot will remain on detention until, either the vessel arrives or the boarding is canceled. If canceled, detention will be paid from the pilot call out, (four hours before the ordered ETA), until cancellation is received by the pilot office.

In the event a pilot is detained for more than 1 hour in port, for any cause, except weather, a detention charge of \$309.09 per hour will be charged for each hour detention (a fraction of an hour will be charged as a full hour) including the first hour. If canceled, detention will be paid from the pilot call out (Two hours before the ordered sailing time.) until cancellation is received by the pilot office.

If a pilot must standby or anchor to await berth, or if a pilot is ordered to standby on a vessel anchored or aground, the hourly rate of \$309.09 will apply.

Fees for Vessels Carrying Pilots to Sea

If a pilot is carried to sea because of severe weather or other circumstances, the vessel will attempt to return the pilot at the closest port available and pay all costs for first class transportation to Lake Charles and any related costs incurred by the Lake Charles Pilots.

Capital Improvement Surcharge

This surcharge is required to acquire a new special purpose built pilot boat to insure safe, efficient, and reliable service to vessels needing pilots, to fund the construction of a suitable pilot station and pilot boat dock on Monkey Island, in order to insure the safety of pilots and pilot boat crews servicing vessels under this Tariff. The Capital Improvement Surcharge will be funded by a per unit surcharge of \$.1479 applied to each inbound and outbound transit, until April 1, 2009, at which time the surcharge will be adjusted downward by the amount of the net proceeds, after tax, resulting from the sale of the MV Calcasieu Pilot.

Pilotage Fee Commission Surcharge

Effective May 1, 2006, by order of the Pilotage Fee commission, all vessels requiring or requesting state pilotage will be charged \$30 per inbound transit and \$30 per outbound transit. All charges will be collected and forwarded to the Pilotage Fee Commission to fund operations.

Cost of Living Adjustment

The tariff rates and fees, exclusive of surcharges, shall be adjusted annually beginning April 1, 2009, (and every April 1st thereafter) to provide for a cost of living adjustment, based upon 73% of the Consumer Price Index-All Urban Consumers-South Urban Area, as published in the preceding year. Other than the downward adjustment of the Capital Improvement Surcharge and the annual COLA adjustment provided for herein, no significant adjustments to the tariff are contemplated for the foreseeable future.