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APPENDIX C

Issued by:

WASHINGTON UTILITIES AND
TRANSPORTATION COMMISSION

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PUGET SOUND PILOTAGE DISTRICT TARIFF

TARIFF NO. 3

Naming rates, charges, and regulations governing the provision of Marine Pilotage Services in the Puget Sound District

APPENDIX C

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Section 1
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GENERAL

Item 100: Application of Tariff Issuance

This pilotage tariff is issued by the Washington Utilities and Transportation Commission.

Revisions of each page will be in numerical order and will cancel all original, prior, or revised pages. For example:

"1st Revised Page 2" cancels "Original Page 2."

Proposed Tariff Changes

Each proposed change in rates, charges, or rules must be clearly identified by printing the appropriate code symbol immediately to the left of the material being changed.

Proposed Change:	Code Symbol
Reductions in rates or charges	(R)
Increases in rates or charges	(A)
Changes resulting in neither increases not decreases	(C)
New rates, services or rules	(N)
Change in Text (shown in legislative/redline format)	(T)

Tariff sheets are in table format. Changes are easily seen by the reader. Annotations such as (R), (A), (C), or (N), should be bolded for visibility.

Tariff Proposals

The Washington Utilities and Transportation Commission has been authorized under Chapter 81.116 RCW to establish marine pilotage tariffs consistent with 88.16 RCW. Any persons with substantial interest may file with the commission a proposed revised tariff.

Pilotage District

This tariff applies to marine pilotage services provided in the Puget Sound Pilotage District and applies to all vessels requiring marine pilotage service in the district pursuant to RCW 88.16.070 which shall be charged in accordance with the following schedule of rates.

Charges apply to all non-exempt vessels

Vessels failing to utilize compulsory pilotage service in the District as required in RCW 88.16 shall pay all applicable pilotage charges.

Item 110: Definitions

The following terms used in this tariff shall have the following meanings unless expressly otherwise provided herein:

Berthing Delay

The circumstances under which a vessel cannot be moved to berth for any reason, causing the vessel to move to anchor prior to berthing.

Carried Out of District

The circumstances under which a pilot remains on board the vessel at the time it leaves the Puget Sound Pilotage District, or if at the Request of the Vessel the pilot boards or disembarks the vessel outside the District.

Dead Ship

A vessel which is unable to proceed under its own power or maneuver with its own steering gear.

Delay

The circumstances under which a Vessel Movement fails to commence by the Order Time outside of the control of the pilot.

Detention

The time period during which a pilot is retained aboard at the Request of the Vessel or is unable to disembark for reasons outside of the control of the pilot, including times a pilot is Carried out of District.

Harbor Area

A harbor described in Section IV, Geographic Descriptions of Harbor Areas.

Harbor Shift

A Vessel Movement within the same Harbor Area and shall be limited to the service of moving vessels within that port.

Inter-Harbor Vessel Movement

Any movement of a vessel from one Harbor Area to another Harbor Area, or to or from any location in the District and Port Angeles.

International Gross Tonnage

The highest stated figure of the overall size of the vessel in Lloyd's Register (also known as "Lloyd's Registry of Ships"), if available, or the certifiably correct figure determined in accordance with the International Convention on Tonnage Measurement of Ships, 1969, if not stated in Lloyd's Register.

The International Gross Tonnage for vessels engaged in towing shall be the combined gross tonnage of the towing vessel and the vessel(s) being towed.

Job Time

The interval commencing at the time the pilot boards a vessel, pilot boat, or launch to commence or continue a Vessel Movement (whichever occurs earliest) and ending at the time the pilot Steps Ashore.

Length Overall (LOA)

LOA of a vessel shall refer to the length of the vessel as measured in meters and hundredths of meters, rounded up to the nearest hundredth meter, as published in Lloyd's Register (also known as "Lloyd's Registry of Ships"), unless missing or erroneous, in which case certifiable (recognized certification agency i.e. ABS) correct figures shall be used.

Order Time

The time for which a pilot is ordered and at which pilotage service is to commence as requested by the vessel. In the event a vessel movement commences or continues by a pilot who was Standing By to Pilot, Order Time shall mean the time the Pilot assumes the conduct of the vessel.

Puget Sound Pilotage District or District

The area described in RCW 88.16.050 as all the waters of the state of Washington inside the international boundary line between the state of Washington, the United States and the province of British Columbia, Canada and east of one hundred twenty-three degrees twenty-four minutes west longitude.

(N) Repositions

(N) Transportation of pilots between the Port Angeles Pilot Station and their place of residence in the Puget Sound region in order to meet customer demand and support efficient dispatching.

Request of the Vessel

The circumstances under which a pilot is requested to take a particular action, causing the application of a charge under this tariff, by the vessel's owner, crew, or its agent or representative.

Standing By to Pilot

The circumstances under which a pilot is requested to and boards or remains on board a vessel to be ready to commence or continue a Vessel Movement at a later time.

Steps Ashore

The time at which a pilot reaches the shore after disembarking a vessel following a Vessel Movement.

Vessel Movement

Any movement of a vessel requiring a marine pilot for which charges apply under this Tariff, including, without limitation, Inter-Harbor Vessel Movements and Harbor Shifts.

Section 2
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RULES AND REGULATIONS

Item 200: Pilotage Station

Port Angeles is the location of the pilotage station for Puget Sound and adjacent inland waters and tariffs shall be assessed accordingly. Boundary pilotage shall apply on all ships going to and coming from all British Columbia ports.

Item 210: Procedure for Ordering a Pilot

For information regarding how to order service from Puget Sound Pilots, please refer to Puget Sound Pilots' website located at https://www.pspilots.org/dispatch-information/order-a-pilot/.

Item 220: Failure to Observe Pilotage Rate — Penalty

No pilot shall charge, collect or receive and no person, firm, corporation or association shall pay for pilotage or other services any greater, less or different amount, directly or indirectly, than the rates or charges established in this tariff. Any pilot, person, firm, corporation or association violating the provisions of this section shall be guilty of a misdemeanor.

Item 230: Marine Pilotage Tariff Costs

General rate setting costs: The commission, in setting general rates for marine pilotage services, may include as part of the tariff for pilotage services provided under chapter 88.16 RCW the reasonable costs the commission incurs for the setting of tariff rates. Commission costs that are included in the tariff for pilotage services must be appropriated from the pilotage account established in RCW 88.16.061.

Item 240: Pilot's Lien for Compensation.

Each vessel, its tackle, apparel and furniture and the owner thereof shall be jointly and severally liable for the compensation of any pilot employed thereon and such pilot shall have a lien upon such vessel, her tackle, apparel and furniture for such compensation.

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Section 3
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PILOTAGE RATES AND CHARGES

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Item 300: Inter-Harbor Vessel Movements

All inter-harbor vessel movements shall be assessed a Tonnage Charge and a Service Time Charge. The Tonnage Charge shall be based on the Vessel's International Gross Tonnage.

Tonnage Charge	Rate	
Gross Tonnage up to and including 2,000 tons:	(A) $1,288.46	flat rate
Gross Tonnage over 2,000 up to and including 20,000 tons:	(A) $2,580.02	flat rate, plus
Gross Tonnage over 20,000 up to and including 50,000 tons:	(A) $0.1200	per ton, plus
Gross Tonnage over 50,000 up to and including 100,000 tons:	(A) $0.1109	per ton, plus
Gross tonnage over 100,000 tons:	(A) $0.1019	per ton

Item 310: Harbor Shifts

Harbor Shifts shall be assessed a Harbor Shift Charge plus a Service Time Charge.

Harbor Shift Charge	Rate
Vessels equal to or less than 2,000 tons	(A) $1,105.70
Vessels less than 231.65 meters Length Overall	(A) $2,210.18
Vessels 231.65 meters Length Overall and over	(A) $2,580.02

(N) Item 315: Service Time Charge

Vessels equal to or less than 2,000 tons	(A) $238.08	per hour
Vessels greater than 2,000 tons	(A) $447.62	per hour

Service Time Charges for Inter-Harbor Vessel Movements and Harbor Shifts shall consist of an hourly charge commencing at Order Time and concluding at the time the pilot Steps Ashore, rounded to the nearest hour, with a two-hour minimum charge, at the stated Service Time rate.

Item 320: Additional Pilot Charge

Additional Pilot Charges shall be applied to each additional pilot based on the number of pilots needed for a particular Vessel Movement determined by the reasonable assessment of the pilot in the interest of public safety, normal and customary practices employed by the shipping public and/or current environmental conditions and shall apply to each additional pilot.

If one or more Additional Pilot(s) is assigned to a vessel because the Job Time is expected to exceed 8 hours, customer shall pay an Additional Pilot Charge.

Additional Pilot Charges shall be assessed as follows:

i. For Vessel Movements within a single Harbor Area, including Harbor Shifts, the Additional Pilot Charge be computed using the same method and rate as Harbor Shifts, except for additional

pilot(s) boarding while underway (in stream) Service Time shall commence when the Additional Pilot(s) leaves shore.

ii. For Inter-Harbor Vessel Movements, Additional Pilot Charges shall be computed at the same rate as for the first pilot.

(T) Item 330: ~~Pilot Boat Charge~~ Port Angeles Expense Charge (A) $700.00

(T) For each embarkation and/or disembarkation at Port Angeles, a ~~Pilot Boat~~ Port Angeles Expense Charge shall be assessed at the stated rate.

(N) Applicability of rate when a PSP-operated pilot boat is unavailable

(N) If the pilot boats are unavailable, a third-party launch service, acceptable to the pilot assigned to the vessel, must be used for embarkation or disembarkation. The vessel receiving service is responsible for the charges invoiced by the third-party launch, in addition to the Port Angeles Expense Charge.

Item 340: Transportation Charge (A) $233.93

For each pilot performing a Vessel Movement, a Transportation Charge shall be charged at the stated rate to cover the average cost of pilots' transportation associated with Vessel Movements and repositions.

Item 350: Cancellation Charge (A) $2,580.02

In the event an order for a Vessel Movement is cancelled at the Request of the Vessel less than 12 hours prior to the original Order Time for a vessel arriving or departing Port Angeles, or less than 5 hours for any other Vessel Movement, a Cancellation Charge shall be assessed at the stated rate.

If the cancelation occurs more than two hours after the Pilot is assigned, a Transportation Charge shall also be assessed. In addition, if the cancellation occurs after the Order Time, a Service Time Charge shall also be assessed.

Item 360: Delay, Detention, Standby and Other (A) $447.62

In addition to all other charges, each of the following shall be assessed if applicable, at the per hour stated rate.

Delay Charge - If a vessel is delayed by circumstances outside of the control of the Pilot, in excess of 60 minutes, a Delay Charge shall be assessed at the stated rate, for every additional hour or fraction thereof, up to a maximum of six hours.
If a vessel is delayed by more than six hours, the Vessel Movement shall be deemed cancelled and the Cancellation Charge and Transportation Charge shall also be assessed.

Berthing Delay - In the event a Berthing Delay exceeds 60 minutes and results in a vessel going to anchor, a Vessel Movement shall be deemed to have concluded. If a Berthing Delay exceeds 60 minutes, a Delay Charge shall apply.

Detention Charge - If a pilot is detained at the request of the Vessel or for reasons outside of the

pilot's control, a Detention Charge, at the stated rate, shall be assessed for the time the Pilot is detained for every hour or fraction thereof.

Standby to Pilot Charge - If at the request of the Vessel a pilot is Standing By to Pilot, the Standby Charge shall be assessed at the stated rate, for every hour or fraction thereof.

Other Delay/Detention/Standby Charges - For circumstances under which a pilot is delayed, detained, or is Standing By to Pilot due to reasons outside of the pilot's control not specified above, the vessel shall be assessed charges at the stated rate, for every hour or fraction thereof.

Item 370: Other Service Charges

Dead Ship Charge

Dead Ship Vessel Movements shall be charged and computed at a rate of double the applicable charges per pilot.

Carried Out of District Charge (A) $1,523.00

For a pilot Carried out of District, in addition to all other applicable charges, the vessel shall be assessed a base Carried out of District Charge, at the stated rate.

When a pilot is Carried out of District, Detention Charges and Service Time Charges shall be applied in such a way that the combined time increment of these charges is only rounded once.

Charges for Additional Services Requested (A) $447.62 per hour

All other marine pilotage services not otherwise specified shall be assessed the stated rate, for every hour or fraction thereof, with a two-hour minimum.

Item 380: Special Surcharges

BPC Training Stipend $23.00 per trainee

In accordance with RCW 81.116.020, a Board of Pilotage Commissioners trainee stipend surcharge for each pilot trainee receiving a stipend shall be assessed the stated rate.

(N) Capital Recovery Charge **(N)** $75.00 **(N)** per assignment

(N) Temporary charge to recover specific commission-approved capital costs to ensure capital sustainability.

Item 390: Finance Charges 1.5%

Payments are due within 30 days from first billing. Finance Charges will be assessed at a rate of 1.5% for payment made after 30 days.

Section 4
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GEOGRAPHIC BOUNDARIES OF HARBOR AREAS

Item 400: Geographic Boundaries of Harbor Areas

The following descriptions shall apply to describe the Harbor Areas of the Puget Sound Pilotage District.

Anacortes: Waters east of a line from drawn due south from Kelly Point, south of latitude 48° 32.1' N (Saddlebag Is. Light '7') drawn due east from Guemes Island east shore, and north of a line drawn due east from March Point.

Bellingham: Waters north from Pt. Francis (Portage Is.) drawn due east to shore.

Bremerton: Waters west from Pt. Herron drawn due south to shore.

(T) Cherry Pt. and Ferndale: Waters inside a line drawn from Point Whitehorn ~~Cherry Point~~ to Alden Bank Buoy 'A ~~B'~~, to Alden Bank Buoy 'B ~~A'~~, to Sandy Point.

Everett: Waters inside a line drawn from Priest Point to Gedney Island Light '1', to Elliott Point; including the waters of the Swinomish River.

(T) Manchester: Waters inside a line drawn from Orchard Point to Beans Point, along the shore to Restoration Point, to Point Vashon, to Southworth Ferry landing.

Olympia: Waters south of a line drawn from Dofflemyer Point to Cooper Point.

Port Angeles: Waters bound inside Ediz Hook, extending north to include to Pilot Boarding grounds, extending to Green Point, then along the shore to Ediz Hook.

Port Townsend: Waters west of a line drawn from Point Wilson to Marrowstone Point, and North of Hadlock Cut.

Seattle: Waters east of a line drawn from West Point to Alki Point.

Shilshole and Lake Washington: Waters east of a line from Meadow Point to West Point; including the locks, cuts, Lake Union, and Lake Washington.

Tacoma: Waters inside a line drawn from Pt. Defiance to Pt. Dalco, along shore of Quartermaster Harbor to Piner Pt, and from Piner Point to Browns Point.

Other Harbors: Harbor Areas not otherwise defined or specified shall be those waters shoreward of a line drawn from headland to headland across the mouth of the entrance including the outermost aid to navigation if the aid extends beyond such line.