



UTC

Washington Utilities
and Transportation
Commission

PUGET SOUND PILOTAGE TARIFF

PSP TARIFF NO. 1

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

Issued by:

WASHINGTON UTILITIES AND
TRANSPORTATION COMMISSION

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Section 1

GENERAL

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APPLICATION OF TARIFF

This tariff applies to Marine Pilotage Services provided in the Puget Sound pilotage district, 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.

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.”

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.

Proposed Tariff Changes

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

Proposed Change:	Code
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. Annotation such as **(R)**, **(A)**, **(C)**, or **(N)**, should be bolded for visibility.

DEFINITIONS

Assignment

A billable event relating to pilotage services.

- i. Assignments include cancellations and ship movements, regardless of duration.
- ii. For purposes of work allocation, an assignment is considered to commence when a pilot is assigned a vessel and concludes upon the pilot's arrival at the pilot station on an outbound assignment, upon the completion of travel for an inbound assignment, or upon cancellation.

Average Assignment Time per Ship Movement

The sum total of time devoted to assignments during a given period divided by the number of Ship Movements occurring during the same period.

- i. Assignment Time generally commences when the pilot is assigned to the vessel and concludes upon completion of travel time for inbound assignments or arrival at the pilot station for outbound assignments.
- ii. Assignment Time includes preparation and travel time plus Bridge Time.

Average Bridge Time Per Assignment

The sum total of time aboard piloted vessels during a given period divided by the number of Assignments occurring during the same period.

- i. Bridge Time generally commences concurrent with Order Time and concludes upon the pilot's arrival ashore.
- ii. Pilots normally arrive on the bridge 30 minutes before the Order Time on outbound assignments.
- iii. Average Bridge Time Per Assignment does not include Bridge Time for cancelled assignments nor time on the bridge before Order Time of outbound assignments.

Average Assignment Time Per Ship Movement

The sum total of time aboard piloted vessels during a given period divided by the number of Ship Movements occurring during the same period.

- i. Bridge Time generally commences concurrent with Order Time and concludes upon the pilot's arrival ashore.
- ii. Pilots normally arrive on the bridge 30 minutes before the Order Time on outbound assignments.
- iii. Average Bridge Time Per Ship Movement does not include time on the bridge for cancelled assignments nor time on the bridge before Order Time of outbound assignments.

Average Time Per Assignment

The sum total of time devoted to Assignments during a given period divided by the number of Assignments occurring during the same period.

- i. Assignment Time generally commences when the pilot is assigned to the vessel and concludes upon completion of travel time for inbound assignments or arrival at the pilot station for outbound assignments.
- ii. Assignment Time includes preparation and travel time plus Bridge Time.

Boundary Pilotage – Needs to be defined

Cancellation

A billable event involving the termination by a carrier (or agent) of a pilotage service request after a pilot has been assigned and before an outbound ship is moved or, in the case of an inbound vessel, the vessel is delayed by more than 6 hours if it occurs within 12 hours of the scheduled arrival time.

- i. A Cancellation is deemed to occur if a pilot has been assigned and if the service request is cancelled within 12 hours before the scheduled vessel arrival at Port Angeles or, for outbound transits, four (4) hours from scheduled departure from Seattle; five (5) hours from any other port.
- ii. Under current procedures, a pilot who has not commenced travel to an outbound assignment at time of cancellation remains available for immediate dispatch. A pilot who has commenced travel is removed from dispatch until rest requirements are met.
- iii. An inbound vessel may be charged a cancellation charge for any delay of more than 6 hours of an arrival time made less than 12 hours before the scheduled arrival if the cancellation charge is lower than the delayed arrival charge that would otherwise apply.

Compensatory Days - Needs to be defined

Dead Ship - Needs to be defined

ETA/ETD

Estimated time of Arrival / Estimated time of departure.

Gross Pilotage Revenue

All revenue under the tariff including transportation and trainee surcharges (stipends).

Gross Pilotage Revenue Per Assignment

Gross Pilotage Revenue generated from all Assignments during a given period of time divided by the number of Assignments during the same period.

Job - Needs to be defined

LOA

Length Overall (Ship Specification)

Non-Revenue Activities

A non-billable event in which a pilot, other than the President of Puget Sound Pilots, is assigned to a license upgrade trip or pilotage-related activity not involving a Ship Movement.

- i. Non-Revenue Activities include education, training, simulation sessions, license upgrade trips, voyage planning sessions, meetings with government agencies and officials (e.g., pilot commission, U.S. Coast Guard, Department of Ecology, legislature, governor, port districts), testimony, industry events and conferences, marine safety meetings and Puget Sound Pilotage business and professional meetings.
- ii. Non-Revenue Activities are not Assignments and do not accrue towards the fulfillment of the Target Assignment Level.

Number of Pilots

The aggregated sum total of the number of days each pilot was on distribution during a given year divided by 365 (366 in case of leap years).

- i. The number of Pilots includes:
 - (1) Active pilots;
 - (2) The President of Puget Sound Pilots; and
 - (3) Licenses pilots who are inactive, but receiving payment in the form of Compensatory Days.
- ii. Number of Pilots does not include former pilots who are no longer licensed but are receiving payment in the form of Compensatory Days.

Order Time

The vessel's last scheduled departure time (for outbound transits) or last scheduled arrival time (for inbound transits).

Puget Sound Pilots

Association of Puget Sound marine pilots serving the Puget Sound Pilotage District.

Pilotage Unit

The result obtained by multiplying the overall length of the ship by the breadth and the draught of the ship at the time of the assignment and by 100.00.

Revenue Per Assignment

Gross Revenue, excluding transportation charges and trainee surcharges (stipends), generated from all Assignments during a given period of time divided by the number of Assignments during the same period.

Ship Movement

An assignment resulting in a transit or a reposition of a vessel. A Ship Movement involving multiple pilots (other than training or upgrading pilots) is counted as multiple Ship Movements, one for each pilot.

Target Assignment Level

A numerical benchmark set the Board of Pilotage Commissioners (Board) calculated by dividing the annual number of Assignments by the number of pilots. It is used by the Board in making workload decisions, including setting of the number of pilot licenses to be issued. The President of Puget Sound Pilots is not included in the calculation of the Target Assignment Level.

Section 2

RULES AND REGULATIONS

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Item 10 - 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 20 - Procedure for Ordering a Pilot

- 1) All orders for pilots shall be made directly with dispatchers via telephone located in the Puget Sound Pilot's Seattle office between the hours of 0800 and 1700 daily, with the hours of lead time for the individual ports, as provided below.
- 2) If the hours of lead time required for an assignment cannot be properly applied between the hours of 0800 and 1700, then arrangements for that assignment must be made before 1700 on the day prior. Except in the most unusual of circumstances, orders for pilots will not be accepted after 1700. Forgetting to order a pilot will not be considered an unusual circumstance.
- 3) For an ETA/ETD delay greater than two (2) hours and less than six (6) hours, notice is required at least six (6) hours in advance to avoid additional charges. For a delay of six (6) hours or more, or for a cancellation, notice is required at least 12 hours in advance to avoid additional charges.
- 4) **Port Angeles:** The original request for a pilot at Port Angeles, for either inbound or outbound vessels, shall be made not later than 24 hours prior to the vessel's arrival/departure at Port Angeles and shall be made between the hours of 0800 and 1700.
 - a. Vessels arriving or departing earlier than their scheduled ETA/ETD at Port Angeles must give 24 hours' notice to ensure that a pilot is available.
 - b. In addition to charges specified in this tariff, vessels arriving/departing Port Angeles outside the above parameters may expect delays until a pilot becomes available.
- 5) **Seattle, Point Wells, Edmonds, or Eagle Harbor:** The request for a pilot at the above ports shall be made at least four (4) hours prior to the pilot being required aboard.
- 6) **Tacoma, Olympia, Everett, Manchester, Bremerton, Bangor, Port Gamble, DuPont, Port Townsend, or Mukilteo:** The request for a pilot at the above ports shall be made at least five (5) hours prior to the pilot being required aboard.
- 7) **Anacortes, March Point, Bellingham, Ferndale, or Cherry Point:** The request for a pilot at the above ports shall be made at least six (6) hours prior to the pilot being required aboard.
- 8) **Canadian Ports of Vancouver, New Westminster, or Ports in the Greater Vancouver Area:** The request for a pilot at the above Canadian ports shall be made at least 10 hours prior to the pilot being required aboard.

- 9) **All other Canadian Ports:** The request for a pilot at all other Canadian ports shall be made at least 24 hours prior to the pilot being required aboard.

Item 30 – Cancellation of Pilot Assignment

For a vessel arriving/departing Port Angeles or arriving inbound to the Port Angeles Pilot Station, cancellation must be made at least 12 hours prior to the original time of assignment to avoid cancellation charges.

Except for Port Angeles Pilot Station inbound assignments and Canadian assignments, cancellation of an assignment must be made at least five (5) hours prior to the original time of assignment to avoid cancellation charges.

Item 40 – Delayed Arrival

When a pilot is ordered for an arriving inbound vessel at Port Angeles and the ETA is delayed by six (6) hours or more beyond the original ETA, a cancelling charge hour shall be assessed if the ETA was not amended at least 12 hours prior to the original ETA.

When a pilot is ordered for an arriving inbound vessel at Port Angeles and the vessel does not arrive within two (2) hours of its ETA, or its ETA is amended less than six (6) hours prior to the original ETA, a charge for each hour delay, or fraction thereof, shall be assessed in addition to all other appropriate charges.

Item 50 - Harbor Shifts

For any tow exceeding seven (7) hours, two pilots are mandatory. Harbor shifts shall constitute and be limited to those services in moving vessels from dock to dock, from anchorage to dock to anchorage, or from anchorage in the same port after all other applicable charges for pilotage services have been recognized as payable.

Item 60 – Bridge Watch

Bridge watch begins when the pilot reports on the bridge of a ship and takes conduct thereof; or when the ship is ready to sail, the pilot reports on the bridge and orders are given to commence preparation for departure.

Bridge watch ends when the pilot leaves the bridge to disembark at a pilot boarding station, when the pilot is relieved by another pilot; or when the ship has been secured at anchor and the pilot is released from the bridge.

Item 70 – 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 misdemeanor.

Item 80 – Marine Pilotage Tariff Costs

General rate setting costs: PLACE HOLDER - 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 90 – Docking and Undocking Certain Vessels by the Vessels' Masters.

On a passenger vessel not requiring a tug for docking or undocking, the master of the vessel may maneuver the vessel into or out of its berth under the following procedures and conditions.

- (1) The master may not commence maneuvering the vessel until the express consent of the pilot has been given.
- (2) Any such consent shall be on a case-by-case basis and be valid only for that specific berthing or departure.
- (3) The master may not delegate maneuvering responsibility for the vessel to an officer other than the vessel's staff captain.
- (4) The exact location for the exchange of maneuvering responsibilities between the pilot and the master must be part of the consent and the exchange must always occur in close proximity (approximately the vessel's length, but not to exceed twice the vessel's length) to the vessel's berth; and
- (5) While the master is maneuvering the vessel pursuant to this section, the pilot shall remain available to advise and assist the master and the master shall be responsible for keeping the pilot informed as to all material aspects of the master's maneuvering of the vessel.

Item 100 – Exempt Vessels.

- (1) Under the authority of RCW 88.16.070, application may be made to the board of pilotage commissioners to seek exemption from the pilotage requirements for the operation of a limited class of small passenger vessels, which are not more than one thousand three hundred gross tons (international), do not exceed two hundred feet in length, is manned by United States-licensed deck and engine officers appropriate to the size of the vessel with merchant mariner credentials issued by the United States coast guard or Canadian deck and engine officers with Canadian-issued certificates of competency appropriate to the size of the vessel, and are operated exclusively in the waters of the Puget Sound pilotage district and lower British Columbia, or yachts, which are

not more than one thousand three hundred gross tons (international), and do not exceed two hundred feet in length. For purposes of this section, any vessel carrying passengers for a fee, including yachts under charter where both the vessel and crew are provided for a fee, shall be considered a passenger vessel.

The owners or operators of the vessel for which exemption is sought must:

- (a) Complete and file with the board a petition requesting an exemption at least forty-eight hours prior to planned vessel operations where possible. Petitions filed with less than forty-eight hours' notice may be considered by the chair at the chair's discretion on a board-approved form. The form shall include a description of the vessel, the contemplated use of vessel, the proposed area of operation, the names and addresses of the vessel's owner and operator, the areas and dates of planned operations, and such other information as the board shall require.
 - (b) Pay the appropriate initial application or renewal fee with the submittal of the petition, which is listed in subsection (5) of this section.
- (2) All petitions for exemption filed with the board shall be considered at its next regularly or specially scheduled meeting. Consistent with the public interest, the chair may grant an interim exemption to a petitioner subject to final approval at the next board meeting, where special time or other conditions exist.
 - (3) Any grant of an exemption, including interim exemptions, may contain such conditions as the board, or in the case of an interim exemption, the chair, deems necessary to protect the public interest in order to prevent the loss of human life and property and to protect the marine environment of the state of Washington.

Such conditions may include: A requirement that the vessel employ the services of a pilot on its initial voyage into state pilotage waters; and/or that the master of the vessel at all times hold as a minimum, a United States government license as a master of ocean or near coastal steam or motor vessels of not more than sixteen hundred gross tons or as a master of inland steam or motor vessels of not more than five hundred gross tons, such license to include a current radar endorsement; and/or that the vessel possess specific navigational charts, publications and navigational equipment necessary to ensure safe operation.

- (4) The board shall annually, or at any other time when in the public interest, review any exemptions granted to the specified class of small vessels to ensure that each exempted vessel remains in compliance with the original exemption and any conditions to the exemption. The board shall have the authority to revoke such exemption when there is not continued compliance with the requirements for exemption.

(5) Fee Schedule for Petitioners for Exemption

	3 Months or Less	1 Year or Less	Annual Renewal
A. Yachts			
Up to and including 50 feet LOA	\$50	\$50	\$50
Up to and including 100 feet LOA	\$700	\$1,000	\$600
Up to and including 200 feet LOA and 750 gt	\$1,000	\$1,400	\$800
Up to and including 200 feet LOA and 751 to 1300 gt	\$1,500	\$1,500	\$1,500
B. Passenger Vessels			
Up to and including 100 feet LOA	\$1,125	\$1,500	\$1,000
Up to and including 200 feet LOA	\$1,500	\$1,500	\$1,200

(6) Petitions for annual renewals must be submitted within one year of the expiration of the previous exemption.

Item 110 – 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.

Section 3

PILOTAGE RATES AND CHARGES

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Item 200 - PUGET SOUND PILOTAGE Rates

Classification	Rate
Pilot Boat Fee	\$348.00
Per each boarding/deboarding at the Port Angeles pilot station.	
Harbor Shift – Live Ship (Seattle Port)	LOA Zone 1
Harbor Shift – Live Ship (other than Seattle Port)	LOA Zone 1
Harbor Shift – Dead Ship	Double LOA Zone 1
Harbor shifts shall constitute and be limited to those services in:	
(a) Moving vessels from dock to dock,	
(b) From anchorage to dock to anchorage, or	
(c) From anchorage to anchorage in the same port,	
after all other applicable charges for pilotage services have been recognized as payable.	
Towing Charge – Dead Ship	Double LOA Zone
LOA of tug + LOA of tow + beam of tow	
Any tow exceeding seven hours, two pilots are mandatory.	
Compass Adjustment	\$359.00
Radio Direction Finder Calibration	\$359.00
Launching Vessels	\$540.00
Trial Trips, six hours or less (minimum \$1,014.00)	per hour \$169.00
Trial trips, over six hours (two pilots)	per hour \$338.00
Shilshole Bay – Salmon Bay	\$211.00
Salmon Bay – Lake Union	\$164.00
Lake Union – Lake Washington (plus LOA zone from Webster Point)	\$211.00
Cancellation Charge (See Item 25)	LOA Zone I
Cancellation Charge – Port Angeles (See Item 25)	LOA Zone II

Item 210 - Tonnage Charges

Zero to 20,000 gross tons	20,000 to 50,000 gross tons	50,000 gross tons and up
Additional charge to LOA zone mileage of \$0.0084 per gross ton for all gross tonnage up to 20,000 gross tons.	Additional charge to LOA zone mileage of \$0.0814 per gross ton for all gross tonnage in excess of 20,000 gross tons up to 50,000 gross tons.	In excess of 50,000 gross tons, the charge shall be \$0.0974 per gross ton.

Notwithstanding the above tonnage charges, there shall be a minimum tonnage charge of \$500.00 applied to:

- (1) All LOA Zone I assignments other than assignments of an additional pilot(s) on ship movements involving more than one pilot jointly piloting the vessel; and
- (2) All LOA Zone II and greater assignments.

For vessels where a certificate of international gross tonnage is required, the appropriate international gross tonnage shall apply.

Transportation to Vessels on Puget Sound

March Point or Anacortes	\$195.00
Bangor	\$190.00
Bellingham	\$225.00
Bremerton	\$167.50
Cherry Point	\$260.00
Dupont	\$120.00
Edmonds	\$42.50
Everett	\$72.50
Ferndale	\$247.60
Mukilteo	\$65.00
Olympia	\$155.00
Point Wells	\$42.50
Port Gamble	\$230.00
Port Townsend (Indian Island)	\$277.50

Item 210 - Tonnage Charges (continued)

Seattle	\$18.75
Tacoma	\$87.50

(a) Intraharbor transportation for the Port Angeles port area: Transportation between Port Angeles pilot station and Port Angeles harbor docks - \$15.00.

(b) Interport shifts: Transportation paid to and from both points.

(c) Intraharbor shifts: Transportation to be paid both ways. If intraharbor shift is canceled on or before scheduled reporting time, transportation paid one way only.

(d) Cancellation: Transportation both ways unless notice of cancellation is received prior to scheduled reporting time in which case transportation need only be paid one way.

(e) Any new facilities or other seldom used terminals, not covered above, shall be based on mileage x \$2.00 per mile.

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Item 220 - Waterway And Bridge Charges

Size of Beam	Vessel Movement Transiting to -	Charges
Ships up to 90' beam	Any vessel movements both inbound and outbound required to transit south of Spokane Street in Seattle, south of Eleventh Street in any of the Tacoma waterways, in Port Gamble, or in the Snohomish River.	\$266.00 in addition to bridge charges
	Any vessel movements required to transit through bridges –	\$127.00 per bridge
Ships 90' beam and/or over	Any vessel movements both inbound and outbound required to transit south of Spokane Street in Seattle and south of Eleventh Street in any of the Tacoma waterways.	\$361.00 in addition to bridge charges
	Any vessel movements required to transit through bridges –	\$251.00 per bridge
<p>(The above charges shall not apply to transit of vessels from Shilshole Bay to the limits of Lake Washington.)</p>		
Two or three pilots required	In a case where two or three pilots are employed for a single vessel waterway or bridge transit –	The second and/or third pilot charge shall include the bridge and water charge in addition to the harbor shift rate.

Item 230 – Delays

Docking Delay After Anchoring

Applicable harbor shift rate to apply, plus \$274.00/hour standby. No charge if delay is 60 minutes or less. If the delay is more than 60 minutes, charge is \$274.00 for every hour or fraction thereof.

Sailing Delay

No charge if delay is 60 minutes or less. If delay is more than 60 minutes, charge is \$274.00 for every hour or fraction thereof. The assessment of the standby charge shall not exceed a period of 12 hours in any 24-hour period.

Slowdown

When a vessel chooses not to maintain its normal speed capabilities for reasons determined by the vessel and not the pilot, and when the difference in arrival time is one hour, or greater, from the predicted arrival time had the vessel maintained its normal speed capabilities, a charge of \$274.00/hour, and each fraction thereof, will be assessed for the resultant difference in arrival time.

Delayed Arrival – Port Angeles

When a pilot is ordered for an arriving inbound vessel at Port Angeles and the vessel does not arrive within two hours of its ETA, or its ETA is amended less than six hours prior to the original ETA, a charge of \$274.00 for each hour delay, or fraction thereof, shall be assessed in addition to all other appropriate charges.

When a pilot is ordered for an arriving inbound vessel at Port Angeles and the ETA is delayed to six hours or more beyond the original ETA, a cancellation charge shall be assessed in addition to all other appropriate charges, if the ETA was not amended at least 12 hours prior to the original ETA.

Item 240 - LOA Rate Schedule

The following rate schedule is based upon distances furnished by National Oceanic and Atmospheric Administration, computed to the nearest half-mile and includes retirement fund contributions.

LOA	ZONE I Intra Harbor	ZONE II 0-30 miles	ZONE III 31-50 miles	ZONE IV 51-75 miles	ZONE V 76-100 miles	ZONE VI > 100 miles
UP to 449	\$263	\$381	\$650	\$968	\$1,304	\$1,692
450 – 459	274	388	653	983	1,325	1,700
460 – 469	276	392	665	999	1,343	1,708
470 - 479	285	404	672	1,020	1,347	1,711
480 - 489	294	410	675	1,038	1,355	1,719
490 - 499	298	416	685	1,057	1,371	1,728
500 - 509	313	423	695	1,068	1,383	1,738
510 - 519	315	431	702	1,085	1,398	1,744
520 - 529	319	447	712	1,090	1,410	1,758
530 - 539	329	452	721	1,102	1,432	1,778
540 - 549	334	458	738	1,114	1,454	1,795
550 - 559	341	474	742	1,130	1,466	1,812
560 - 569	353	493	757	1,141	1,479	1,828
570 - 579	361	496	760	1,146	1,495	1,841
580 - 589	376	505	778	1,154	1,503	1,859
590 - 599	393	516	782	1,160	1,526	1,882
600 - 609	408	532	794	1,164	1,544	1,890
610 - 619	431	537	807	1,169	1,559	1,907
620 - 629	447	543	814	1,183	1,577	1,929

Item 240 - LOA Rate Schedule (continued)

	ZONE I	ZONE II	ZONE III	ZONE IV	ZONE V	ZONE VI
LOA	Intra Harbor	0-30 miles	31-50 miles	51-75 miles	76-100 miles	> 100 miles
630 - 639	\$468	\$552	\$824	\$1,186	\$1,591	\$1,946
640 - 649	486	566	832	1,188	1,604	1,960
650 - 659	520	575	847	1,197	1,624	1,981
660 - 669	530	582	854	1,205	1,642	1,996
670 - 679	550	597	863	1,226	1,660	2,009
680 - 689	557	607	874	1,237	1,674	2,028
690 - 699	574	616	888	1,258	1,692	2,071
700 - 719	599	637	904	1,275	1,725	2,093
720 - 739	634	653	927	1,292	1,758	2,128
740 - 759	659	685	945	1,304	1,795	2,167
760 - 779	685	707	968	1,325	1,828	2,194
780 - 799	719	738	983	1,343	1,859	2,234
800 - 819	748	760	1,002	1,350	1,890	2,268
820 - 839	771	788	1,025	1,371	1,929	2,293
840 - 859	804	820	1,046	1,387	1,958	2,333
860 - 879	834	847	1,064	1,423	1,996	2,367
880 - 899	863	871	1,085	1,455	2,028	2,402
900 - 919	889	900	1,103	1,494	2,071	2,434
920 - 939	917	927	1,130	1,526	2,091	2,468
940 - 959	950	952	1,147	1,559	2,128	2,498
960 - 979	971	980	1,167	1,591	2,167	2,535

Item 240 - LOA Rate Schedule (continued)

	ZONE I	ZONE II	ZONE III	ZONE IV	ZONE V	ZONE VI
LOA	Intra Harbor	0-30 miles	31-50 miles	51-75 miles	76-100 miles	> 100 miles
980 - 999	\$1,003	\$1,002	\$1,187	\$1,624	\$2,194	\$2,568
1000 - 1019	1,065	1,067	1,240	1,710	2,299	2,678
1020 - 1039	1,094	1,098	1,279	1,758	2,368	2,757
1040 - 1059	1,127	1,125	1,316	1,812	2,435	2,838
1060 - 1079	1,161	1,165	1,355	1,866	2,511	2,922
1080 - 1099	1,196	1,197	1,394	1,920	2,585	3,011
1100 - 1119	1,230	1,234	1,437	1,980	2,662	3,102
1120 - 1139	1,268	1,274	1,481	2,037	2,742	3,194
1140 - 1159	1,304	1,310	1,523	2,098	2,825	3,291
1160 - 1179	1,343	1,347	1,571	2,161	2,909	3,388
1180 - 1199	1,384	1,388	1,616	2,226	2,997	3,491
1200 - 1219	1,427	1,430	1,664	2,293	3,087	3,593
1220 - 1239	1,467	1,473	1,713	2,362	3,177	3,701
1240 - 1259	1,511	1,516	1,763	2,432	3,274	3,811
1260 - 1279	1,555	1,561	1,817	2,505	3,373	3,925
1280 - 1299	1,602	1,609	1,872	2,580	3,471	4,044
1300 - 1319	1,651	1,655	1,927	2,657	3,576	4,164
1320 - 1339	1,701	1,705	1,986	2,736	3,682	4,290
1340 - 1359	1,749	1,756	2,045	2,817	3,792	4,419
1360 - 1379	1,803	1,807	2,106	2,903	3,905	4,549
1380 - 1399	1,855	1,861	2,171	2,989	4,022	4,687

Item 240 - LOA Rate Schedule (continued)

	ZONE I	ZONE II	ZONE III	ZONE IV	ZONE V	ZONE VI
LOA	Intra Harbor	0-30 miles	31-50 miles	51-75 miles	76-100 miles	> 100 miles
1400 - 1419	\$1,912	\$1,918	\$2,233	\$3,077	\$4,142	\$4,826
1420 - 1439	1,968	1,976	2,301	3,171	4,268	4,971
1440 - 1459	2,029	2,035	2,371	3,265	4,395	5,120
1460 - 1479	2,086	2,094	2,440	3,362	4,527	5,270
1480 - 1499	2,150	2,157	2,512	3,462	4,661	5,429
1500 - Over	2,215	2,222	2,587	3,568	4,800	5,591

Item 250 - British Columbia Direct Transit Charge

In the event that a pilot consents to board or disembark a vessel at a British Columbia port, which consent shall not unreasonably be withheld, the following additional charges shall apply in addition to the normal LOA, tonnage and other charges provided in this tariff that apply to the portion of the transit in U.S. waters:

Direct Transit Charge \$2,107.00

Sailing Delay Charge per hour \$283.00

Shall be levied for each hour or fraction thereof that the vessel departure is delayed beyond its scheduled departure from a British Columbia port, provided that no charge will be levied for delays of one hour or less and further provided that the charge shall not exceed a period of 12 hours in any 24-hour period.

Slow Down Charge per hour \$283.00

Shall be levied for each hour or fraction thereof that a vessel's arrival at a U.S. or BC port is delayed when a vessel chooses not to maintain its normal safe speed capabilities for reasons determined by the vessel and not the pilot, and when the difference in arrival time is one hour, or greater from the arrival time had the vessel maintained its normal safe speed capabilities.

Cancellation Charge \$525.00

Shall be levied when a pilot arrives at a vessel for departure from a British Columbia port and the job is canceled. The charge is in addition to the applicable direct transit charge, standby, transportation and expenses.

Transportation Charge – Vancouver Area \$514.00

Vessels departing or arriving at ports in the Vancouver-Victoria-New Westminster Range of British Columbia.

Transportation Charge – Outports \$649.00

Vessels departing or arriving at British Columbia ports other than those in the Vancouver-Victoria-New Westminster Range.

Item 260 – Self-Insurance Premium Surcharge

A self-insurance premium surcharge of \$16.00 shall be added to each assignment on all vessels requiring pilotage in the Puget Sound pilotage district. The Puget Sound pilots shall remit the total amount of such surcharges generated to the board by the tenth of each month. The surcharge shall be in effect from July 1, 2017, through June 30, 2019.

Item 270 – Miscellaneous Charges

Payment Terms and Delinquent Payment Charge:

1½ percent per month after 30 days from first billing.

Item 280 – Nonuse of Pilots

Ships taking and discharging pilots without using their services through all Puget Sound and adjacent inland waters shall pay full pilotage charges on the LOA zone mileage basis from Port Angeles to destination, from place of departure to Port Angeles, or for entire distance between two ports on Puget Sound and adjacent inland waters.

Item 290 – Training Surcharge

On January 1, 2011, a surcharge of \$15.00 for each pilot trainee then receiving a stipend pursuant to the training program provided in WAC 363-116-078 shall be added to each pilotage assignment.