

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>* 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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[C] LOS ANGELES PORT PILOTS

[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.

[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.

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[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:

- (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.
- (2) To immediately inform the pilot of all reports by lookouts.
- (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.

See Item 10 for explanation of abbreviations and symbols.

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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.

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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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[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 style="text-align: center;">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> <ul style="list-style-type: none"> (a) Vessels under three hundred gross tons; (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; (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; [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; (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; (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; (g) Private yachts under 300 gross tons, when used for pleasure purposes only; [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; (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. 	[C] 310
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See Item 10 for explanation of abbreviations and symbols.

SECTION THREE – Continued PILOTAGE – Continued	Item No.
<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
<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

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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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 Note 1) (See Item No. 260, Credit List):

[A] (b) Effective January 1, 2017, pilotage charges will be assessed at \$0.0063 per gross registered ton in addition to a charge assessed on the overall length of the vessel according to the following table:

OVERALL LENGTH OF VESSEL
 IN METERS (See Item 320)

DOLLARS PER MOVEMENT

<u>Over</u>	<u>But Not Over</u>	<u>Entering or Leaving</u>	<u>Inter Harbor</u>	<u>Intra Harbor</u>
0	125	539	539	539
125	128	564	539	539
128	131	590	539	539
131	134	616	539	539
134	137	648	539	539
137	140	686	539	539
140	143	730	539	539
143	146	767	539	539
146	149	813	569	539
149	152	851	595	539
152	155	892	624	539
155	158	935	650	558
158	161	972	682	583
161	164	1013	710	609
164	167	1053	736	633
167	170	1093	765	656
170	173	1136	792	682
173	176	1174	822	708
176	179	1225	858	734
179	182	1280	895	766

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 709	Order No. 16-7215 Ordinance No. 184826	Adopted December 15, 2016 Adopted March 8, 2017	EFFECTIVE: April 22, 2017
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SECTION THREE – Continued PILOTAGE – Continued	Item No.
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CHARGES FOR PILOTAGE – Continued					[A] [C] 330 (Cont.)
OVERALL LENGTH OF VESSEL IN METERS (See Item 320)		<u>DOLLARS PER MOVEMENT</u>			
<u>Over</u>	<u>But Not Over</u>	<u>Entering or Leaving</u>	<u>Inter Harbor</u>	<u>Intra Harbor</u>	
182	185	1332	935	799	
185	188	1386	972	833	
188	191	1441	1012	868	
191	194	1497	1049	898	
194	197	1552	1085	932	
197	200	1606	1121	963	
200	203	1660	1163	997	
203	206	1713	1202	1030	
206	210	1768	1239	1062	
210	214	1823	1279	1093	
214	220	1878	1313	1123	
220	226	1935	1354	1159	
226	232	1986	1390	1191	
232	238	2042	1431	1225	
238	244	2096	1464	1255	
244	250	2149	1504	1288	
250	256	2204	1541	1326	
256	262	2258	1581	1359	
262	268	2317	1618	1386	
268	274	2386	1657	1419	
274	280	2423	1695	1453	
280	286	2476	1734	1486	
286	292	2530	1771	1518	
292	298	2586	1810	1552	
298	304	2639	1848	1583	

See Item 10 for explanation of abbreviations and symbols.

Correction No. 710	Order No. 16-7215 Ordinance No. 184826	Adopted December 15, 2016 Adopted March 8, 2017	EFFECTIVE: April 22, 2017
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SECTION THREE – Continued PILOTAGE – Continued					Item No.
CHARGES FOR PILOTAGE – Continued					
OVERALL LENGTH OF VESSEL IN METERS (See Item 320)		<u>DOLLARS PER MOVEMENT</u>			
<u>Over</u>	<u>But Not Over</u>	<u>Entering or Leaving</u>	<u>Inter Harbor</u>	<u>Intra Harbor</u>	
304	310	2694	1885	1617	
310	316	2749	1924	1651	
316	322	2804	1961	1683	
322	328	2860	2002	1713	
328	334	2914	2038	1748	
334	340	2966	2076	1779	[A] [C] 330 (Cont.)
340	346	3020	2116	1812	
346	352	3075	2152	1845	
352	358	3131	2192	1878	
358	364	3186	2229	1909	
364	370	3241	2267	1942	
370	376	3289	2305	1977	
376	382	3347	2369	2009	
382	388	3402	2382	2041	
388	394 and over	3457	2421	2074	
<p>[A] 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 Note 1.)</p> <p>[A] 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 Note 1.)</p> <p>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.</p> <p>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.</p>					

See Item 10 for explanation of abbreviations and symbols.

Correction No. 711	Order No. 16-7215 Ordinance No. 184826	Adopted December 15, 2016 Adopted March 8, 2017	EFFECTIVE: April 22, 2017
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 PILOTAGE – Continued

Item No.

CHARGES FOR PILOTAGE -- Continued

[A] NOTE 1: Effective January 1, 2017, the minimum charge for pilotage shall be \$539.00.

(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 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.

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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) Effective January 1, 2017, if a request for a pilot is cancelled less than one hour prior to the requested time, a charge of \$505.00 will be assessed.

[A] (e) Effective January 1, 2017, if a pilot is required to stand by, a standby charge of \$505.00 per hour, or fraction thereof, will be assessed in addition to the charges named in paragraph (a).

[A] (f) Effective January 1, 2017, 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 one-half (1/2) the total of the first pilot fee, subject to a minimum charge of \$539.00, will be assessed.

[A] (g) Effective January 1, 2017, a \$105.00 per move surcharge will be assessed for capital improvements, maintenance and training.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 712	Order No. 16-7215 Ordinance No. 184826	Adopted December 15, 2016 Adopted March 8, 2017	EFFECTIVE: April 22, 2017
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SECTION THREE – Continued PILOTAGE – Continued	Item No.
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VESSEL TRAFFIC SERVICE (VTS) (This rule not enforceable by the Federal Maritime Commission with whom this tariff is filed)	
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Vessels entering, departing, or operating within San Pedro Bay and the approximately 25 mile approach to San Pedro Bay (collectively known as the Vessel Traffic Service (VTS) area as defined in Item No. 350) must comply with the obligations set forth in (1) Port of Los Angeles Tariff No. 4, Section Three, and (2) the Los Angeles-Long Beach Vessel Traffic Service (VTS) User Manual identified in Port of Los Angeles Tariff Item No. 345(D). Certain vessels as prescribed in Los Angeles Tariff Item No. 370 shall pay a VTS fee. The vessel non-fee obligations depend on the size and type of vessel as set forth in the Port of Los Angeles Tariff, Section Three. Certain vessels must actively communicate with the applicable Vessel Traffic Centers (VTC) as defined in the User Manual. Other vessels need not contact the VTC initially but must monitor vessel radio communications and respond to VTC inquiries when hailed. Consult the User Manual for detailed requirements.

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DEFINITIONS

- A. “Covered Vessel” (Mandatory Active Participation) means any of the following:
1. Every power driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;
 2. Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating;
 3. "Towing vessel", as used in this article, means any commercial vessel engaged in towing another vessel astern, or along side, or by pushing it ahead;
 4. Every vessel issued a certificate to carry 50 or more passengers for hire, when engaged in trade, regardless of length of vessel, or whether under sail or power driven.
- B. “Passive Vessel” (Mandatory Passive Participation) means any of the following:
1. Every power driven vessel of at least 20 meters but less than 40 meters (approximately 65 to 131 feet) in length;
 2. Every vessel of 100 gross tons or more carrying one or more passengers for hire;
 3. Every dredge or floating plant.
- C. Non-Participating Vessels:
If your vessel does not fall into either of the above categories, you are not required by law to participate with VTS. However, your vessel is still subject to the following:
1. Observe and obey all International Rules of the Road, especially Rule 9 and Rule 10;
 2. Observe VTS measures (advice/information given by the VTS);
 3. Comply with all other measures of safe navigation and prudent seamanship;
 4. Contact VTS on VHF-FM 14 Channel to obtain information, seek assistance, or report emergencies;
 5. Monitor VHF-FM Channel 14 at all times;
 6. Use a radar reflector even if you are small vessel or recreational craft.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 217	Order No. 6720 Ordinance No. 173867	Adopted February 28, 2001 Adopted March 27, 2001	EFFECTIVE: May 13, 2001
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SECTION THREE – Continued PILOTAGE – Continued	Item No.
<p style="text-align: center;">VESSEL TRAFFIC SERVICE (This rule not enforceable by the Federal Maritime Commission with whom this tariff is filed)</p>	
<p style="text-align: center;">VESSEL TRAFFIC SERVICE</p> <p>A. The purpose of the VTS is to improve vessel transit safety by providing vessel operators with advance information of other reported marine traffic and any additional information, advice and recommendations which may affect vessel traffic safety within the VTS area. The goal of the Los Angeles/Long Beach Vessel Traffic Service is to provide seamless navigation information to improve vessel transit safety. The Coast Guard/Marine Exchange, Los Angeles Pilots and Long Beach Pilots each specializing in their own area, have worked together to create a unique system. The Vessel Traffic Service is a cooperative effort of the State of California, U.S. Coast Guard, Marine Exchange of Los Angeles – Long Beach Harbor, Inc., Ports of Los Angeles and Long Beach, and under the authority of California Government Code Section 8670.21, Harbors and Navigation Code Section 445-449.5 and the port tariffs of Los Angeles and Long Beach.</p> <p>B. Vessels outside the federal breakwater to 25 nautical miles from Point Fermin will be provided with vessel traffic information through “San Pedro Vessel Traffic Center” (VTC.) San Pedro VTC is jointly operated by the Coast Guard and the Marine Exchange. The San Pedro VTC will provide vessel operators with information.</p> <p>C. Vessels inside the federal breakwater within the boundaries of the Los Angeles and Long Beach sectors will be provided with advisory information on other reported marine traffic and any additional information available to the VTS that may affect vessel traffic safety within their sector.</p> <p>D. VTS operation procedures may be found in the “Los Angeles – Long Beach Vessel Traffic Service (VTS) User Manual.” Copies of this manual may be obtained by contacting either the Marine Exchange of LA-LB Harbor or the United States Coast Guard.</p>	<p>* 345</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 218	Order No. 6720 Ordinance No. 173867	Adopted February 28, 2001 Adopted March 27, 2001	EFFECTIVE: May 13, 2001
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 219	Order No. 6720 Adopted February 28, 2001	Ordinance No. 173867 Adopted March 27, 2001	EFFECTIVE: May 13, 2001
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Item No.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 220	Order No. 6720 Ordinance No. 173867	Adopted February 28, 2001 Adopted March 27, 2001	EFFECTIVE: May 13, 2001
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SECTION THREE – Continued PILOTAGE – Continued	Item No.	
<p style="text-align: center;">VESSEL TRAFFIC SERVICE (This rule not enforceable by the Federal Maritime Commission with whom this tariff is filed)</p>		
<p style="text-align: center;">VTS AREA</p> <p>The VTS Area, as authorized by California Harbors and Navigation Code (Section 445) and endorsed by the U.S. Coast Guard, will include the waters of San Pedro Bay and San Pedro Channel (outside the federal breakwater) and Santa Monica Bay that are encompassed within the arc of a circle having its center at Point Fermin Light, with a radius of twenty-five (25) nautical miles drawn from a position on the shore in the vicinity of Abalone Point to the south, (33 degrees – 33.8’N, 117 degrees – 49.5’W) clock wise to a point on the shore in the vicinity of Malibu Point to the north (34 degrees - 02.5’N, 118 degrees - 35.3’W).</p>	350	
<p style="text-align: center;">VTS “USER FEE” AUTHORIZATION</p> <p>Under the provisions of the State of California Harbors and Navigation Code, Section 446.5 and Government Code Section 8670.21 (f)(2), the Port of Los Angeles imposes "User Fees" upon all arriving covered vessels (see Item 340) transiting the VTS Area, for the purpose of anchoring or berthing at the Port of Los Angeles, (including anchorages outside the federal breakwater). As required by state law, these “User Fees” will pay the cost of operating the Vessel Traffic Service for the Ports of Los Angeles and Long Beach to facilitate safe, reliable, and efficient marine transportation, while protecting the environment.</p>	355	
<p style="text-align: center;">VTS “USER FEES” INVOICING AND PAYMENT PROCEDURES</p> <p>A. All Vessel Traffic Service “User Fees,” named in this Tariff (see Item 370,) shall be assessed against all <u>arriving</u> covered vessels (see Item 340 A), subject to the payment of the VTS “User Fees” under these rules. “User Fees” shall be paid by the vessel so assessed, through its master, owner, agent, charterers, or other person duly authorized to do so, upon each arrival to the Port of Los Angeles. In addition, any person responsible under this item (or, pursuant to a contract, the vessel, its owners, and charterers,) are jointly and severally responsible for payment of all VTS User Fees, and each agrees to guarantee such payment.</p> <p>* B. The Vessel Traffic Service User Fees under this section shall be invoiced by, and be paid to, the Marine Exchange of Los Angeles-Long Beach Harbor, Inc., P. O. Box 1949, San Pedro, CA 90733-1949. TELEPHONE: 310-519-3128; FAX: 310-241-0300.</p> <p>B. Non-payment or delinquent invoices may be subject to a late payment charge consisting of 1/30 of two percent of the invoice amount remaining unpaid each day.</p>	[C] 360	
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
<p>Correction No. 681</p>	<p>Order No. 15-7179 Adopted June 18, 2015 Ordinance No. 183872 Adopted September 16, 2015</p>	<p>EFFECTIVE: October 24, 2015</p>

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VESSEL TRAFFIC SERVICE
 (This rule not enforceable by the Federal Maritime
 Commission with whom this tariff is filed)

VESSEL TRAFFIC SERVICE USER FEES

A. VTS User Fees shall be based on the actual Length Over All (LOA) of each arriving covered vessel (see Item 340 A.), in meters, as follows:

<u>EACH VESSEL OVER</u>	<u>BUT NOT OVER</u>	<u>FEE</u>
0 Meters	150 Meters	\$236.00
150 Meters	190 Meters	\$260.00
190 Meters	230 Meters	\$302.00
230 Meters	270 Meters	\$352.00
270 Meters	310 Meters	\$396.00
310 Meters	340 Meters	\$445.00
340 Meters	--	\$500.00

B. In addition to the above LOA VTS User Fees, each arriving covered vessel will be assessed \$0.0032 per gross registered ton (GRT) as recorded by Lloyds.

[A]
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C. EXCEPTIONS:

1. Tugs with Commercial Tows – Every arriving power driven vessel of eight meters (approximately 26 feet) or longer engaged in towing astern, alongside, or pushing ahead another vessel or vessels shall be assessed a VTS User Fee of \$215.00. There is no VTS User Fee for the towed vessel or vessels.

2. Passenger Ferries (**) and Tugs with Commercial Tows Engaged in Trade Between LA/LB Harbor and Santa Catalina Island – During the months of June, July, and August, all such vessels shall be assessed a monthly VTS User Fee of \$355.00 for each vessel in operation, regardless of total trips made. For the rest of the year, the rate shall be \$175.00 per month per vessel in operation, regardless of total trips made.

 (**) Note: Covered vessels in this category include all vessels certified to carry fifty or more passengers for hire regardless of LOA or gross tonnage; and any vessel (sail or power driven) 100 gross tons and over, carrying one or more passengers for hire.

3. Tugs with Commercial Tows; Dredges and Derrick Barges; Vessels Engaged in Offshore Oil Well Maintenance and Supply Services; and Other Vessels Engaged in “Port Construction Projects” Between Points on the California

See Item 10 for explanation of abbreviations and symbols.

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<p>VESSEL TRAFFIC SERVICE (This rule not enforceable by the Federal Maritime Commission with whom this tariff is filed)</p> <p>Coast from Pt. Dume to the North to Dana Pt. to the South (and including Santa Catalina Island), or a Designated Dumping Area for Dredging Spoils – All such vessels shall be assessed a monthly VTS User Fee of \$355.00 for each vessel in operation, regardless of total trips made in and out of LA/LB Harbor. However, that if such a vessel makes only one trip in any given month, then that vessel shall be assessed the basic \$215.00 VTS User Fee for a standard “tug with commercial tow”.</p> <p>4. Commercial Rescue/Emergency Assist Vessels – All such vessels, when towing stranded or disabled recreational boats (or other small craft in distress) shall be assessed a monthly VTS User Fee of \$30.00 for each vessel engaged in such service.</p> <p>5. “Whale Watching” and Commercial Sport Fishing Vessels – Any vessel certified to carry fifty or more passengers, and dedicated to whale watching; and/or commercial sport fishing, shall be assessed a monthly VTS User Fee of \$59.00 for each vessel engaged in such service.</p> <p>6. Innocent Passage – Any covered vessel that passes through the VTS “Area of Responsibility” (see Item 350), and that does <u>not</u> make any official arrival at either the Port of Los Angeles or Port of Long Beach (for the purpose of occupying a berth or anchorage), shall be considered to have made an “Innocent Passage,” and shall <u>not</u> be subject to any VTS User Fee.</p>		[A] 370
See Item 345		380
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 683	Order No. 15-7179 Adopted June 18, 2015 Ordinance No. 183872 Adopted September 16, 2015	EFFECTIVE: October 24, 2015

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VESSEL TRAFFIC SERVICE (This rule not enforceable by the Federal Maritime Commission with whom this tariff is filed)		
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See Item 10 for explanation of abbreviations and symbols.		
Correction No. 224	Order No. 6720 Adopted February 28, 2001 Ordinance No. 173867 Adopted March 27, 2001	EFFECTIVE: May 13, 2001