



Lake Charles Pilots, Inc.

4902 Ihles Road
Lake Charles, Louisiana 70605

December 22, 2017

Re: Lake Charles Pilots, Inc.
2018 Tariff Rates and Fees
Effective January 1, 2018

To Our Valued Customers and Agents:

Please find enclosed the revised tariff to be implemented by Lake Charles Pilots, Inc. ("LCPI") on January 1, 2018, pursuant to Order No. P16-003, issued December 15, 2016 (the "Order"), by the Pilotage Fee Commission (the "Commission"). The new tariff rates and fees, exclusive of surcharges, do contemplate a small increase in our revenue requirement for 2018, rather than the decrease projected in 2017. However, we will work hard to assure that the price and value of our services remain in balance and continue to meet the expectations of our customers.

Please take the time to review the new tariff and direct any questions that you may have to our Office Manager, Leslie Fruge, at 337-436-0372 ext 12, or by email at lhebert@lakecharlespilots.com.

We value your business, and ask that you provide us with any suggestions that might make our service more valuable to you in the future.

Sincerely,

Capt. Brett A. Palmer
President, Lake Charles Pilots Inc.

**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**

REVISED, EFFECTIVE JANUARY 1, 2018
PURSUANT TO
LOUISIANA PILOTAGE FEE COMMISSION
ORDER NO. P16-003

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	\$ 87.814	per draft foot
Vessels with more than 500 units to 1,000 units	\$104.869	per draft foot
Vessels with more than 1,000 units	\$121.481	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	Per unit
More than 500 to 1,000	\$2.632	Per unit
More than 1,000	\$5.743	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 \$105.57 per statute mile. The fee for pilotage through the bars and passes shall apply at the following boarding positions:

Buoy # 36	\$ 0.00
Buoy # 34	\$ 124.58
Buoy # 32	\$ 240.70
Buoy # 30	\$ 357.86
Buoy # 28	\$ 490.90
Buoy # 24	\$ 612.28
Buoy # 22	\$ 733.70
Buoy # 20	\$ 860.42
Buoy # 18	\$ 981.78
Buoy # 16	\$ 1,103.20

Buoy # 14	\$ 1,229.88
Buoy # 12	\$ 1,356.56
Buoy # 8	\$ 1,514.91
Buoy # 6	\$ 1,609.96
Buoy # 4	\$ 1,736.64
Buoy # 2B	\$ 1,937.21
Buoy # 2A	\$ 2,483.96
Buoy # 2	\$ 2,611.74
CC Buoy	\$ 2,831.35

Docking, Undocking and Anchoring Fees

Under 300 feet	\$84.47
300 feet and under 600 feet	\$126.71
600 feet and under 800 feet	\$168.96
800 feet and over	\$253.44

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 \$760.28 will be charged to shift any vessel in any one zone. Transits of more than one zone will require a supplemental fee of \$168.97 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 \$481.85 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 \$481.85 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 \$481.85 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 rate of \$.2046 applied to each inbound and outbound transit, effective January 1, 2013.

Pilotage Fee Commission Surcharge

Effective July 1, 2017 by order of the Pilotage Fee commission, all vessels requiring or requesting state pilotage will be charged \$27 per inbound transit and \$27 per outbound transit. All charges will be collected and forwarded to the Pilotage Fee Commission to fund operations.

Pilot Boat Surcharge

Effective January 1, 2017, a per unit surcharge rate of .05992 shall be implemented to fund interest only on the construction costs of a new purpose-built pilot boat. On or about January 1, 2019, the surcharge will be adjusted upward to approximately .27503 per unit to fully amortize the cost of the new pilot boat over a fifteen-year period. In year 2018, and over the remainder of the amortization period, the surcharge rate will be subject to true-up pursuant to the same methodology approved by Commission Order No. P11-001, effective March 8, 2012. Upon full amortization, the surcharge shall terminate. Further, any proceeds, net of tax and expenses, from the sale or disposition of the M/V Cameron Pilot shall be applied solely to the reduction of the surcharge.

Pilot compensation, Annual Adjustment and Cost of Living Adjustment

Effective March 1, 2015, the tariff shall be adjusted to provide the target annual compensation for 17 approved pilots. Effective January 1, 2013, and each year thereafter, each approved pilot will receive a cost of living adjustment based on one hundred (100%) percent of the 5-year rolling average of the consumer Price Index-All Urban Consumers-South Urban Area. If commissioned, the Pilots are authorized to fund an 18th pilot in 2017. However, funding for the 18th pilot will cease on December 31, 2018, unless at least one Pilot retirement has occurred, or funding for the 18th pilot has been approved by subsequent action of the Pilotage Fee Commission.

True-Up of Expenses

Effective January 1, 2014, tariff rates and fees shall be adjusted to mitigate the over or under recovery of the ordinary and necessary operating and administrative expenses of pilotage, exclusive of pilot compensation. The annual adjustment shall be made pursuant to the "true-up" methodology approved by Commission Order P11-001, effective March 8, 2012.