

BOARD OF HARBOR COMMISSIONERS

CITY OF LOS ANGELES

PORT OF LOS ANGELES

TARIFF NO. 4

NAMING

RATES, CHARGES, RULES AND REGULATIONS

AT

LOS ANGELES HARBOR

FOR

Pilotage, Dockage, Wharfage, Passengers, Free Time,
Wharf Demurrage, Wharf Storage,
Space Assignments, Cranes,
And other operational rules and regulations

Order No. 5837

Adopted July 12, 1989

Ordinance No. 165789

Adopted April 10, 1990

EFFECTIVE: July 1, 1990

COMMISSIONERS AND OFFICERS
OF THE
LOS ANGELES HARBOR DEPARTMENT
BOARD OF HARBOR COMMISSIONERS

- LUCILLE ROYBAL-ALLARD President
- DIANE MIDDLETON Vice President
- MICHAEL MUÑOZ Commissioner
- EDWARD R. RENWICK Commissioner
- I. LEE WILLIAMS Commissioner

EXECUTIVE STAFF

- EUGENE D. SEROKA Executive Director
- ERICA M. CALHOUN Interim Deputy Executive Director, Harbor Administration
- DINA ARYAN-ZAHLAN Deputy Executive Director, Development
- THOMAS E. GAZSI Deputy Executive Director, Chief of Public Safety and Emergency Management
- MICHAEL DI BERNARDO Deputy Executive Director, Marketing and Customer Relations
- DAVID LIBATIQUE Deputy Executive Director, Stakeholder Engagement
- STEVEN OTERA General Counsel
- ARLEY BAKER Senior Director of Communications
- KERRY CARTWRIGHT Director of Goods Movement
- ERIC CARIS Director of Cargo Marketing
- MARISA KATNICH Director of Cargo and Industrial Real Estate
- MICHAEL GALVIN Director of Waterfront and Commercial Real Estate
- MICHAEL KEENAN Director of Planning and Strategy
- LISA WUNDER Interim Director of Environmental Management
- CAPTAIN JOHN DWYER & CAPTAIN JOHN BETZ Los Angeles Pilot Service
- DAMIEN YOUNG Interim Chief Wharfinger

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ee. Alternative Maritime Power (AMP)	
ff. Alternative Maritime Power (AMP) System Costs	
gg. Recreational Courtesy Dock	
hh. General Rate Increase	
ii. + Scheduled Increase in Compensation	

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Correction No. 801	Order No. 21-7318	Adopted November 4, 2021	EFFECTIVE: July 4, 2022
	Ordinance No. 187506	Adopted May 25, 2022	

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Order No. 5837

Adopted July 12, 1989

Ordinance No. 165789

Adopted April 10, 1990

EFFECTIVE: July 1, 1990

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 786	Order No. 21-7316 Ordinance No. 187486	Adopted November 4, 2021 Adopted May 4, 2022	EFFECTIVE: June 17, 2022
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See Item 10 for explanation of abbreviations and symbols.

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See Item 10 for explanation of abbreviations and symbols.

EXPLANATION OF ABBREVIATIONS AND SYMBOLS	Item No.
<p>+Addition *Change [A].....Increase [C].....Change; resulting in neither an increase or decrease [D].....Deletion [N].....Reissued matter [R].....Reduction [X].....No change in rates %Percent B.M.Board measure or board measurement Cu. Ft.....Cubic feet or cubic foot e.g.....For example Etc.....Et cetera Incl.Inclusive K.D.....Knocked down Kg(s)Kilogram(s) KT1000 kilograms Lbs.Pounds M3.....Cubic Meter No.Number N.O.S.....Not otherwise specified Para.Paragraph Sec.....Section Sq. ft.....Square feet or square foot S.U.Set up U.S.United States W/M.....Weight or measurement whichever yields the greater revenue &And 4U.S. cents \$U.S. dollars</p> <p>viz. Specially, which, for the purposes of this tariff means the rate applies only to the commodities specifically named thereafter, regardless of the generic description of heading preceding “viz”.</p>	<p>[C] 10</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 13	Order No. 6023 Ordinance No. 167245	Adopted July 24, 1991 Adopted August 16, 1991	EFFECTIVE: October 1, 1991
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UNITS OF WEIGHT AND MEASURE	Item No.
<p>International (metric) and U.S. customary units of weights and measure (based on U.S. Department of Commerce, National Bureau of Standards publications) governing the determination of rates and charges assessed under this Tariff are as follows:</p> <p>1 Kilogram = 2.2046 Pounds 1 Pound = 0.4536 Kilogram 1,000 Kilograms = 2204.6 Pounds = 1 Metric Ton 2,000 Pounds = 907.1847 Kilograms = 1 Short Ton 1 Metric Ton = 1.1023 Short Tons 1 Short Ton = 0.9072 Metric Ton 1 Long Ton = 2,240 Pounds 1 Long Ton = 1,016.0469 Kilograms</p> <p>--</p> <p>1 Foot = 0.3048 Meter 1 Meter = 3.2808 Feet</p> <p>--</p> <p>1 Cubic Foot = 0.0283 Cubic Meter 1 Cubic Meter = 35.3147 Cubic Feet 40 Cubic Feet = 1.1327 Cubic Meters</p> <p>--</p> <p>1 Bushel = 0.0352 Cubic Meter 1 Cubic Meter = 28.3776 Bushels</p> <p>--</p> <p>1 Liter = 0.2642 Gallon 1 Gallon = 3.7854 Liters 1 Barrel (42 Gallons) = 158.9873 Liters</p> <p>--</p> <p>1,000 B.M. = 83.33 Cubic Feet = 2.3597cubic meters 1 Cubic Meter = 423.783 B.M.</p>	12

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837

Adopted July 12, 1989

Ordinance No. 165789

Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION ONE DEFINITIONS	Item No.
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DEFINITION OF TECHNICAL TERMS	
<p>(a) "CITY" means the City of Los Angeles.</p> <p>(b) "BOARD" means the Board of Harbor Commissioners of the City of Los Angeles</p> <p>(c) The term "EXECUTIVE DIRECTOR" means the Executive Director of the Harbor Department and shall also include his duly authorized agent or representative.</p> <p>(d) The term "MUNICIPAL" when used in connection with premises, terminals, wharves, landings, slips, docks, channels, basins and areas in Los Angeles Harbor, means owned by the City of Los Angeles and in the possession and under the supervision, management and control of the Board</p> <p>(e) The term "PRIVATE PREMISES" means and includes all premises, wharves, landings, slips, docks, basins or areas other than municipal.</p> <p>(f) The term "PERSON" embraces individuals: receivers, trustees, co-partnerships; joint adventures, firms, unincorporated associations, syndicates, clubs, societies, and trusts; private corporations; public corporations, municipalities, counties, states, the United States of America; municipal, county, state and federal agencies, ports or commissions; water, utility, drainage, irrigation, levee, reclamation, flood control, or water conservation districts; and other political subdivisions of the United States of America, a state, a county, or a municipality: provided, however, that this definition shall not be applied as to require the State of California to pay any charge for the use of wharves, docks, piers, slips, quays, or other improvements, constructed on tidelands or submerged lands granted to the City of Los Angeles by the State of California, for any vessel or other watercraft, or railroad, owned or operated by the State of California.</p> <p>(g) PORT OF LOS ANGELES: All the navigable waters within the City of Los Angeles included within, or northerly of, the Los Angeles Harbor Breakwater and the easterly prolongation thereof in a straight line to its intersection with the easterly boundary line of the City of Los Angeles are herein designated and referred to as the "Port of Los Angeles" or "Los Angeles Harbor."</p>	100
See Item 10 for explanation of abbreviations and symbols.	

	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990
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SECTION ONE – Continued DEFINITIONS – Continued	Item No.
<p>(h) The term “HARBOR DISTRICT”, when used in this Tariff, is defined and is deemed to mean and include the lands and waters, and interests therein, under the management, supervision and control of the Board of Harbor Commissioners, which lands, waters and interests are as follows:</p> <p>(1) All navigable waters and all tidelands and submerged lands, whether filled or unfilled, situated below the line of mean high tide northerly and easterly of the United States government breakwater at Los Angeles Harbor and within the limits of the City of Los Angeles;</p> <p>(2) All lands, and interests therein, acquired or purchased with funds under its control or acquired or purchased by it within the scope of its authority, and</p> <p>(3) All other lands placed under its management, supervision, and control by ordinance. (See Section 138, Charter, City of Los Angeles.)</p> <p>(i) The “INNER HARBOR” shall be deemed to refer to all of the Main Channel and Cerritos Channel in Los Angeles Harbor, and to all of the turning basins, slips, sloughs and other portions of the Harbor in, connected with or appurtenant to such channels, lying northerly of an arbitrary line extending from the municipal pilot station (located at the southeasterly corner of Municipal Warehouse No. 1, Pier No. 1) across the Main Channel to the southwesterly corner of the Government Reservation and of the easterly prolongation of said arbitrary lines; and the “OUTER HARBOR” shall be deemed to refer to all of the remainder of Los Angeles Harbor.</p> <p>(j) The term “WHARF” is defined and shall be deemed to mean and include any wharf, pier, quay, landing or other structure to which a vessel may make fast or which may be utilized in the transit or handling of goods and merchandise, and shall also include all the area between pierhead and bulkhead lines; excepting, however, such locations as may be designated and set apart as public landings or for private use.</p> <p>The term “WHARF PREMISES” is defined and shall be deemed to mean and include, in addition to the area included in the term “WHARF,” other port terminal facility areas, alongside of which vessels may lie or which are suitable for and are used in the direct loading, unloading, assembling, distribution or handling of merchandise under, over, or onto a wharf.</p>	<p>100 (Cont.)</p>
<p>See Item 10 for explanation of abbreviations and symbols.</p>	

	<p>Order No. 5837 Ordinance No. 165789</p>	<p>Adopted July 12, 1989 Adopted April 10, 1990</p>	<p>EFFECTIVE: July 1, 1990</p>
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SECTION ONE – Continued DEFINITIONS – Continued	Item No.
<p>(k) The term “PUBLIC LANDING” embraces every landing set apart and designated by the Board as such, at or over which merchandise or persons may be handled, and may include streets, roadways and other spaces.</p> <p>(l) The term “VESSEL” embraces steam boats, motor boats, sailing vessels, barges, lighters, ferry boats, pleasure craft and any and all other water craft.</p> <p>(m) The term “MERCHANDISE” includes but is not limited to commodities, goods, wares, freight, liquids, articles and materials of every kind whatsoever, including bulk materials, cargo containers (See Item 100[u] [4]) when empty, live animals, vessel’s stores and supplies.</p> <p>(n) The term “LEGAL HOLIDAY” shall mean and include the following named holidays:</p> <ul style="list-style-type: none"> (1) New Years Day, (2) Martin Luther King’s Birthday, the third Monday in January, (3) Lincoln’s Birthday, February 12th, (4) Washington’s Birthday, the third Monday in February, + (5) Cesar Chavez’ Birthday, the last Monday in March, [C] (6) Memorial Day, the last Monday in May, [C] (7) Independence Day, July 4th, [C] (8) Bloody Thursday, July 5th, [C] (9) Labor Day, the first Monday in September, [C] (10) Columbus Day, the second Monday in October, [C] (11) Veteran’s Day, November 11th, [C] (12) Thanksgiving Day, the fourth Thursday in November, [C] (13) Christmas Day, December 25th, [C] (14) every day proclaimed by the President of the United States or Governor of the State of California to be a legal holiday. <p style="text-align: center;">If any of the holidays listed in this item falls upon a Sunday, the Monday following shall be observed as a “LEGAL HOLIDAY”.</p> <p>(o) COASTWISE TRADE is the trade in which merchandise is transported by vessel between United States Pacific Coast ports and to or from British Columbia ports.</p> <p>(p) INTERCOASTAL TRADE is the trade in which merchandise is transported by vessel between United States Pacific Coast ports and United States Atlantic, Gulf, and Puerto Rican ports.</p> <p>(q) FOREIGN AND OFFSHORE TRADE are all trades, other than coastwise or intercoastal, in which merchandise is transported by vessel.</p>	<p>[+] [C] 100 (Cont.)</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 294	Order No. 6793 Ordinance No. 176067	Adopted March 24, 2004 Adopted June 16, 2004	EFFECTIVE: August 1, 2004
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SECTION ONE – Continued DEFINITIONS – Continued	Item No.
<p>(r) The term “MERCHANDISE IN BULK” when used in this Tariff, shall mean merchandise which, by nature of its unsegregated mass, is usually handled by shovels, scoops, buckets, forks, or mechanical conveyors, and which is not loaded or unloaded and carried in a “Package” as defined below and is received and delivered by carrier without transportation mark or count. (Will not apply when subject to piece count.)</p> <p>(s) The term “BAGGAGE”, when used in this Tariff, includes bags, trunks, suitcases, luggage of all kinds, and all packages, when carried on a passenger ticket and not manifested as freight; provided, however, automobiles, either boxed or unboxed, shall not be construed as baggage even when carried on a passenger ticker and not freighted.</p> <p>(t) The term “DIRECT” means a continuous operation between barge, car, or truck and vessel when performed by vessel’s stevedores, pipeline, or any mechanical means.</p> <p>(u) Cargo units as used in this Tariff, excluding “Merchandise in Bulk” as defined above, relate to the package containing merchandise or the method of waterborne conveyance of such merchandise and are defined as follows:</p> <p>(1) “PACKAGE” is defined as the producer’s or manufacturer’s type of packaging containing merchandise. The package may be a carton, bag, barrel, drum, crate, bale, box, bundle, pail, flask, or basket. Merchandise may be conveyed in its Package or Packages in a “Unitized Load,” “Cargo Van,” or “Container” as defined below.</p> <p>(2) “UNITIZED LOADS” are defined as that merchandise which is secured to pallets or skids by banding or otherwise being securely held together to form a single shipping unit to permit handling by mechanical equipment. The term does not include merchandise temporarily palletized for the purpose of terminal handling or for loading or unloading vessels.</p> <p>(3) “CARGO VAN” is defined as any type of cargo conveyance which is non-disposable, having a cargo capacity of not less than 2 cubic meters and having dimensions smaller than those of a “Container” defined below.</p> <p>(4) “CONTAINER” is defined as any type of cargo conveyance which is non-disposable, having an outside length of not less than 6.04 meters, and which is primarily designed, constructed, certified and approved by an ocean carrier for the ongoing use and transport of commodities aboard its vessels.</p>	<p>100 (Cont.)</p>
<p>See Item 10 for explanation of abbreviations and symbols.</p>	

	<p>Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990</p>	<p>EFFECTIVE: July 1, 1990</p>
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SECTION ONE – Continued DEFINITIONS – Continued	Item No.												
<p>(v) CORRELATION OF FEDERAL MARITIME COMMISSION DEFINITIONS (FOR INFORMATION ONLY)</p> <p>[C] Section 525.1(c) of Part 525, Subchapter B, Chapter IV of Title 46 CFR (General Order 15) contains definitions of certain terminal services. Pursuant to the provisions of Section 525.1(a) of said Part, the definitions in said Section 525.1 (c) and the correlated definitions contained in this Tariff are as follows:</p> <table border="0" data-bbox="284 661 1096 861"> <thead> <tr> <th style="text-align: left;"><u>Federal Maritime Commission</u></th> <th style="text-align: left;"><u>Port of Los Angeles</u></th> </tr> </thead> <tbody> <tr> <td>[C] Section 525.1(c) (5)</td> <td>Item No. 400</td> </tr> <tr> <td>[C] Section 525.1(c) (23)</td> <td>Item No. 500</td> </tr> <tr> <td>[C] Section 525.1(c) (9)</td> <td>Item No. 700(e)</td> </tr> <tr> <td>[C] Section 525.1(c) (22)</td> <td>Item No. 700(a)</td> </tr> <tr> <td>[C] Section 525.1(c) (20)</td> <td>Item No. 700(b)</td> </tr> </tbody> </table> <p>(w) OCP TERRITORY is defined as origins or destinations in the United States located in North Dakota, South Dakota, Nebraska, Colorado, New Mexico and states east thereof and points in Canada east of the Saskatchewan/Manitoba boundary line.</p> <p>(x) LOCAL TERRITORY is defined as origins or destinations in the United States located in Montana, Wyoming, Utah, Arizona, and states west thereof and points in Canada west of the Saskatchewan/Manitoba boundary line.</p> <p>(y) The term “CONTAINER FREIGHT STATION (CFS)” means a location designated by the water carrier for receiving and delivery of merchandise in connection with the stuffing and unstuffing of containers.</p> <p>(z) The term “BUNKERS” when used in this Tariff, shall mean those petroleum products which are utilized by a vessel as fuel for its own power.</p> <p>NOTE: EFFECTIVE DATE OF TARIFF ADJUSTMENTS</p> <p>+ This Tariff provides rates and charges which have various effective dates. Certain Items reference the effective date by a reference number. Where a Tariff Item reference number “(1)” indicates an effective date as defined on page 17, the effective date of such item shall be thirty one (31) days following the publication of the Ordinance or such other date as Council may provide. The effective date of rates with the reference number “(1)” is shown in the lower right hand corner of each amended page.</p>	<u>Federal Maritime Commission</u>	<u>Port of Los Angeles</u>	[C] Section 525.1(c) (5)	Item No. 400	[C] Section 525.1(c) (23)	Item No. 500	[C] Section 525.1(c) (9)	Item No. 700(e)	[C] Section 525.1(c) (22)	Item No. 700(a)	[C] Section 525.1(c) (20)	Item No. 700(b)	<p>[C] 100 (Cont.)</p>
<u>Federal Maritime Commission</u>	<u>Port of Los Angeles</u>												
[C] Section 525.1(c) (5)	Item No. 400												
[C] Section 525.1(c) (23)	Item No. 500												
[C] Section 525.1(c) (9)	Item No. 700(e)												
[C] Section 525.1(c) (22)	Item No. 700(a)												
[C] Section 525.1(c) (20)	Item No. 700(b)												
See Item 10 for explanation of abbreviations and symbols.													

Correction No. 295	Order No. 6793 Adopted March 24, 2004 Ordinance No. 176067 Adopted June 16, 2004	EFFECTIVE: August 1, 2004
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SECTION ONE DEFINITIONS	Item No.
<p>(aa) The term “MTSA” shall refer to the Federal Maritime Transportation Security Act of 2002, codified at 46 U.S.C. section 2010, et seq., in its present form and as amended. The term “MTSA Regulations” shall refer to and the federal regulations implementing the MTSA, codified at 33 C.F.R. sections 101, et seq., in their present form and as amended.</p> <p>(bb) The term “FACILITY SECURITY PLAN” shall refer to the plan developed to ensure the application of security measures designed to provide protections pursuant to the MTSA and the MTSA Regulations.</p> <p>(cc) The term “HOMELAND SECURITY AUTHORITY” shall refer to the appropriate governmental agency designated in the MTSA, MTSA regulations or other law or regulation acting in connection with a particular homeland or maritime security issue.</p> <p>(dd) The term “RECREATIONAL VESSEL” when used in this Tariff, is defined and shall be deemed to mean and include any vessel, except a public vessel, manufactured or operated primarily for pleasure, or leased, rented or chartered to another for the latter’s pleasure.</p> <p>(ee) The term “ALTERNATIVE MARITIME POWER (AMP)” when used in this Tariff, is defined and shall be deemed to mean an air emission reduction technology that allows ships to be powered by shore supplied electrical power while at berth rather than running their auxiliary diesel engines.</p> <p>(ff) The term “ALTERNATIVE MARITIME POWER (AMP) SYSTEM COSTS” when used in this Tariff, is defined and shall be deemed to mean the minimum services charges and/or facilities charges and associated ancillary charges and taxes as billed by the Department of Water and Power of the City of Los Angeles (LADWP) relating to the supply of electrical power to passenger vessels carrying passengers for compensation as invoiced to the Harbor Department by LADWP, and the shore side shore power infrastructure electrical power consumption whether or not said passenger vessels were supplied electrical power from shore.</p> <p>(gg) The term “RECREATIONAL COURTESY DOCK” is defined and shall be deemed to mean every landing set apart and designated by the Board as such, at which any person may make a vessel fast to said landings in compliance with this Tariff.</p> <p>+ (hh) The term “GENERAL RATE INCREASE” when used in this Tariff, is defined and shall be deemed to mean the increase in monetary amount that may be applied from time to time to the rates, tolls, charges, and fees in this tariff.</p>	<p>+ 100</p>
<p>See Item 10 for explanation of abbreviations and symbols.</p>	

Correction No. 674	Order No. 15-7175 Adopted February 19, 2015 Ordinance No. 183736 Adopted June 17, 2015	EFFECTIVE: July 29, 2015
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SECTION ONE DEFINITIONS	Item No.
<p>+ (ii) The term “SCHEDULED INCREASE IN COMPENSATION” means an adjustment to a tenant’s monetary compensation to the Harbor Department as defined in each tenant’s respective permit compensation section or related compensation reset order of the Board increasing the monetary compensation of the minimum annual guarantee, minimum amount of monetary compensation, Twenty Foot Equivalent Unit (TEU) rate or incremental TEU rate payable to the Harbor Department as compared to the tenant’s immediately prior compensation year.</p>	<p>+ 100</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 795	Order No. 21-7318 Adopted November 4, 2021 Ordinance No. 187506 Adopted May 25, 2022	EFFECTIVE: July 4, 2022
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SECTION TWO GENERAL RULES AND REGULATIONS		Item No.
<p>APPLICATION OF RATES, CHARGES AND FEES, AND RULES AND REGULATIONS</p> <p>Except as otherwise provided in this Tariff, the applicable rates, charges and fees shall be those in effect at the time the charge or fee accrues.</p> <p>Except as otherwise provided in this Tariff, the applicable rules and regulations shall be those in effect at the time the rule or regulation is applied and enforced.</p>	200	
<p>CHARGES AND FEES NOT TO BE COLLECTED WITHOUT AUTHORIZATION OR AT OTHER THAN TARIFF RATES</p> <p>It shall be unlawful for any person to collect or attempt to collect any charge or fee named in this Tariff, or to land, ship, deposit or remove any merchandise or other property upon or from any wharf, wharf premises or other premises, under the jurisdiction of the Board, without authorization by the Board or Executive Director to do so, and it shall be unlawful for any person, having authorization to do so, to collect or attempt to collect any such charge or fee calculated at rates in excess of those named in this Tariff or other than as provided in this Tariff.</p>	205	
<p>RIGHT TO INTERPRET AND APPLY RATES, CHARGES, FEES, RULES AND REGULATIONS RESERVED TO BOARD</p> <p>The Board reserves to itself the right to interpret and determine the applicability of any of the rates provided for in this Tariff and to assess charges or fees in accordance with any such interpretation and determination, and the Board reserves to itself the right to determine the applicability of any rule or regulation of this Tariff and to enforce any such rule or regulation in accordance with any such interpretation or determination.</p>	210	

See Item 10 for explanation of abbreviations and symbols.

	Order No. 5837	Adopted July 12, 1989	
	Ordinance No. 165789	Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION TWO
GENERAL RULES AND REGULATIONS – Continued

Item No.

UNLAWFUL TO FAIL OR REFUSE TO PAY TARIFF CHARGES

Every person who fails or refuses to pay, or by false returns or in any manner avoids the payment of all or any portion of any charge for dockage, wharfage, wharf demurrage, wharf storage, or any other charge or fee which may be due to the Board from any source or cause, as provided for by this Tariff, is, in addition to the general penalties provided for in this Tariff, liable for and shall pay to the Board twice the amount of such charge or fee, and in addition, the sum of \$100.00, except as may be otherwise specifically provided in this Tariff.

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PENALTIES FOR VIOLATION

(a) It shall be unlawful for any person to utilize or make use of any wharf, landing, watercraft, facility, utility, structure, improvement or appliance under the jurisdiction of the Board, or to make use of the navigable waters of Los Angeles Harbor, without paying to said Board the proper toll, charge or fee therefor as may be fixed and specified in this Tariff and every person, firm or corporation violating any of the provisions of these Tariffs, respecting the payment of any such toll, charge or fee, shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punishable by a fine of not more than One Thousand Dollars (\$1,000.00), or by imprisonment in the County Jail for a period of not more than six months, or by both such fine and imprisonment, consistent with the Los Angeles City Municipal Code.

* (b) No person, firm or corporation shall fail, refuse or neglect to comply with any of the provisions of the rules and regulations prescribed by this Tariff, and any person, firm or corporation violating any of the provisions of these rules and regulations except for Section 20 (which has remedies set forth in Item 2090) shall be guilty of a misdemeanor and upon conviction thereof shall be punishable by a fine of not more than Five Hundred Dollars, or by imprisonment in the County Jail for a period of not more than six months, or by both such fine and imprisonment.

* Every violation of this Tariff that is established as a misdemeanor, or is charged as a misdemeanor, unless provision is otherwise made, shall be punishable by a fine of not more than One Thousand Dollars (\$1,000.00) or by imprisonment in the County Jail for a period of not more than six (6) months, or by both a fine and imprisonment.

Every violation of this Tariff that is established as an infraction, or is charged as an Infraction, is punishable by a fine as set forth in this Tariff section, or as otherwise provided in this Tariff, not to exceed Two Hundred Fifty Dollars (\$250.00) for each violation.

Each person shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of this Tariff is committed, continued or permitted by that person, and shall be punishable accordingly.

See Item 10 for explanation of abbreviations and symbols.

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SECTION TWO
GENERAL RULES AND REGULATIONS – Continued

Item No.

RESPONSIBILITY

(a) The Board and the City assume no responsibility whatsoever and shall not be liable in any manner or degree for any merchandise accepted for storage, or for any care, handling, insurance, loss or damage with respect thereto, unless such merchandise is receipted for on behalf of the Board by an officer or employee thereof authorized to execute such receipts and then only to the extent that responsibility and liability shall be absolutely imposed by operation of law.

(b) Neither the Board nor the City shall be responsible or liable in any manner or degree for any loss or damage to any merchandise or other property of any description stored, handled, used, kept or placed upon, over, in, through, or under any wharf or other structure or property owned, controlled or operated by the Board or the City occasioned by or on account of pilferage, rodents, insects, natural shrinkage, wastage, decay, seepage, leaky containers, heating, evaporation, fire, leakage or discharge from sprinkler system, rain, floods, or the elements, collapse of a wharf or other structure, war, riots, strikes, or from any cause whatsoever, except to the extent that responsibility and liability shall be, regardless of the above limitations, absolutely imposed by operation of law.

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PORT CHARGES HOW ENFORCED

Merchandise remaining on a wharf after the expiration of the free time provided in this Tariff may, if all accrued charges thereon be not paid upon demand therefor, be taken possession of by the Board, and the Board shall have the right to remove and store the same wholly at the charge, risk, and expense of the merchandise and owner thereof, and may sell the merchandise at public auction, with or without notice, in its discretion. The proceeds of such sales shall be applied to the charges accrued and expenses remaining unpaid. Any balance over and above the accrued charges and expenses shall be held for account of the owner.

In the event the proceeds from such sale are not sufficient to satisfy such accrued charges and expenses, the owner, shipper, consignee or carrier, as their interests may appear, shall be personally liable for the payment of any unsatisfied balance due of such charges and expenses.

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See Item 10 for explanation of abbreviations and symbols.

Order No. 5837	Adopted July 12, 1989
Ordinance No. 165789	Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION TWO
GENERAL RULES AND REGULATIONS -- Continued

Item No.

RIGHT OF INSPECTION

Every member of the Board, the Executive Director, and his duly authorized agent, are hereby authorized and empowered to enter and inspect any vessel to ascertain the kind, quantity, stowage, and character of merchandise or cargo thereon, or her condition in any respect; and are also authorized and empowered to enter and inspect any wharf, warehouse, or other industry or establishment situated in the Harbor District under the jurisdiction of the Board, for the purpose of carrying out the powers and duties imposed upon the Board by the Charter of the City of Los Angeles or otherwise by law; and it shall be unlawful for any person to hinder or molest any such officer or agent or refuse to allow him to enter such vessel or other premises for any of the purposes herein specified.

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ENFORCEMENT OF RULES AND REGULATIONS

It shall be the duty of the Executive Director of the Harbor Department to enforce all orders and all rules and regulations adopted by the Board relating to regulation, operation, or control; and the Executive Director may delegate to the Port Warden the duty of enforcing or seeing to the enforcement of such rules and regulations as the Executive Director may in writing, from time to time, designate, and for that purpose the Port Warden shall have the power and authority of a regular police officer of the City of Los Angeles, including the power to make arrests for the violation of any of the provisions of such rules and regulations so designated, and shall be furnished with a regulation police badge by the Chief of Police of said City.

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It shall also be the duty of the Port Warden, subject to the approval of the Executive Director, to report to the proper federal, state or municipal officer the violation of any law, rule or regulation respecting the operation or control of Los Angeles Harbor in every case in which he is not himself empowered to act.

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837,	Adopted July 12, 1989
Ordinance No. 165789	Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION TWO -- Continued GENERAL RULES AND REGULATIONS – Continued		Item No.
WILLFUL DAMAGE TO PROPERTY		
<p>It shall be unlawful for any person to willfully or carelessly destroy, damage, disturb, deface, or interfere with any buoy, float, life preserver, sign, notice, or any other municipal property whatsoever under the jurisdiction of the Board.</p>		245
DAMAGE TO PROPERTY		
<p>(a) Every person and every vessel responsible for any damage to any municipal property of any kind or character under the jurisdiction of the Board shall be held liable for and charged with the cost and expense of the replacement or repair of the property so damaged or destroyed.</p> <p>The expense of repairing said damage shall be charged against the person or vessel, or both, responsible therefor.</p> <p>(b) In the event any damage is done to any wharf, wharf premises, facility or other property, owned by the City of Los Angeles and in the possession of, or under the supervision, management or control of the Board, the person or persons causing, responsible for, or in any way connected with such damage, and the person or persons to whom the wharf, wharf premises, facility or other property may be assigned, or by whom it is being used, and the master, owner, operator, or agent of any vessel, vehicle, or other instrumentality involved in such damage, shall promptly give a full report thereof to the Executive Director giving the date and hour the damage occurred, the names and addresses, or, if unknown, a description of witnesses and other persons, vessels or instrumentalities involved in the damage, as well as all other pertinent facts and information that may be available. It shall be unlawful for any person to refuse, neglect or fail to make or give any such report in the form and manner aforesaid, and, in addition to the general penalties prescribed in the Tariff, any such person who so refuses, neglects or fails, may be refused the use of any wharf or other facility until the Board has been fully reimbursed for any such damage.</p>		250
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION TWO – Continued
 GENERAL RULES AND REGULATIONS -- Continued

Item No.

FURNISHING REQUIRED DOCUMENTS

(a) The owner, agent, master, or other person in charge of a vessel or cargo, shall have 15 calendar days, from the date of departure of the vessel from any wharf, to deliver to the Executive Director a full and correct statement, signed and certified to by him, on forms approved by the Board, of all merchandise of every kind loaded or discharged at such wharf, specifying the type and quantity of such merchandise together with complete and verifiable copies of the vessel's manifest and/or Bills of Lading.

Complete and certified copies of inbound and/or outbound container reports, on forms approved by the Board, will also be delivered within the same period.

* In lieu of furnishing the above documents, cargo information and container reports may be transmitted electronically directly to the Harbor Department through preapproved contractual Electronic Data Interchange (EDI) procedures or through other procedures and formats approved by the Executive Director.

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(b) Neglect or refusal to make or deliver the documentation within the time period as provided for in paragraph (a) of this Item will result in the assessment of a penalty charge of 1/30 of two percent per day of the total wharfage charges due subject to a minimum penalty charge of two percent (2%) of total wharfage charges.

+ (c) Effective September 30, 2018, terminal operators at the Port of Los Angeles (to include the entity with contractual authority from the Port to operate a terminal and an entity authorized by the premises permit holder to operate a terminal on its behalf) shall transmit electronically to the Harbor Department the information on containers handled at the Port of Los Angeles in accordance with the schedule provided in this Item. Reasonable technical delays in providing this electronic information by this date shall be excused upon written request and a showing of good cause, in a manner and for a period of time determined in the sole and absolute discretion of the Executive Director. This electronic transmission shall be through preapproved contractual EDI procedures or through other procedures and formats approved by the Executive Director.

See Item 10 for explanation of abbreviations and symbols.

Correction No.725

Order No. 18-7247 Adopted August 23, 2018
 Ordinance No. 185814 Adopted November 6, 2018

EFFECTIVE: December 7, 2018

SECTION TWO – Continued
 GENERAL RULES AND REGULATIONS -- Continued

Item No.

FURNISHING REQUIRED DOCUMENTS - Continued

+ Digital Data Portal Electronic Transmission Schedule

<u>Information</u>	<u>Frequency</u>	<u>Potential Sources</u>
Container movement data (gate/offload)	Within 30 minutes of movement event	EDI - 322 Terminal Operations and Intermodal Ramp Activity
Container movement status updates	Within 30 minutes of movement event	EDI 315 - Status Details
Container availability	Within 30 minutes of status update	MTO TOS Feed
Last free day information per container	Within 30 minutes of status update and any changes	MTO TOS Feed
Terminal yard location information per container	Within 30 minutes of status update and any changes	MTO TOS Feed
Terminal holds information (including but not limited to TMF and demurrage, but not including specific dollar amounts)	Within 30 minutes of status update and any changes	MTO TOS Feed

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 (Cont.)

See Item 10 for explanation of abbreviations and symbols.

Correction No. 726	Order No. 18-7247 Adopted August 23, 2018 Ordinance No. 185814 Adopted November 6, 2018	EFFECTIVE: December 7, 2018
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SECTION TWO – Continued
 GENERAL RULES AND REGULATIONS -- Continued

Item No.

CREDIT LIST

The Executive Director or a designee may release any person from the obligation of paying charges named in this tariff, in the manner or at the times required by this tariff provided such person (1) deposits and maintains on deposit with the Executive Director security acceptable to the Port in an amount sufficient to guarantee the payment of all charges incurred by or on behalf of such person or (2) is placed on the Credit List after making written application wherein such person agrees to pay, upon presentation any and all bills for said charges.

If the application for credit is granted, such person shall have 15 calendar days, from the date of departure of each vessel from any wharf, to deliver to the Executive Director, complete and verifiable copies of the vessel's manifest and/or Bills of Lading, complete and certified copies of container reports and other information respecting such vessel and merchandise as the Board may require. + In lieu of furnishing the above documents, cargo information and container reports may be transmitted electronically directly to the Harbor Department through preapproved contractual Electronic Data Interchange procedures. In case of failure to furnish such documentation when due, or to pay any bill or bills upon presentation, such person may be stricken from the Credit List and placed upon the Delinquent List.

Persons not on the Credit List may, in lieu of making a deposit or application as provided above, with the consent of the Executive Director, be relieved of paying charges named in this tariff, in the manner or at the times required by this tariff, upon producing and filing with the Executive Director a written agreement signed by a person on the Credit List or who has a sufficient deposit with the Executive Director to guarantee payment of such charges, wherein such person agrees and promises to pay any and all bills for tariff charges upon presentation.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 16	Order No. 6023 Adopted July 24, 1991 Ordinance No. 167245 Adopted August 16, 1991	EFFECTIVE: October 1, 1991
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SECTION TWO – Continued
 GENERAL RULES AND REGULATIONS -- Continued

Item No.

TERMS AND CONDITIONS OF PAYMENT

(a) The use of Port facilities or service is conditioned upon satisfactory assurance of the Port that applicable charges will be paid when due. All charges are due and payable as they accrue or on completion of service or use. Cash payment for all anticipated tariff charges is required in advance unless credit has been arranged as provided in Item 260.

(b) Pilotage and dockage shall be assessed against all vessels which are subject to the payment of pilotage and dockage at rates named in this Tariff. In addition to any person responsible under Item 265 or pursuant to a contract, the vessel, its owners and charterers are jointly and severally responsible for payment of pilotage and dockage charges and each agrees to guarantee such charges. Such charges shall be paid by the vessel through its master, owner, agent or other authorized person. Vessels on the Credit List shall file with the Executive Director, such information respecting the docking and movement of the vessel as may be required by the Port within ten (10) days after such dockage or pilotage shall accrue.

(c) Wharfage, wharf demurrage, wharf storage and any other charges in this Tariff which are assessed against merchandise shall be paid at rates named in said tariff. Charges shall be paid by the owners of the merchandise and shall be collected by the vessel discharging or loading the merchandise through its owner, agent, manager, master, berth assignee or other authorized person acting as an agent for the Board. The full amount of all charges assessed against such merchandise shall be paid before the removal or delivery of such merchandise from the wharf or wharf premise unless the vessel, its owner or agent or the berth assignee has satisfied Item 260.

The vessel, its owner and charterer jointly and severally and the berth assignee guarantee and are liable for the payment of all charges whether or not collected by such vessel, its owner, charterer, agent or the berth assignee. The use of a municipal wharf or wharves by the vessel, its owner or charterer or the acceptance of a berth assignment by an assignee constitutes acceptance and acknowledgement of the liability for and guarantee of such charges.

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See Item 10 for explanation of abbreviations and symbols.

Order No. 5837 Adopted July 12, 1989
 Ordinance No. 165789 Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION TWO – Continued
 GENERAL RULES AND REGULATIONS -- Continued

Item No.

TERMS AND CONDITIONS OF PAYMENT -- Continued

(d) Wharfage, wharf demurrage, wharf storage and any other charges in this Tariff which are assessed against merchandise are liens against all such merchandise deposited upon any wharf or other premises under the jurisdiction and control of the Board. The Board, its agents or assignees, may hold possession of any or all of such merchandise to secure payment of any or all of such charges until paid.

(e) The Board may take actual possession of merchandise remaining on the wharf or other premises longer than the time prescribed by the rules and regulations of this Tariff. If accrued charges are not immediately paid thereafter, the Board may, at any time after taking possession, remove and store any or all of such merchandise at the charge, risk and expense of the merchandise, its owner or consignee thereof. The Board may sell any or all of such merchandise at public auction with or without notice.

(f) For the purpose of keeping the wharves and other premises under the jurisdiction and control of the Board free of obstructions, the Board shall serve a written notice on the owner, agent, consignee or person in possession or having custody of such obstructing merchandise, material or structure, or it may post a notice thereon, requiring its removal within 24 hours. On failure to comply, the Board may remove and store such merchandise, material or structures wholly at the charge, risk and expense of the owner or consignee. The Board may sell such merchandise, material or structures at public auction with or without notice and such sale will be subject to immediate removal, if not already removed by the Board.

(g) The proceeds of any sale as provided for in paragraphs (e) and (f) of this Item shall be retained to satisfy all tariff charges assessed against merchandise, plus 10%, and in the case of obstructions, \$100.00 additional for each day during which the wharf or other premises have been obstructed. The surplus after expenses of such sale, if any, shall be paid to the proper persons. The owner, consignee, or proper person, shall be liable for and shall pay to the Board, any charges, fees and costs remaining unsatisfied out of the proceed of such sale.

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 (Cont.)

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837	Adopted July 12, 1989
Ordinance No. 165,789	Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION TWO – Continued GENERAL RULES AND REGULATIONS -- Continued		Item No.
TERMS AND CONDITIONS OF PAYMENT -- Continued		
<p>(h) Every person in charge of a vessel or cargo who shall cause, allow or permit such vessel to leave a wharf or berth at which it is docked, unless forced to do so by stress of weather or fire or unless such vessel or person is on the Credit List or has otherwise arranged credit, as provided in Item 260, before all tariff charges due and payable against such vessel or against such merchandise which may have been discharged from or received upon such vessel, have been paid, shall be guilty of a misdemeanor and shall be subject to the penalties prescribed by law and this tariff.</p> <p>(i) All vessel owners and charterers, all owners of cargo, and all agents, managers, vessel masters, berth assignees and terminal operators accepting services in the Port of Los Angeles agree that the services provided by and accepted in accordance with the terms stated in this Tariff form part of the contract for services between the City and such vessel owners and charterers, vessel masters, cargo owners, berth assignees and terminal operators, and that City may also assert all other remedies available to it at law concurrently with or before exercising its remedies under this tariff.</p> <p>(j) A vessel agent or other person requesting reservation of a berth ("berthing agent") shall, as part of the berth reservation process, provide to the extent of his knowledge all information requested by the Port respecting the vessel, estimated arrival and departure, amount(s) and type(s) of cargo to be loaded/discharged and shall estimate the amount of each category of port charges, as enumerated and party responsible therefor. This information shall be provided on the Port's "Agent's Statement of Responsibility" form. The submission of this form, signed by the berthing agent, shall constitute the berthing agent's attestation as to the accuracy of the information therein supplied, based upon and to the extent of information made available to the berthing agent at the time of submission; and the berthing agent shall be held personally liable to the Port for any financial loss suffered by the Port as a result of the agent's failure so to report accurately.</p>		265 (Cont.)
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12,1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION TWO – Continued GENERAL RULES AND REGULATIONS -- Continued		Item No.
DELINQUENT INVOICES		
<p>(a) Invoices covering charges in this Tariff, as issued by the Port are due and payable upon presentation.</p> <p>(b) Any invoice for any charge or charges prescribed by these tariffs for which full payment is not received by the Harbor Department within thirty (30) calendar days from the date of the invoice is delinquent and shall be placed on the delinquent list.</p> <p>(c) A delinquent invoice or delinquent charge is subject to a late payment charge consisting of simple interest of 1/30 of two percent of the invoice amount remaining unpaid each day.</p> <p>(d) Penalty charges prescribed in other items of this Tariff are separate and distinct from the delinquent payment charge assessable under this item.</p>		270
U.S. GOVERNMENT CARGOES		
<p>With the exception of Wharfage and Dockage, cargoes for the account of the United States of America or its individual agencies will be subject to contract rates, rules and regulations quoted by the Port of Los Angeles.</p>		280
EMERGENCY RELIEF CARGO		
<p>The Executive Director may waive the assessment of all or any portion of any charge for wharfage, dockage, pilotage, wharf demurrage, wharf storage or any other charge or fee which may be due from any source or cause as provided for in this Tariff which may be associated with cargo destined to provide emergency relief which is directly attributable to natural disasters. The cargo must be shipped by and destined to bonafide relief organizations and must not be intended for resale.</p>		285
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION TWO – Continued
 GENERAL RULES AND REGULATIONS -- Continued

Item No.

SHIPPERS’ REQUESTS AND COMPLAINTS

(a) Requests and complaints from shippers on matters relating to the rates, rules and regulations contained in this Tariff must be made to the Executive Director.

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(b) The Port of Los Angeles is a member of the California Association of Port Authorities, 1510 14th Street, Sacramento, California 95814. Any request or complaint which is not satisfied by the Port of Los Angeles may be referred to the Association by submitting all available data in writing.

INTERNATIONAL SEAFARERS CENTER

The International Seafarers Center of Long Beach, Inc. (“Center”) is a California non-profit public benefit corporation which is organized to provide and maintain facilities and services for the recreational, personal and cultural needs of merchant seafarers calling at the Port of Los Angeles without regard to race, religion, national origin, ancestry, sex, sexual orientation, age, disability, marital status, domestic partner status, or medical condition. The Center operates from a facility located at 120 South Pico Avenue, Long Beach, California 90802. The Center is dependent upon voluntary contributions from the public and, in particular, from those maritime industries dependent upon the services of merchant seafarers to defray the Center’s costs in providing its services. Such contributions are entirely voluntary and are not enforceable pursuant to any enforcement provision associated with this Tariff. Such voluntary contributions do not represent charges or assessments imposed by this Tariff.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 230	Order No. 6753 Ordinance No. 174842	Adopted June 12, 2002 Adopted September 17, 2002	EFFECTIVE: November 4, 2002
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SECTION TWO – Continued GENERAL RULES AND REGULATIONS -- Continued	Item No.
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COMPLIANCE WITH HOMELAND SECURITY
LAWS, RULES AND REGULATIONS

- (a) Purposes. The purposes of this Item No. 298 are twofold. The first purpose of this Item No. 298 is to provide for the efficient, coordinated and effective action to reduce the risk and to mitigate the consequences of an act that threatens the security of: personnel; municipal premises, private premises, and wharf premises in the Harbor District; private property; and the public. The second purpose of this Item No. 298 is to comply with the requirements of federal, state, local and municipal laws, rules and regulations related to homeland and/or maritime security, including but not limited to the MTSA and the MTSA Regulations.

- (b) Definitions. The terms “MTSA”, “MTSA Regulations”, “Facility Security Plan”, and “Homeland Security Authority” are defined in Section One, Item 100 (aa), (bb), and (cc) of Port of Los Angeles Tariff No. 4

- (c) Compliance with Homeland Security Laws, Rules and Regulations. Tenants, permittees, contractors, assignees and operators in the Harbor District and all others subject to the provisions of this Tariff at all times shall fully comply with all requirements of federal, state, local and municipal laws, rules and regulations related to homeland and/or maritime security, including but not limited to the MTSA and the MTSA Regulations.

- (d) Facility Security Plans. Tenants, permittees, contractors, assignees, and operators in the Harbor District and all others subject to the provisions of this Tariff, whenever applicable, shall prepare and have approved by the appropriate Homeland Security Authority a Facility Security Plan. Copies of such Facility Security Plans, and their revisions or updates, shall be provided to the Director of Homeland Security of the Port of Los Angeles immediately upon their adoption by entities that generate such plans.

- (e) Compliance with Facility Security Plans. Tenants, permittees, contractors, assignees and operators in the Harbor District and all others subject to the provisions of this Tariff shall fully comply with the Facility Security Plan applicable to any location they visit in the Harbor District, to the extent that notice of such plan or notice of the applicable compliance requirement in such plan has been given.

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See Item 10 for explanation of abbreviations and symbols.

	Order No. 6812	Adopted January 12, 2005	
	Ordinance No. 176705	Adopted May 25, 2005	EFFECTIVE: July 9, 2005

SECTION TWO – Continued GENERAL RULES AND REGULATIONS -- Continued	Item No.
<p style="text-align: center;">COMPLIANCE WITH HOMELAND SECURITY LAWS, RULES AND REGULATIONS (continued)</p> <p>(f) Indemnification. Each tenant, permittee, contractor, assignee and operator in the Harbor District who operates at a location subject to a Facility Security Plan shall be responsible for full compliance with all federal, state, local and municipal laws, rules and regulations related to homeland and/or maritime security, including but not limited to the MTSA and/or the MTSA Regulations and shall indemnify and hold the City, its boards, officers, agents and employees harmless from and against all claims, costs, losses and liabilities, including attorney’s fees and costs of defense, arising out of: (i) the violation of any federal, state, local and municipal laws, rules and regulations related to homeland and/or maritime security, including but not limited to the MTSA and/or the MTSA Regulations; (ii) the failure to adopt or to comply with its Facility Security Plan; (iii) its failure to comply with this Item No. 298.</p> <p>Additionally, each tenant, permittee, contractor, assignee and operator and other Person entering on the Harbor District or using any Port of Los Angeles facility shall indemnify and hold the City, its boards, officers, agents and employees harmless from and against all claims, costs, losses and liabilities, including attorney’s fees and costs of defense, arising out of any failure to comply with this Item No. 298.</p> <p>For purposes of this subparagraph (e), and with respect solely to the City’s rights as to the federal government, the federal government shall not be considered a tenant, permittee, contractor, assignee, operator or Person, but the City does not release the federal government or waive the City’s rights with respect to the federal government as to any legal obligation of the federal government to the City or the City’s legal rights against the federal government.</p>	<p>(+) 298</p>

See Item 10 for explanation of abbreviations and symbols.

	Order No. 6812 Ordinance No. 176705	Adopted January 12, 2005 Adopted May 25, 2005	EFFECTIVE: July 9, 2005
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SECTION TWO – Continued GENERAL RULES AND REGULATIONS -- Continued	Item No.
<p style="text-align: center;">COMPLIANCE WITH HOMELAND SECURITY LAWS, RULES AND REGULATIONS (continued)</p> <p>(g) Grant of Occupancy Rights to Homeland Security Authorities. Certain tenants, permittees, contractors, assignees and operators have the right to enter on and to use specific Harbor District premises pursuant to individual contracts with the City. Notwithstanding any other provision in such City contracts, such certain tenants, permittees, contractors, assignees and operators may grant to the appropriate Homeland Security Federal Authorities the right to occupy or use the contractual Harbor District premises for purposes of carrying out legally mandated security and inspection functions necessary for the use of such premises, subject to: (i) first providing a copy of the grant of the occupancy right to the City, in care of the Executive Director, and securing the prior written consent of the Executive Director to the grant; and (ii) compliance with all other applicable provisions of any agreement with the City and other legal requirements, including without limitation, securing any necessary building permits from the City.</p> <p>With the Executive Director’s prior written consent, the Homeland Security Authorities’ occupancy rights may continue beyond termination of the City’s contract with the applicable tenant, subject to the right of the Executive Director to terminate such occupancy rights upon thirty (30) days written notice to the federal government.</p> <p>Subject to the written approval of both the Board and the applicable tenant, permittee, contractor, assignee or operator, the City through its own forces or contractors may construct and install necessary security facilities at the premises at issue for purposes of the federal government’s security and inspection</p>	<p>(+) 298</p>

See Item 10 for explanation of abbreviations and symbols.

	Order No. 6812	Adopted January 1, 2005	EFFECTIVE: July 9, 2005
	Ordinance No. 176705	Adopted May 25, 2005	

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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SECTION THREE – Continued PILOTAGE – Continued	Item No.
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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.

SECTION THREE – Continued PILOTAGE – Continued	Item No.
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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>	[C] 305 (Cont.)
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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;">[C] LOS ANGELES PORT PILOTS – Continued</p> <p>[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:</p> <ul style="list-style-type: none"> (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. <p>[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.</p>	[C] 305 (Cont.)
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See Item 10 for explanation of abbreviations and symbols.

SECTION THREE – Continued PILOTAGE – Continued	Item No.
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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. 	<p>[C] 310</p>
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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;">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
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<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
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See Item 10 for explanation of abbreviations and symbols.

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 paragraph (d)] (See Item No. 260, Credit List):

+ [A] (b) Pilotage charges will be assessed per gross registered ton in addition to a charge assessed on the overall length of the vessel per movement type (see Item 300) according to the following tables:

Gross Registered Ton (GRT) Rate Schedule

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$0.00665	\$0.00703	\$0.00742	\$0.00783	\$0.00827

Overall Length of Vessel in Meters (See Item 320)

Dollars Per Movement

ENTERING OR LEAVING

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
0	125	648	685	723	764	806
125	128	679	717	757	800	844
128	131	710	749	791	836	882
131	134	741	783	827	873	922
134	137	779	823	869	918	969
137	140	826	872	921	972	1027
140	143	879	928	980	1035	1093
143	146	924	976	1030	1088	1149
146	149	978	1033	1090	1152	1216
149	152	1024	1082	1142	1206	1274
152	155	1074	1134	1198	1265	1335
155	158	1126	1189	1255	1326	1400
158	161	1170	1236	1305	1378	1455
161	164	1220	1288	1360	1436	1517
164	167	1268	1339	1414	1493	1577
167	170	1316	1389	1467	1549	1636
170	173	1368	1444	1525	1610	1701
173	176	1414	1493	1577	1665	1758
176	179	1475	1558	1645	1737	1834

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See Item 10 for explanation of abbreviations and symbols.

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters (See Item 320)
Dollars Per Movement
ENTERING OR LEAVING - Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
179	182	1541	1627	1718	1814	1916
182	185	1604	1694	1789	1889	1995
185	188	1668	1762	1861	1965	2075
188	191	1735	1832	1935	2043	2158
191	194	1803	1904	2010	2123	2242
194	197	1869	1974	2084	2201	2324
197	200	1934	2042	2156	2277	2404
200	203	1998	2110	2228	2353	2485
203	206	2062	2178	2300	2429	2565
206	210	2129	2248	2374	2507	2647
210	214	2195	2318	2448	2585	2730
214	220	2261	2388	2521	2662	2811
220	226	2328	2459	2597	2742	2896
226	232	2390	2524	2665	2814	2972
232	238	2458	2596	2741	2895	3057
238	244	2523	2664	2813	2971	3137
244	250	2587	2732	2885	3047	3217
250	256	2654	2802	2959	3125	3300
256	262	2718	2870	3031	3201	3380
262	268	2789	2945	3110	3284	3468
268	274	2872	3033	3203	3382	3572
274	280	2917	3080	3252	3435	3627
280	286	2981	3148	3324	3510	3707
286	292	3046	3216	3396	3586	3787
292	298	3113	3287	3472	3666	3871
298	304	3176	3354	3542	3741	3950
304	310	3243	3425	3616	3819	4033
310	316	3308	3494	3689	3896	4114
316	322	3375	3564	3764	3974	4197
322	328	3443	3635	3839	4054	4281
328	334	3508	3704	3912	4131	4362
334	340	3570	3770	3981	4204	4440
340	346	3635	3838	4053	4280	4520

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See Item 10 for explanation of abbreviations and symbols.

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters(See Item 320)

Dollars Per Movement

ENTERING OR LEAVING – Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
346	352	3701	3909	4127	4359	4603
352	358	3769	3980	4203	4438	4687
358	364	3835	4050	4277	4516	4769
364	370	3902	4120	4351	4595	4852
370	376	3959	4181	4415	4662	4923
376	382	4029	4254	4492	4744	5010
382	388	4095	4324	4567	4822	5092
388	394 and over	4162	4395	4641	4901	5175

Overall Length of Vessel in Meters (See Item 320)

Dollars Per Movement

INTER HARBOR

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
0	125	648	685	723	764	806
125	128	648	685	723	764	806
128	131	648	685	723	764	806
131	134	648	685	723	764	806
134	137	648	685	723	764	806
137	140	648	685	723	764	806
140	143	648	685	723	764	806
143	146	648	685	723	764	806
146	149	685	724	764	807	852
149	152	717	757	800	844	892
152	155	752	794	838	885	935
155	158	782	826	873	921	973
158	161	821	866	915	966	1020
161	164	854	902	953	1006	1062
164	167	886	936	988	1043	1102
167	170	921	972	1027	1084	1145
170	173	954	1007	1063	1123	1186
173	176	989	1045	1103	1165	1230
176	179	1033	1091	1152	1216	1284
179	182	1077	1137	1201	1268	1339

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See Item 10 for explanation of abbreviations and symbols.

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters(See Item 320)
Dollars Per Movement
INTER HARBOR – Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
182	185	1126	1189	1255	1326	1400
185	188	1170	1236	1305	1378	1455
188	191	1219	1287	1359	1435	1515
191	194	1263	1334	1408	1487	1571
194	197	1306	1379	1457	1538	1624
197	200	1350	1425	1505	1589	1678
200	203	1400	1479	1561	1649	1741
203	206	1447	1528	1613	1704	1799
206	210	1491	1575	1663	1756	1854
210	214	1540	1626	1717	1813	1915
214	220	1581	1669	1763	1862	1966
220	226	1630	1722	1818	1920	2028
226	232	1674	1767	1866	1971	2081
232	238	1723	1820	1922	2029	2143
238	244	1762	1861	1965	2075	2192
244	250	1811	1912	2020	2133	2252
250	256	1855	1959	2069	2185	2307
256	262	1904	2011	2123	2242	2368
262	268	1948	2057	2173	2294	2423
268	274	1995	2106	2224	2349	2481
274	280	2041	2156	2276	2404	2538
280	286	2088	2205	2328	2458	2596
286	292	2132	2251	2378	2511	2651
292	298	2179	2301	2429	2565	2709
298	304	2225	2350	2481	2620	2767
304	310	2269	2396	2531	2672	2822
310	316	2316	2445	2582	2727	2880
316	322	2360	2492	2632	2779	2935
322	328	2410	2545	2687	2838	2997
328	334	2453	2590	2736	2889	3050
334	340	2500	2640	2787	2943	3108
340	346	2547	2690	2840	2999	3167

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See Item 10 for explanation of abbreviations and symbols.

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters(See Item 320)
Dollars Per Movement
INTER HARBOR – Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
346	352	2590	2735	2889	3050	3221
352	358	2639	2787	2943	3108	3282
358	364	2683	2834	2992	3160	3337
364	370	2730	2883	3044	3215	3395
370	376	2774	2929	3094	3267	3450
376	382	2852	3012	3181	3359	3547
382	388	2867	3028	3197	3376	3565
388	394 and over	2915	3078	3250	3432	3624

Overall Length of Vessel in Meters (See Item 320)
Dollars Per Movement
INTRA HARBOR

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
0	125	648	685	723	764	806
125	128	648	685	723	764	806
128	131	648	685	723	764	806
131	134	648	685	723	764	806
134	137	648	685	723	764	806
137	140	648	685	723	764	806
140	143	648	685	723	764	806
143	146	648	685	723	764	806
146	149	648	685	723	764	806
149	152	648	685	723	764	806
152	155	648	685	723	764	806
155	158	672	709	749	791	835
158	161	702	742	783	827	873
161	164	733	774	817	863	911
164	167	761	804	849	897	947
167	170	790	834	881	930	982
170	173	821	866	915	966	1020
173	176	852	900	950	1004	1060
176	179	884	933	986	1041	1099
179	182	922	974	1028	1086	1146

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See Item 10 for explanation of abbreviations and symbols.

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters(See Item 320)
Dollars Per Movement
INTRA HARBOR – Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
182	185	962	1016	1073	1133	1196
185	188	1003	1059	1119	1181	1248
188	191	1044	1103	1165	1230	1299
191	194	1081	1142	1206	1273	1345
194	197	1123	1185	1252	1322	1396
197	200	1158	1223	1292	1364	1441
200	203	1200	1267	1338	1413	1492
203	206	1240	1309	1382	1460	1542
206	210	1278	1349	1425	1505	1589
210	214	1316	1389	1467	1549	1636
214	220	1353	1428	1508	1593	1682
220	226	1395	1473	1556	1643	1735
226	232	1433	1513	1598	1687	1782
232	238	1475	1558	1645	1737	1834
238	244	1511	1596	1685	1779	1879
244	250	1551	1638	1730	1827	1929
250	256	1596	1685	1779	1879	1984
256	262	1636	1727	1824	1926	2034
262	268	1668	1762	1861	1965	2075
268	274	1709	1804	1905	2012	2125
274	280	1750	1848	1951	2061	2176
280	286	1789	1889	1995	2107	2225
286	292	1828	1930	2038	2153	2273
292	298	1869	1974	2084	2201	2324
298	304	1905	2012	2124	2243	2369
304	310	1946	2055	2170	2292	2420
310	316	1988	2100	2217	2342	2473
316	322	2026	2140	2260	2386	2520
322	328	2062	2178	2300	2429	2565
328	334	2104	2221	2346	2477	2616
334	340	2142	2261	2388	2522	2663
340	346	2182	2304	2433	2569	2713
346	352	2222	2346	2478	2616	2763

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See Item 10 for explanation of abbreviations and symbols.

SECTION THREE - Continued
PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters (See Item 320)
Dollars Per Movement
INTRA HARBOR- Continued

OVER	BUT NOT OVER	4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
352	358	2261	2388	2521	2662	2811
358	364	2298	2427	2562	2706	2857
364	370	2337	2468	2606	2752	2906
370	376	2380	2514	2654	2803	2960
376	382	2418	2554	2697	2848	3007
382	388	2456	2594	2739	2892	3054
388	394 and over	2496	2636	2784	2940	3104

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 the minimum pilotage charge.)

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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 the minimum pilotage charge.)

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.

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.

(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

See Item 10 for explanation of abbreviations and symbols.

Correction No. 779	Order No. 21-7295 Ordinance No. 187184	Adopted March 18, 2021 Adopted August 31, 2021	EFFECTIVE: October 18, 2021
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SECTION THREE - Continued
PILOTAGE - Continued

Item No.

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.

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) The minimum charge for pilotage shall be per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$648.00	\$685.00	\$723.00	\$764.00	\$806.00

+ [A] (e) If a request for a pilot is cancelled less than one hour prior to the requested time, a charge will be assessed per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$607.00	\$641.00	\$677.00	\$715.00	\$755.00

+ [A] (f) If a pilot is required to stand by, a standby charge per hour, or fraction thereof, will be assessed in addition to the charges named in paragraph (a) per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$607.00	\$641.00	\$677.00	\$715.00	\$755.00

+ [A] (g) Effective April 1, 2021, 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 100% the total of the first pilot fee, subject to a minimum charge named in paragraph (d), will be assessed.

+ [A] (h) A surcharge per move will be assessed for capital improvements, maintenance and training per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$110.88	\$117.09	\$123.65	\$130.57	\$137.88

+ [A] (i) A draft surcharge per move will be assessed per foot of vessel draft per the effective date as follows:

Effective Date				
4/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025
\$6.00	\$12.00	\$12.67	\$13.38	\$14.13

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330

See Item 10 for explanation of abbreviations and symbols.

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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<p>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.</p> <p style="text-align: center;">DEFINITIONS</p> <p>A. “Covered Vessel” (Mandatory Active Participation) means any of the following:</p> <ol style="list-style-type: none"> 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. <p>B. “Passive Vessel” (Mandatory Passive Participation) means any of the following:</p> <ol style="list-style-type: none"> 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. <p>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:</p> <ol style="list-style-type: none"> 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. 	* 340
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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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SECTION THREE – Continued
PILOTAGE – Continued

Item No.

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See Item 10 for explanation of abbreviations and symbols.

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

SECTION THREE – Continued
PILOTAGE – Continued

Item No.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 220	Order No. 6720 Adopted February 28, 2001	Ordinance No. 173867 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	
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 681	Order No. 15-7179 Adopted June 18, 2015 Ordinance No. 183872 Adopted September 16, 2015	EFFECTIVE: October 24, 2015

SECTION THREE – Continued PILOTAGE – Continued	Item No.
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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:

OVER	BUT NOT OVER	4/1/2021	4/1/2022	4/1/2023
0	150	\$261	\$288	\$318
150	190	\$287	\$317	\$350
190	230	\$334	\$369	\$408
230	270	\$389	\$430	\$475
270	310	\$438	\$484	\$535
310	335	\$492	\$544	\$601
335	--	\$553	\$611	\$675

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

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370

4/1/2021	4/1/2022	4/1/2023
\$0.0035	\$0.0039	\$0.0043

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 \$240.00. There is no VTS User Fee for the towed vessel or vessels.

2. Passenger Ferries (**) and other commercial vessels engaged in trade between LA/LB Harbor and Santa Catalina and the Channel Islands – During the months of June, July, and August, all such vessels shall be assessed a monthly VTS User Fee of \$395.00 for each vessel in operation, regardless of total trips made. For the rest of the year, the rate shall be \$195.00 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.

See Item 10 for explanation of abbreviations and symbols.

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> <ol style="list-style-type: none"> 1. 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 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 \$395.00 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 \$240.00 VTS User Fee for a standard “tug with commercial tow”. 2. Commercial Assist Vessels (8m or longer) and environmental response vessels – All such vessels shall be assessed a monthly VTS User Fee of \$35.00 for each vessel engaged in such service. 3. “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 \$65.00 for each vessel engaged in such service. 4. Support services – Every arriving power-driven vessel 40 meters or longer engaged in support services within the LA/LB Captain of the Port zone, to include Echo Pal, shall be assessed a monthly VTS User Fee of \$240 for each vessel engaged in such service. 5. 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 style="text-align: right;">+ * [A] 370</p>	
<p>See Item 345</p>	<p>380</p>	
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
<p>Correction No. 782</p>	<p>Order No. 21-7292 Adopted February 18, 2021 Ordinance No. 187182 Adopted August 31, 2021</p>	<p>EFFECTIVE: October 18, 2021</p>

PORT OF LOS ANGELES – TARIFF NO. 4	Second Revised Page40-E Cancels First Revised Page40-E	
SECTION THREE – Continued PILOTAGE – Continued	Item No.	
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

SECTION FOUR DOCKAGE		Item No.
DEFINITION		400
<p>Dockage is the charge, calculated in accordance with the dockage rates named in this tariff, assessed against a vessel for berthing at or making fast to a municipal wharf, pier, bulkhead structure, or bank (inside berth), or for mooring to another vessel so berthed (outside berth).</p>		
BASIS FOR COMPUTING DOCKAGE CHARGES		405
<p>The rates for dockage shall apply according to the overall length of the vessel, except as otherwise specifically provided in this Tariff. United States Custom House, Lloyd's Register, or American Bureau of Shipping measurements, when available, will be used in determining the size of vessels, but the Board reserves the right to measure vessels when necessary to obtain measurements for use as the basis for its charge.</p>		
FREE DOCKAGE		
<p>Free dockage will be accorded vessels:</p> <p>(a) Engaged exclusively within the limits of Los Angeles Harbor and Long Beach Harbor while occupying an outside berth and discharging into or loading from the vessel to which it is made fast;</p> <p>(b) Using a public landing when conforming to the provisions of Item 1520 of Section 15;</p> <p>(c) Defined as commercial fishing vessels when conforming to the provisions of Item 1905 of Section 19;</p> <p>(d) When, in the discretion of the Board or the Executive Director, conditions may warrant the temporary suspension of regular dockage charges against combat or training vessels, including vessels auxiliary thereto, of the United States of America or any other nation;</p>		+ 410
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 695	Order No. 16-7208 Ordinance No. 184562	Adopted September 15, 2016 Adopted November 9, 2016
EFFECTIVE: December 24, 2016		

SECTION FOUR – Continued DOCKAGE -- Continued	Item No.
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<p style="text-align: center;">FREE DOCKAGE -- Continued</p> <p>(e) Under 20 tons gross register, except commercial fishing vessels when the rates provided in Section Nineteen shall apply;</p> <p>(f) While actively engaged as a tugboat when made fast to another vessel which is being charged dockage;</p> <p>(g) Using a wharf or landing at a small boat marine oil service station while taking on petroleum or products or compounds thereof;</p> <p>(h) Occupying water area under a space assignment in accordance with Item 800, or pursuant to a revocable permit or term permit requiring the payment of compensation at least equal to that specified in Item 810, provided, however, that any such vessel is not a common carrier by water, or designed for or engaged in the loading or discharging of passengers or merchandise. Barges, lighters, tugs, dredges, oil drilling platforms, oil and service craft, salvage vessels, fishing vessels, and derrick barges shall be included within the class of vessels considered to be "not designed for" the loading or discharging of passengers or merchandise. Full dockage charges shall be assessed against any vessel while engaged in loading or discharging of passengers or merchandise during the time such vessel is so engaged, in addition to the charges assessed under Item 810, the permit or revocable permit, and all other charges applicable under this Tariff;</p> <p>(i) (Water barges), when used in occasional service, so long as the owner maintains and offers the service of supply of fresh and potable water to vessels in Los Angeles Harbor;</p> <p>(j) Engaged exclusively in the exhibition of goods for the sole purpose of the promotion of international trade;</p> <p>(k) Owned or operated by the State of California.</p> <p>+ (l) For the first twenty-four hours only when bundled passenger fees are paid in accordance with Item 600.</p>	+ 410 (Cont.)
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See Item 10 for explanation of abbreviations and symbols.

SECTION FOUR – Continued DOCKAGE -- Continued		Item No.
<p>DOCKAGE TO BE PAID BY VESSELS</p> <p>Dockage, at the rates named in this Tariff, shall be assessed against all vessels subject to the payment of dockage under these rules, and shall be paid by the vessel so assessed, through its master, owner, agent or other person duly authorized so to do, before any such vessel leaves the Port of Los Angeles, unless such vessel is on the Credit List, in which event the master, owner, agent or other person in charge of such vessel shall file with the Executive Director, within ten (10) days after such dockage shall accrue, such information respecting the docking and movement of any such vessel, on blanks furnished by the Port, as said Port may require. (See Item No. 260, Credit List; Item No. 215, Unlawful to Fail or Refuse to Pay Tariff Charges; and Item No. 265 (particularly paragraph (g) thereof), Payment of Charges and Fees, and Enforcement Thereof of this Tariff.)</p>		415
<p>MONTHLY RATE FOR VESSELS EMPLOYED WITHIN LOS ANGELES HARBOR</p> <p>Vessels employed within Los Angeles Harbor, which provide necessary service for the operation and maintenance of the Port may, upon written application to the Executive Director, be afforded monthly rates, which shall be the applicable daily dockage charge, multiplied by seven and one-half. The special monthly charge shall be revocable at the discretion of the Executive Director, shall not entitle such vessels to any preferential berthing right and such vessels shall vacate any particular berth whenever ordered by the Executive Director.</p>		420
<p>DOCKAGE BEGINS AND ENDS</p> <p>The period of time for which dockage shall be assessed against a vessel shall commence when such vessel is made fast to a wharf, pier, bulkhead structure, or bank, or to another vessel so berthed, and shall continue until such vessel is completely freed from and has vacated such berth.</p>		430
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION FOUR – Continued DOCKAGE -- Continued	Item No.
<p style="text-align: center;">PAYMENTS MADE WHEN DUE</p> <p>Except as provided in Item 420, all charges for dockage are due and payable when incurred and must be paid, whether approved by the Master or not, before any vessel leaves the berth, unless forced to do so by stress of weather or fire, or unless such vessel is on the Credit List. (See Item No. 260, Credit List.)</p> <p>Errors, if any, will be rectified.</p>	440
<p style="text-align: center;">PENALTY FOR FAILURE TO PAY WHEN DUE</p> <p>Refusal or failure to pay dockage in accordance with Item 420 or Item 440, or otherwise upon presentation of bill therefore, shall subject the vessel to be placed on the Delinquent List and to the penalties provided by law and this Tariff. No vessel which has been placed on the Delinquent List shall be permitted to use any municipal berth without first paying double the dockage incurred and not paid, and \$12.54 in addition thereto. (See Item No. 260, Credit List.)</p>	[A] 450
<p style="text-align: center;">TRANSFER FROM ONE MUNICIPAL BERTH TO ANOTHER</p> <p>Dockage shall be assessed against a vessel shifting directly from one municipal berth to another municipal berth based upon the total time at such berths considered together.</p>	460

See Item 10 for explanation of abbreviations and symbols.

Correction No. 840	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION FOUR – Continued DOCKAGE -- Continued	Item No.
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FULL DOCKAGE

Dockage charges shall be assessed against all vessels at the full dockage rates provided in this Item, except as otherwise provided in this Tariff. (See Note.)

Full dockage rates shall be as follows:

<u>OVERALL LENGTH OF VESSEL IN METERS</u>	<u>CHARGE PER 24-HOUR DAY OR FRACTION THEREOF</u>
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<u>Over</u>	<u>But Not Over</u>	
0	30	\$91
30	45	133
45	60	183
60	75	256
75	90	380
90	105	597
105	120	855
120	135	1157
135	150	1504
150	165	1894
165	180	2327
180	195	2804
195	210	3325
210	225	3889
225	240	4495
240	255	5145
255	270	5843
270	285	6579
285	300	7362
300	315	7709
315	330	9056
330	345	9967
345	360	10924
360	375	11921
375	390	12966
390	Over	12966

Plus \$ 36

per lineal meter or fraction thereof

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480

NOTE: Vessels leaving and returning to Los Angeles Harbor on regular daily schedules shall not be assessed more than one day's full dockage in any 24-hour period.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 841	Order No. 23-7348	Adopted July 20, 2023	
	Ordinance No. 188194	Adopted March 20, 2024	EFFECTIVE: May 15, 2024

SECTION FOUR – Continued DOCKAGE -- Continued	Item No.
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PASSENGER VESSEL LAY UP RATES

Effective May 1, 2020, Dockage charges for passenger vessels confirmed to be laid-up* as a result of Emergency event (as approved by the Executive Director) shall be as follows:

1. 50 percent of the currently published dockage rate for every 24 hour day or fraction thereof; or
2. A monthly rate of \$65,000 per berth. A Cruise Vessel Operator operating ships under various brands are permitted to use this monthly berth intermittently, but the berth shall be used at least 25 days during any given month, whether for the same Cruise Vessel Operator, or various brands owned by a Cruise Vessel Operator. Only the monthly rate provides the benefit of having affiliated cruise operators intermittently use the berth.

To qualify for this Lay Up Dockage Rate, the Cruise Vessel Operator must submit a written request to the Executive Director prior to vessel docking, including: (1) evidence of the Emergency event, and (2) specific information detailing the proposed schedule of lay-up dockage time, and proposed activities during lay-up period, which shall not include any passenger operations. The Executive Director shall approve qualifying vessels for the Lay Up Dockage Rate based upon the written request and evidence submitted by the Cruise Vessel Operator and Port operations needs, and the terms of approval may modify the proposed vessel docking schedule and activities qualifying for the special Lay Up Rates. In the event the Emergency event is subsequently declared terminated by the applicable authorities, the Cruise Vessel Operator may send a similar request with supporting evidence to the Executive Director for an extension for a vessel that has been previously approved for the Lay Up Rates.

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485

Definitions Applicable to Item 485

*"Lay up" or "laid-up" passenger vessel is an idle vessel docked at a berth for more than 48 hours at any Port facility with no passenger operations. Passenger vessel crew changes and vessel stores operations are permitted.

"Cruise Vessel Operator" shall be determined by the Port in reference to the operator listed in the Lloyds Register of Ships or the parent of a wholly owned subsidiary that is listed as the operator in the Lloyds Register of Ships. Cruise Vessel Operator shall provide a list of all cruise brands and cruise lines that are eligible to qualify for the laid-up vessel monthly dockage rate.

"Emergency event" means a national, state, county or city declaration of emergency or other directive affecting passenger vessels published by a governmental agency or official, including without limitation, executive orders by the U.S. President, a state Governor or city Mayor, Los Angeles County proclamation, or declarations by regulatory agencies or legislative bodies under their respective authorities.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 754	Order No. 20-7280 Ordinance No. 186777	Adopted May 21, 2020 Adopted September 15, 2020	EFFECTIVE: November 6, 2020
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SECTION FIVE WHARFAGE		Item No.
DEFINITION		
<p>Wharfage is the charge assessed against merchandise, calculated in accordance with the wharfage charges named in this Tariff for the passage of that merchandise onto, over, through or under wharves or wharf premises, or between vessels or overside vessels (to or from barge, lighter, or water) when berthed at wharves or wharf premises, or when moored in a slip adjacent to a wharf or wharf premise. Wharfage is solely the charge for use of wharves or wharf premises and does not include charges for any other service or facility.</p>		500
APPLICATION OF WHARFAGE RATES AND CHARGES		
<p>The applicable rates and charges for wharfage shall be:</p> <p>(1) On inbound merchandise, the rates and charges in effect on the date that the vessel commences discharging merchandise, and</p> <p>(2) On outbound merchandise, the rates and charges in effect on the date that the merchandise is placed on a wharf or wharf premise.</p>		505
WEIGHT OR MEASUREMENT		
<p>(a) The wharfage rates named in this section are in cents per 1,000 kilograms (Per KT), per cubic meter (Per M-3) or on the basis of weight or measurement, whichever produces the greater revenue (W/M), as noted in individual items. All items not specifically noted in Item 550 and 560 series shall be assessed wharfage as provided in Paragraphs (c) and (d) of this item.</p> <p>(b) If measurement of the cargo is required to determine wharfage charges and is not supplied, the measurement shall be constructed on the basis of one (1) cubic meter for each 125 kilograms of cargo. Containerized cargo on which measurement is constructed is subject to a maximum charge based on the length of the container as provided in Item Nos. 550-030 and 560-030.</p>		[C] 510
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 61	Order No. 6023 Ordinance No. 167245	Adopted July 24, 1991 Adopted August 16, 1991
EFFECTIVE: October 1, 1991		

SECTION FIVE – Continued WHARFAGE -- Continued		Item No.
WEIGHT OR MEASUREMENT – Continued		
<p>(c) When freight charges are computed by the vessel and shown on the manifest on a basis of either weight or measurement, wharfage shall be assessed on the same basis as so computed and manifested, except as otherwise provided in Item 550 and 560 series.</p> <p>(d) When the basis of the freight charges is not shown on the manifest, wharfage shall be assessed on the basis of weight and measurement, whichever will yield the greater revenue, except as otherwise provided in Item 550 and 560 series.</p>		510 (Cont.)
WHARFAGE RATES ON TRANSSHIPMENT MERCHANDISE		
<p>As used in this Section, Transshipment Merchandise Is merchandise subject to the payment of wharfage, upon which the carriage is continuous, i.e. that remains in the possession of the carrier or carriers thereof, and is transferred from one vessel to another in Los Angeles Harbor and wharfage, calculated in accordance with the rates indicated in this Item, shall be assessed against such Transshipment Merchandise (See Notes.)</p> <p>*Note 1. In the event merchandise is transshipped, as defined above, a single wharfage charge only will be assessed. Wharfage will be assessed on the inbound movement only.</p> <p>Note 2. Transshipment merchandise does not include Liquid Bulk Commodities moving to or from vessel by pipeline.</p>		*515
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 96	Order No. 6281 Ordinance No. 170057	Adopted August 29, 1994 Adopted October 14, 1994
EFFECTIVE: November 14, 1994		

SECTION FIVE – Continued WHARFAGE -- Continued	Item No.
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<p style="text-align: center;">TRANSFERRED MERCHANDISE</p> <p>(a) Transferred merchandise is merchandise received at municipal wharf or wharf premise by land transportation and subsequently removed from municipal wharf or wharf premise by land transportation.</p> <p>(b) Transferred merchandise shall be assessed wharfage on the same basis as merchandise moving by vessel subject to the two exceptions noted below.</p> <p>Exception 1: In the event merchandise is transferred from the premises of one municipal wharf to another for delivery to either a land vehicle (including rail) or vessel, a single wharfage charge only will be assessed.</p> <p>Exception 2: Some terminal operators serve vessels which are members of an alliance whose vessels call at several ports. As used in this Tariff item, the term “alliance” means a formal contract among several carriers to share terminal and vessel space. Such terminal operators may handle transferred merchandise from alliance members who dray such merchandise from other ports.</p> <p>Terminal operators falling under either of the two foregoing exceptions shall have the option of paying charges to the City on such transferred merchandise handled at the Port of Los Angeles in one of the two following ways:</p> <ol style="list-style-type: none"> 1. The terminal operator may pay the City 100% of the applicable wharfage rate for Cargo N.O.S. per kiloton or cubic meter (see Item 550-001) and such transferred merchandise charge shall not count toward the terminal operator’s minimum annual guarantee (MAG), or be revenue shared, or count toward the terminal operator’s “efficiency criteria” except to the extent terminal operator’s agreement with the City so allows. The term “efficiency criteria” refers to agreement revenue sharing provisions based on revenue tons per acre or the number of twenty-foot equivalent units (TEU) or containers handled. * 2. Alternatively, commencing July 1, 2012, subject to the conditions below, if the terminal operator has submitted a written request to the Executive Director and the Executive Director grants such request in writing, the terminal operator may pay the City a flat fee (see Item 550-033) per container, loaded or empty, but such flat fee may not count toward the terminal operator’s MAG, or be revenue shared, or count toward the terminal operator’s “efficiency criteria” except to the extent the terminal operator’s agreement with the City so allows. At his or her sole discretion, the Executive Director may revoke the permission for the terminal operator to handle transferred merchandise at a flat fee upon providing the terminal operator with 72 hours’ written notice. 	[C] 520
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 629	Order No. 12-7119 Ordinance No. 182497	Adopted December 20, 2012 Adopted March 27, 2013	EFFECTIVE: May 12, 2013
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SECTION FIVE – Continued WHARFAGE - Continued	Item No.
FREE WHARFAGE	
<p>No wharfage shall be assessed,</p> <p>(a) On handling and stevedore tools, equipment and appliances taken on wharf for the purpose of loading or discharging a vessel;</p> <p>(b) On baggage of passengers when carried on same vessel as passengers and on which no revenue is collected by the water carrier either as excess baggage, or freight or cargo;</p> <p>(c) On petroleum and petroleum products in bulk pumped back from the vessel to tank, at the same facility where originally loaded, after having paid one wharfage charge when loaded from tank to vessel;</p> <p>(d) At a Public Landing, as provided in Item 1500;</p> <p>(e) On ballast in bulk, which is not manifested as cargo, has no commercial value and is handled direct between vessel and barge or shore tank;</p> <p>(f) On Vessel's stores or supplies when total amount laden on a vessel in the coastwise trade is less than 7258 kilograms or on a vessel in any other trade is less than 3629 kilograms;</p> <p>(g) On dunnage or ship lining used in the stowage or bracing of cargo which is discharged from and reloaded to a vessel within 30 days;</p> <p>(h) On scrap dunnage or scrap ship lining, discharged from a vessel, which has been used thereon in the stowage or bracing of cargo, has no commercial value, and is not to be re-used as dunnage or ship lining;</p> <p>(i) On packages, empty, having less than 2 cubic meters capacity, S.U. or K.D., when no freight charges on the package itself are assessed;</p> <p>(j) On cargo which a vessel discharges and reloads, prior to departure, in order to load or discharge other cargo (overstowed cargo);</p> <p>(k) On cargo discharged from a vessel when a full wharfage charge has previously been assessed against the same cargo when the vessel upon which it was laden was discharged from another vessel at Port of Los Angeles or on cargo loaded to a vessel when a full wharfage charge will be assessed against the same cargo when the vessel upon which it is laden is loaded to another vessel at Port of Los Angeles;</p> <p>(l) On pallets to which are secured a "unitized load" of cargo. (See Note.)</p> <p>NOTE: Applies only to the extent the vessel has excluded the weight or measurement of the same pallets from freight charges.</p> <p>(m) On fresh or frozen fish for resale, for use of fish canneries or for processing, unloaded at Fish Harbor Wharf (Berths 260 to 267), Fries Street Wharf (Berth 182) or the Municipal Fish Market Wharf (Berth 72);</p> <p>+ (n) On vessel's stores or supplies when bundled passenger fees are paid in accordance with Item 600.</p>	<p>+ 525</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 697	Order No. 16-7208	Adopted September 15, 2016	EFFECTIVE: December 24, 2016
	Ordinance No. 184562	Adopted November 9, 2016	

SECTION FIVE – Continued WHARFAGE -- Continued	Item No.
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ASSESSMENT OF WHARFAGE	
<p>(a) Except as otherwise provided in paragraph (b) of this Item, inbound or outbound wharfage, or both, as the case may be, shall be assessed against all merchandise which is subject to the payment of wharfage, except when free as specified in Item 525.</p> <p>(1) In the event outbound merchandise is transferred from a wharf or wharf premise, after having first paid a wharfage charge, directly to another wharf or wharf premise prior to loading to a vessel, an additional wharfage charge shall not be assessed.</p> <p>(2) In the event wharfage has been assessed on inbound merchandise which is discharged from a vessel at a wharf or wharf premise, such merchandise may be transferred directly to another wharf or wharf premise without the assessment of an additional wharfage charge.</p> <p>(3) Merchandise removed from a wharf or wharf premise into a warehouse or elsewhere, other than directly to another wharf or wharf premise as allowed in (1) or (2) above will be subject to an additional wharfage charge.</p> <p>(b) (1) “Merchandise discharged from a vessel at a port other than Los Angeles that is transferred to a coastwise feeder service which loads in Los Angeles for continuous movement to a West Coast port as designated on the Bill of Lading will be assessed wharfage as provided in Item 550-004.”</p> <p>(b) (2) Merchandise destined for loading to a vessel at a port other than Los Angeles that has been transferred from a coastwise feeder service which discharged in Los Angeles as part of a continuous movement from a West Coast port as designated on the Bill of Lading will be assessed wharfage as provided in Item 550-003.</p> <p>Note: Does not apply to cargo originating in foreign countries other than British Columbia and other than United States or Canadian Foreign Trade Zones.</p>	[+] [*] 530

See Item 10 for explanation of abbreviations and symbols.

Correction No. 114	Order No. 6460 Ordinance No. 171396	Adopted September 25, 1996 Adopted November 1, 1996	EFFECTIVE: December 16, 1996
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SECTION FIVE – Continued WHARFAGE – Continued		Item No.												
<p align="center">WHARFAGE RATES</p> <p>Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or in individual items.</p>		550-												
<p>Merchandise NOS (See Item 030).....</p> <p>+Note: Any change in the Merchandise NOS rate shall be off-set by any Scheduled Increase In Compensation of a container terminal tenant’s permit with the Harbor Department. This offset shall only be applicable to the container terminal tenant’s compensation year in which the Merchandise NOS rate is changed.</p>		[A]+ 001												
<p>Merchandise carried in cargo containers originating at United States Pacific Coast ports or British Columbia ports transported by a coastwise feeder service for transshipment, as defined in Item 515, to vessels for continuous movement in foreign or offshore trades, per container</p> <table border="0"> <tr> <td align="center" colspan="2">Overall Length in Meters</td> <td align="center">Charge</td> </tr> <tr> <td align="center">Over</td> <td align="center">But Not Over</td> <td></td> </tr> <tr> <td align="center">0</td> <td align="center">9</td> <td align="center">\$68.98</td> </tr> <tr> <td align="center">9</td> <td align="center">Over</td> <td align="center">\$124.15</td> </tr> </table>		Overall Length in Meters		Charge	Over	But Not Over		0	9	\$68.98	9	Over	\$124.15	[A] 003
Overall Length in Meters		Charge												
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0	9	\$68.98												
9	Over	\$124.15												
<p>Note: Does not apply to cargo originating in foreign countries other than British Columbia and other that United States or Canadian Foreign Trade Zones.</p>		[A] 004												
<p>Merchandise carried in cargo containers destined to United States Pacific Coast ports or British Columbia ports as a continuous movement in foreign or offshore trades and transshipped, as defined in Item 515, for transport by a coastwise feeder service, per container.</p> <table border="0"> <tr> <td align="center" colspan="2">Overall Length in Meters</td> <td align="center">Charge</td> </tr> <tr> <td align="center">Over</td> <td align="center">But No Over</td> <td></td> </tr> <tr> <td align="center">0</td> <td align="center">9</td> <td align="center">\$68.98</td> </tr> <tr> <td align="center">9</td> <td align="center">Over</td> <td align="center">\$124.15</td> </tr> </table>		Overall Length in Meters		Charge	Over	But No Over		0	9	\$68.98	9	Over	\$124.15	[A] 005
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<p>Merchandise carried in cargo containers transported in coastwise trade as defined in Item 100[o], per container.</p> <table border="0"> <tr> <td align="center" colspan="2">Overall Length in Meters</td> <td align="center">Charge</td> </tr> <tr> <td align="center">Over</td> <td align="center">But Not Over</td> <td></td> </tr> <tr> <td align="center">0</td> <td align="center">9</td> <td align="center">\$68.98</td> </tr> <tr> <td align="center">9</td> <td align="center">Over</td> <td align="center">\$124.15</td> </tr> </table>		Overall Length in Meters		Charge	Over	But Not Over		0	9	\$68.98	9	Over	\$124.15	
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See Item 10 for explanation of abbreviations and symbols.

SECTION FIVE – Continued WHARFAGE – Continued		Item No.																		
WHARFAGE RATES – Continued	Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)	550-																		
<p>Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.</p>																				
Bananas.....	<u>Per KT</u> 551	[A] 020																		
Beverages, alcoholic, NOS, in bottles	710	[A] 023																		
Buildings, modules, including mobile	<u>Per M-3</u> 497	[A] 024																		
Cans, aluminum, empty, set up	<u>Per M-3</u> 449	[A] 026																		
Merchandise, NOS, carried in cargo containers or trailers, manifested and assessed freight charges by the vessel on a per container or per trailer basis will be assessed wharfage on the basis of weight or measurement, whichever will yield the greater revenue, at rates applicable in Item 550-001. If measurement of the cargo is not available, the charge will be based on the overall length of the container as follows (Subject to Note):		[A] 030																		
<p>Overall Length in Meters</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Over</th> <th style="text-align: left;">But Not Over</th> <th style="text-align: left;">Charge</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>7</td> <td>\$219.75</td> </tr> <tr> <td>7</td> <td>9</td> <td>\$269.91</td> </tr> <tr> <td>9</td> <td>13</td> <td>\$441.88</td> </tr> <tr> <td>13</td> <td>over</td> <td>\$568.48</td> </tr> </tbody> </table>			Over	But Not Over	Charge	0	7	\$219.75	7	9	\$269.91	9	13	\$441.88	13	over	\$568.48			
Over	But Not Over	Charge																		
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13	over	\$568.48																		
<p>Note: Over flow cargo in multiple containers shall be excluded from charges based on the overall length of the containers.</p>																				
<p>Cargo vans or containers, empty as described in Item 100(t), paragraphs 3 and 4.</p>																				
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: left;">OVERALL LENGTH IN METERS</th> </tr> <tr> <th style="text-align: left;">Over</th> <th style="text-align: left;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td>0</td> <td>7</td> <td></td> </tr> <tr> <td>7</td> <td>9</td> <td></td> </tr> <tr> <td>9</td> <td>13</td> <td></td> </tr> <tr> <td>13</td> <td>over</td> <td></td> </tr> </tbody> </table>	OVERALL LENGTH IN METERS			Over	But Not Over		0	7		7	9		9	13		13	over		<p><u>Per Van Or Container</u></p> <p>\$10.61 \$12.77 \$21.31 \$27.44</p>	[A] 031
OVERALL LENGTH IN METERS																				
Over	But Not Over																			
0	7																			
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See Item 10 for explanation of abbreviations and symbols.																				
Correction No. 843	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024																		
EFFECTIVE: May 15, 2024																				

SECTION FIVE – Continued WHARFAGE – Continued		Item No.
WHARFAGE RATES – Continued	Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)	550-
<p>Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.</p> <p>* Transferred Merchandise (Subject to Notes 1 through 5)</p> <p>Note 1: Subject to provisions of Tariff No. 4, Item 520.</p> <p>Note 2: Wharfage assessed under this item may be reported as wharfage charges at \$72.83 per container, at the discretion of terminal operator.</p> <p>Note 3: Terminal operator must provide a written request to use this item and the Executive Director may grant written approval.</p> <p>Note 4: The Executive Director may revoke permission for the terminal operator to handle transferred merchandise on 72 hours’ written notice to the terminal operator.</p> <p>Note 5: Container movements from the Port of Long Beach are restricted to alliance partners’ merchandise only, covering a volume not to exceed 500 containers per week, per terminal.</p> <p>The factors the Executive Director may consider in deciding whether to grant a flat fee under Item 520, Exception 2, include, but are not limited to:</p> <p>(1) Whether the transferred merchandise has been generated from a carrier which is an alliance member of the terminal operator’s customers;</p> <p>(2) Whether and how the handling of the transferred merchandise in the Port of Los Angeles will impact other terminals in the Port;</p> <p>(3) Whether allowing such handling will assist rail carriers in minimizing traffic along intermodal routes;</p> <p>(4) Whether the terminal operator making the request is current in all its obligations to the Port; and</p> <p>(5) Such other factors as may be presented to the Executive Director based on the unique facts of each case. The Executive Director may further restrict the hours of operation noted above upon first providing the terminal operator with 24 hours’ written notice.</p>		<p>Per Container *\$77.35</p> <p>[A] 033</p>
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 844	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024
EFFECTIVE: May 15, 2024		

SECTION FIVE – Continued WHARFAGE – Continued		Item No.
<p>WHARFAGE RATES – Continued</p> <p>Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.</p>	<p>Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)</p>	<p>550-</p>
<p>(Transferred from Fifth Revised Page 52)</p>		
Coffee, green in bags	<p><u>Per KT</u> 710</p>	<p>[A] 035</p>
Food Products, canned or bottled, including Beer and other Malt Liquors	<p><u>Per KT</u> 821</p>	<p>[A] 037</p>
Fresh fruit and fresh vegetables, N.O.S.	<p><u>Per KT</u> 710</p>	<p>[A] 045</p>
Metals, loose, in bundles, coils or packages, viz.: (See Note)	<p><u>Per KT</u> 710</p>	<p>[A] 047</p>
<p>Angles, bars, beams, channels, pipe and plate</p> <p>Note: Wharfage assessed under this item is subject to a minimum charge of \$141.70 per bill of lading.</p>		
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
<p>Correction No. 845</p>	<p>Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 188194 Adopted March 20, 2024</p>	<p>EFFECTIVE: May 15, 2024</p>

SECTION FIVE – Continued WHARFAGE – Continued		Item No.
<p>WHARFAGE RATES – Continued</p> <p>Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.</p>	<p>Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)</p>	<p>550-</p>
<p>Metals, loose, in bundles, coils or packages, viz.:</p> <p style="padding-left: 20px;">Billets, ingots, piling, rails, rod, sheet, slabs, iron or steel tubing, non-insulated wire, non-insulated cable and wire rope</p>	<p><u>Per KT</u> 710</p>	<p>[A] 048</p>
<p>Slabs, steel: Minimum Annual Volume 500,000 Metric Tons (Subject to Notes 1 and 2)</p>	<p><u>Per KT</u> 635</p>	<p>[A] 049</p>
<p>Note 1: Applicable after submission and approval of written application for volume rate by the Executive Director.</p> <p>Note 2: Applicant must be a terminal operator with an agreement with the City of Los Angeles.</p>		
<p>Liquids, including petro-chemical and aqua-ammonia, but excluding petroleum, other petroleum products and water, in bulk, from or to vessels through private line</p>	<p><u>Per KT</u> 200</p>	<p>[A] 050</p>
<p>Livestock, or other animals.....</p>	<p><u>Per Head</u> 675</p>	<p>[A] 055</p>
<p>Lumber and lumber products, viz.: (See Note)</p> <p style="padding-left: 20px;">Lumber, logs and timber</p> <p style="padding-left: 40px;">Foreign, intercoastal and offshore.....</p> <p style="padding-left: 40px;">Coastwise</p>	<p>Per 1,000 <u>Ft. B.M.</u> 1214 525</p>	<p>[A] 060</p>
<p>Note: If freighted by vessel on other than a B.M. basis or the equivalent of B.M. stated in cubic meters, the Merchandise, N.O.S. rate shall apply.</p>		
<p>Newsprint.....</p>	<p><u>Per KT</u> 690</p>	<p>[A] 070</p>
<p>Commercial or freight vehicles, including chassis, freight trailers, freight semi-trailers, agricultural equipment, earth-moving equipment, and road-making equipment</p>	<p><u>Per KT</u> 1897</p>	<p>[A] 072</p>

See Item 10 for explanation of abbreviations and symbols.

SECTION FIVE – Continued WHARFAGE – Continued		Item No.
WHARFAGE RATES – Continued Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.	Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)	550-
Farm and garden tractors	710	[A] 076
United States Mail	<u>Per KT</u> 1277	[A] 090
Yachts, sailing boats and pleasure craft	<u>Per M-3</u> 462	[A] 092

See Item 10 for explanation of abbreviations and symbols.

Correction No. 847	Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 188194 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION FIVE – Continued WHARFAGE – Continued		Item No.
<p>WHARFAGE RATES – Continued</p> <p>Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.</p>	<p>Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)</p>	<p>550-</p>
<p>Vehicles, motor, self-propelling, setup on own wheels, viz.: Automobiles, passenger, seating capacity not exceeding 10 passengers per vehicle, including pick-up trucks or pick-up truck chassis.</p>	<p><u>Per Vehicle</u> 3010</p>	<p>[A] 095</p>
<p>Automobiles, passenger, seating capacity not exceeding 10 passengers per vehicle, including pick-up trucks or pick-up truck chassis, originating at or destined to points in O.C.P. Territory as described in Item 100(w)</p>	<p><u>Per Vehicle</u> 2508</p>	<p>[A] 096</p>
<p>The term “Battery Electric Vehicle (EV)” when used in item 097 and 098 below, is a vehicle which uses one or more electric motors for propulsion and is “fueled” by a battery charger that transfers electricity by electric utilities into the vehicle battery to “recharge” it. EV has zero tailpipe emissions.</p>		
<p>Battery Electric Vehicle (EV), self-propelling, setup on own wheels, viz.: Automobiles, passenger, seating capacity not exceeding 10 passengers per vehicle, including pick-up trucks</p>	<p><u>Per Vehicle</u> 2558</p>	<p>[A] 097</p>
<p>Automobiles, passenger, seating capacity not exceeding 10 passengers per vehicle, including pick-up trucks, originating at or destined to points in O.C.P. Territory as described in Item 100(w)</p>	<p><u>Per Vehicle</u> 2131</p>	<p>[A] 098</p>
<p>TO APPLY FOR ITEMS 097 AND 098, SHIPMENTS MUST COMPLY WITH THE FOLLOWING:</p>		
<p>A) Bills of Lading provided to the Port shall be claused as follows: “The vehicles included on this Bill of Lading are Battery Electric Vehicles (EV)”</p>		
<p>Vessel's stores and supplies (other than as provided in Item 525)</p>	<p><u>Per KT</u> 710</p>	<p>[A] 100</p>
<p>MERCHANDISE AS LISTED</p>		
<p>Automobile, bus and truck parts, N.O.S</p>	<p><u>W/M</u> 710</p>	<p>[A] 306</p>
<p>Bicycle, Parts and Accessories</p>		<p>320</p>
<p>Clothing and Footwear, New, N.O.S</p>		<p>322</p>
<p>Chemicals, N.O.S</p>		<p>325</p>
<p>Food or Food Preparations, N.O.S</p>		<p>331</p>
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
<p>Correction No. 848</p>	<p>Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 188194 Adopted March 20, 2024</p>	<p>EFFECTIVE: May 15, 2024</p>

SECTION FIVE – Continued WHARFAGE – Continued		Item No.
WHARFAGE RATES – Continued	Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)	550-
<p style="text-align: center;">Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.)</p>		
MERCHANDISE AS LISTED	<u>W/M</u>	[A]
Furniture and Household Goods, including Household Appliances	710	340
Machinery, N.O.S.....		343
Luggage		344
Motorcycles, Parts, and Accessories		345
Resins		350
Sporting Goods and Toys, N.O.S.....		353
Tires and Tubes		355
Wood Products, N.O.S.		375
Electrical and Electronic Equipment, Accessories, and Parts		380
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 849	Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 188194 Adopted March 20, 2024	EFFECTIVE: May 15, 2024

SECTION FIVE – Continued WHARFAGE – Continued		Item No.
WHARFAGE RATES – Continued	Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)	550-
Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.)		
MERCHANDISE (OTHER THAN BULK) AS LISTED Subject to Note When Carried in Containers		
Animal Feed.....	<u>Per KT</u> 710	[A] 501
Batteries, Scrap		505
Borax, borates, boric acid		510
Cereal grains, dried beans and dried peas, in bags weighing not less than 22 kg.....		515
Cotton, cotton linters, in bales.....		520
Diatomaceous earth		525
Empty Pallets or dunnage, returning		530
Hides or skins.....		535
Fresh or fresh frozen meat and poultry		540
 	<u>Per KT</u>	[A]
Fresh or frozen meat, non-containerized, from Australia and New Zealand	586	541
 	<u>Per KT</u>	[A]
Fresh or fresh frozen fish and shellfish.....	710	545
Scrap metals, in containers		550
Waste Paper		555
<p>Note: Wharfage assessed under these items is subject to a minimum charge per container or trailer of \$123.01 for containers or trailers not exceeding 7.5 meters in length and \$160.03 for containers or trailers exceeding 7.5 meters in length</p>		
 	<u>Per KT</u>	[A]
Stone, cast or natural: viz: Granite or Marble	710	570
 	<u>Per KT</u>	[A]
Tile, viz: Clay, Concrete, Earthenware, Quarries, or Terrazzo	710	580
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 850	Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 188194 Adopted March 20, 2024	EFFECTIVE: May 15, 2024

SECTION FIVE – Continued WHARFAGE – Continued		Item No.
WHARFAGE RATES – Continued	Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)	550-
Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.)		
PETROLEUM AND PETROLEUM PRODUCTS OTHER THAN PETROCHEMICALS AND AQUA-AMMONIA	Per Barrel of <u>159 Liters</u>	
Oil, crude, in bulk.....	\$0.108	600 [A]
Bunkers, loaded to vessel.....	\$0.108	605 [A]
Refined petroleum products, including non-petroleum Based motorgrade fuel additives, in bulk.....	\$0.119	610 [A]
Fuel oils, N.O.S.....	\$0.119	615 [A]
Gasoline.....	\$0.119	620 [A]
Jet fuel	\$0.119	625 [A]
Item 650-Liquid Petroleum Gas, In Bulk Canceled Effective January 1, 2022	Per Cubic <u>Meter</u> \$0.64	650 [D]
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 851	Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 188194 Adopted March 20, 2024	EFFECTIVE: May 15, 2024

SECTION FIVE – Continued WHARFAGE – Continued		Item No.
WHARFAGE RATES – Continued	Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)	550-
Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.)		
<u>MERCHANDISE IN BULK</u>		
Merchandise, dry, in bulk, not carried in cargo containers or trailers	<u>Per KT</u>	[A]
Merchandise, N.O.S	261	710
Coal	<u>Per KT</u>	[A]
	145	712
Cement, cement clinkers, cement components and additives	<u>Per KT</u>	[A]
	179	715
Coke	<u>Per KT</u>	[A]
	161	716
Scrap Metal.....	<u>Per KT</u>	[A]
	242	719
Chemicals, N.O.S.....	<u>Per KT</u>	[A]
	261	725
Fertilizers, N.O.S.....	<u>Per KT</u>	[A]
	261	730
Ammonium Sulfate	<u>Per KT</u>	[A]
	179	732
Ores and ore concentrates, N.O.S.....	<u>Per KT</u>	[A]
	179	740
Copper concentrate.....	<u>Per KT</u>	[A]
	179	742
Bauxite.....	<u>Per KT</u>	[A]
	179	744
Sulphur	<u>Per KT</u>	[A]
	179	750
Sand.....	<u>Per KT</u>	[A]
	179	755
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 852	Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 188194 Adopted March 20, 2024	EFFECTIVE: May 15, 2024

SECTION FIVE – Continued WHARFAGE – Continued		Item No.
WHARFAGE RATES – Continued	Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)	550-
Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.)		
<u>MERCHANDISE IN BULK, CONTAINERIZED</u>		
Merchandise, N.O.S., in bulk, carried in cargo containers or trailers.....	<u>Per KT</u> 710	[A] 775
Ore and ore concentrates, N.O.S.....	<u>Per KT</u> 710	[A] 780
Fertilizers, N.O.S.....	<u>Per KT</u> 710	[A] 785
Chemicals, N.O.S.....	<u>Per KT</u> 710	[A] 790

See Item 10 for explanation of abbreviations and symbols.

Correction No. 853	Order No. 23-7348 Ordinance No. 118194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION FIVE – Continued WHARFAGE – Continued		Item No.
<p>WHARFAGE RATES – Continued</p> <p>Rates apply on all trades or as noted in individual items.</p>	<p>Rates in Cents Per KT or M-3 Unless Otherwise Indicated Below (See Item 510)</p>	<p>550-</p>
<p><u>PROJECT RATES</u></p> <p>PROJECT RATES...applicable to shipments in connection with removal, construction, reconstruction of major capital projects or facilities:</p> <p>TO APPLY THESE RATES, SHIPMENTS MUST COMPLY WITH THE FOLLOWING:</p> <p>A) The commodities to be transported or received shall be of a wholly proprietary nature, not for resale, and are for use in the construction, erection, and/or installation of(Project Name).....</p> <p>B) Bills of Lading shall be claused as follows: “All materials included on this Bill of Lading are of a proprietary nature, not for resale, and are for use in construction, erection, and/or installation of(Project Name).....”</p> <p>C) Receive approval of the Terminal Operator and the Executive Director of the Port of Los Angeles.</p> <p>The following are excluded from application of these special rates, unless otherwise provided:</p> <ul style="list-style-type: none"> a. Automobiles b. Motor trucks (other than dump trucks) c. Tractors d. Explosives e. Dangerous or hazardous cargo, restricted to on-deck stowage f. Refrigerator or cool room cargo g. Household goods and personal effects h. All cargo taking rates lower than Project Rates. 		
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
<p>Correction No. 854</p>	<p>Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 118194 Adopted March 20, 2024</p>	<p>EFFECTIVE: May 15, 2024</p>

Per KT
551

[A]
801

SECTION FIVE – Continued WHARFAGE – Continued	Item No.						
<p style="text-align: center;">WHARFAGE RATES – Continued</p> <p style="text-align: center;">Rates apply on all trades (See Item 100 [o], [p], and [q]; except Hawaii or as noted in individual items.</p>	550-						
<p>*ALTERNATE RATES FOR MERCHANDISE AS LISTED IN ITEM 900 SERIES CARRIED IN CONTAINERS</p>							
<p style="text-align: center;">* THE FOLLOING ITEMS FOR 550-900 SERIES ARE CANCELLED BY ORDER NO. 21-7318 EFFECTIVE JANUARY 1, 2022:</p> <p style="text-align: center;">550-902 550-904 550-906 550-908 550-910 550-912 550-914 550-916 550-918 550-920 550-922 550-924 550-926 550-950 550-955 550-960 550-975</p> <p style="text-align: center;">SIXTH REVISED PAGE 59 CANCELS FIFTH REVISED PAGE 59</p> <p style="text-align: center;">FOURTH REVISED PAGE 60 IS HEREBY CANCELLED</p>							
<p>See Item 10 for explanation of abbreviations and symbols.</p>							
<p>Correction No. 798</p>	<table border="0" style="width: 100%;"> <tr> <td style="width: 33%;">Order No. 21-7318</td> <td style="width: 33%;">Adopted November 4, 2021</td> <td style="width: 33%;"></td> </tr> <tr> <td>Ordinance No. 187506</td> <td>Adopted May 25, 2022</td> <td>EFFECTIVE: July 4, 2022</td> </tr> </table>	Order No. 21-7318	Adopted November 4, 2021		Ordinance No. 187506	Adopted May 25, 2022	EFFECTIVE: July 4, 2022
Order No. 21-7318	Adopted November 4, 2021						
Ordinance No. 187506	Adopted May 25, 2022	EFFECTIVE: July 4, 2022					

SECTION FIVE – Continued WHARFAGE – Continue	Item No.
WHARFAGE RATES Rates apply on all the European, Mediterranean and African trades.	555-

<p>First Revised Page 62 CANCELS Original Page 62 First</p> <p>Revised Page 63 CANCELS Original Page 63 First</p> <p>Revised Page 64 CANCELS Original Page 64 First</p> <p>Revised Page 65 CANCELS Original Page 65 First</p> <p>Revised Page 66 CANCELS Original Page 66 First</p> <p>Revised Page 67 CANCELS Original Page 67 First</p> <p>Revised Page 68 CANCELS Original Page 68 First</p> <p>Revised Page 69 CANCELS Original Page 69 First</p> <p>Revised Page 70 CANCELS Original Page 70</p> <p> </p> <p>ALL RATES IN ITEM 555-SERIES ARE CANCELLED ON EFFECTIVE DATE SHOWN BELOW, FOR RATES HEREAFTER, SEE ITEM 550-SERIES (PAGES 51 THROUGH 60)</p>	
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 34	Order No. 6023 Ordinance No. 167245	Adopted July 24, 1991 Adopted August 16, 1991	EFFECTIVE: October 1, 1991
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SECTION FIVE – Continued WHARFAGE – Continued	Item No.
<p style="text-align: center;">WHARFAGE RATES</p> <p>*Rates apply on the Hawaiian trade.</p>	<p style="text-align: center;">560-</p>
<p style="text-align: center;">* ALL RATES IN ITEM 560-SERIES FOR HAWAIIAN TRADE ARE CANCELLED BY ORDER NO. 21-7318 EFFECTIVE JANUARY 1, 2022</p> <p style="text-align: center;">SEVENTH REVISED PAGE 71 CANCELS SIXTH REVISED PAGE 71</p> <p style="text-align: center;">THE FOLLOWING PAGES ARE HEREBY CANCELLED:</p> <p style="text-align: center;">PAGES 71-A, 72, 73, 73-A, 74, 74-A, 75, 76, 76-A, 77, 77A, 78, 79, 80, AND 80-A</p>	

See Item 10 for explanation of abbreviations and symbols.

Correction No. 799	Order No. 21-7318 Ordinance No. 187506	Adopted November 4, 2021 Adopted May 25, 2022	EFFECTIVE: July 4, 2022
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SECTION FIVE – Continued WHARFAGE – Continued	Item No.	
<p style="text-align: center;">WHARFAGE RATES</p> <p>Rates apply on South American, Central American, Mexicana and West Indies trades Rates apply on the Australian, New Zealand and Oceania trades Rates apply on Gulf of Aden, Persian Gulf, Bangladesh, Burma, India, Indonesia, Malaysia, Pakistan, Singapore and Sri Lanka trades</p>	<p style="text-align: right;">565- 570- 575-</p>	
<p>First Revised Page 82 CANCELS Original Page 82 First Revised Page 83 CANCELS Original Page 83 First Revised Page 84 CANCELS Original Page 84 First Revised Page 85 CANCELS Original Page 85 First Revised Page 86 CANCELS Original Page 86</p> <p>First Revised Page 87 CANCELS Original Page 87 First Revised Page 88 CANCELS Original Page 88 First Revised Page 89 CANCELS Original Page 89 First Revised Page 90 CANCELS Original Page 90</p> <p>First Revised Page 91 CANCELS Original Page 91 First Revised Page 92 CANCELS Original Page 92 First Revised Page 93 CANCELS Original Page 93 First Revised Page 94 CANCELS Original Page 94 First Revised Page 95 CANCELS Original Page 95</p> <p>First Revised Page 96 CANCELS Original Page 96 First Revised Page 97 CANCELS Original Page 97 First Revised Page 98 CANCELS Original Page 98 First Revised Page 99 CANCELS Original Page 99 First Revised Page 100 CANCELS Original Page 100</p> <p>First Revised Page 101 CANCELS Original Page 101 First Revised Page 102 CANCELS Original Page 102 First Revised Page 103 CANCELS Original Page 103 First Revised Page 104 CANCELS Original Page 104 First Revised Page 105 CANCELS Original Page 105</p> <p>First Revised Page 106 CANCELS Original Page 106 First Revised Page 107 CANCELS Original Page 107 First Revised Page 108 CANCELS Original Page 108 First Revised Page 109 CANCELS Original Page 109 First Revised Page 110 CANCELS Original Page 110</p> <p style="text-align: center;">ALL RATES IN ITEMS 565-, 570- AND 575-SERIES ARE CANCELLED ON EFFECTIVE DATE SHOWN BELOW, FOR RATES HEREAFTER, SEE ITEM 550-SERIES (PAGES 51 THROUGH 60)</p>		
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 50	Order No. 6023 Adopted July 24, 1991 Ordinance No. 167245 Adopted August 16, 1991	EFFECTIVE: October 1, 1991

SECTION SIX PASSENGER FEES	Item No.																		
<p>PASSENGER FEES</p> <p>Every vessel carrying passengers for compensation shall be liable for and pay, in addition to the other charges provided in this Tariff, the following passenger fees for each passenger embarking from or debarking at a municipal wharf:</p> <p style="text-align: center;"><u>Bundled Passenger Fee Rate Schedule</u></p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Effective Date</u></th> <th style="text-align: center;"><u>Per Passenger Fee</u></th> </tr> </thead> <tbody> <tr><td style="text-align: center;">9/1/2021</td><td style="text-align: center;">\$15.65</td></tr> <tr><td style="text-align: center;">9/1/2022</td><td style="text-align: center;">\$16.12</td></tr> <tr><td style="text-align: center;">9/1/2023</td><td style="text-align: center;">\$16.60</td></tr> <tr><td style="text-align: center;">7/1/2024</td><td style="text-align: center;">\$17.10</td></tr> <tr><td style="text-align: center;">7/1/2025</td><td style="text-align: center;">\$17.61</td></tr> <tr><td style="text-align: center;">7/1/2026</td><td style="text-align: center;">\$18.14</td></tr> <tr><td style="text-align: center;">7/1/2027</td><td style="text-align: center;">\$18.69</td></tr> <tr><td style="text-align: center;">7/1/2028</td><td style="text-align: center;">\$19.25</td></tr> </tbody> </table> <p>a) Effective September 20, 2016, bundled Passenger fees are inclusive of (subject to Note 1 and Note 2):</p> <ul style="list-style-type: none"> (1) Passenger fees (2) Dockage for the first twenty-four hours only (3) Wharfage for vessel stores and supplies (4) Lay Day Fee for the first twenty-four hours only <p>NOTE 1: Effective September 20, 2016, vessels which are subject to the payment of passenger fees and that berth more than twenty-four hours in port must pay the applicable dockage rates named in Tariff Item 480 for each additional twenty-four hour day or fraction thereof plus the applicable Lay Day Fee.</p> <p>NOTE 2: Effective September 20, 2016, vessels which are subject to the payment of passenger fees and are in port for lay berthing or vessel repairs must pay the applicable dockage rates named in Tariff Item 480 plus the applicable Lay Day Fee.</p> <p>+ NOTE 3: Effective May 1, 2020, passenger vessels confirmed to be laid-up without passengers as a result of an emergency event may apply for the dockage rates provided in Tariff Item 485.</p> <p>b) Effective September 20, 2016, the minimum charge for passenger fees shall be \$15,000 per call.</p>	<u>Effective Date</u>	<u>Per Passenger Fee</u>	9/1/2021	\$15.65	9/1/2022	\$16.12	9/1/2023	\$16.60	7/1/2024	\$17.10	7/1/2025	\$17.61	7/1/2026	\$18.14	7/1/2027	\$18.69	7/1/2028	\$19.25	<p>+ 600</p>
<u>Effective Date</u>	<u>Per Passenger Fee</u>																		
9/1/2021	\$15.65																		
9/1/2022	\$16.12																		
9/1/2023	\$16.60																		
7/1/2024	\$17.10																		
7/1/2025	\$17.61																		
7/1/2026	\$18.14																		
7/1/2027	\$18.69																		
7/1/2028	\$19.25																		
See Item 10 for explanation of abbreviations and symbols.																			

Correction No. 836	Order No. 23-7350 Ordinance No. 188192	Adopted August 24, 2023 Adopted March 20, 2024	EFFECTIVE: May 9, 2024
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SECTION SIX PASSENGER FEES		Item No.
<p>c) An in-transit passenger is defined as a passenger who boarded a vessel at a port other than the Port of Los Angeles and is on a voyage on such vessel to a port other than the Port of Los Angeles. Effective September 20, 2016, in-transit passengers will be assessed a fee of \$10.00 per passenger.</p> <p>d) Passenger Fee rates are not subject to General Rate Increase through June 30, 2029.</p> <p>e) Lay Day Fee is defined as a fee charged by the terminal operator to the cruise line per the terminal operating agreement when a cruise vessel is berthed at a cruise berth for general terminal management costs, which does not include specific charges, and fees for items such as gangways, shore power, ship garbage removal, security, etc.</p> <p>Exception: Passenger fees do not apply to:</p> <ul style="list-style-type: none"> (a) Passengers on vessels having accommodations for ninety-nine or less passengers; or (b) Passengers sightseeing or travelling between points within a radius of 100 miles of the port; or (c) Passengers on sport fishing vessels 	<p>[C] 600 (Cont.)</p>	
<p style="text-align: center;">ALTERNATIVE MARITIME POWER (AMP) SYSTEM COST PASSENGER FEES</p> <p>Effective January 1, 2013, every vessel carrying passengers for compensation shall be liable for and pay, in addition to the other charges provided in this Tariff, the following passenger fees covering shore side electrical power consumption system cost:</p> <p style="padding-left: 40px;">Each passenger embarking from or disembarking at a municipal wharf: \$0.30</p>	<p>605</p>	
<p style="text-align: center;">PASSENGER MANIFESTS TO BE SUPPLIED TO EXECUTIVE DIRECTOR</p> <p>The owner, agent, master, or other person in charge of a vessel carrying passengers subject to passenger fees in Item No. 600 of this Tariff shall furnish to the Executive Director complete copies of the vessel's passenger manifest listing passengers disembarking or embarking at the Port of Los Angeles which shall be placed on record or filed as provided by the Board.</p>	<p>610</p>	
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 837	Order No. 23-7350 Ordinance No. 188192	Adopted August 24, 2023 Adopted March 20, 2024
EFFECTIVE: May 9, 2024		

SECTION SEVEN FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE		Item No.
DEFINITIONS		
<p>(a) WHARF DEMURRAGE is the charge, calculated in accordance with the Wharf Demurrage rates named in this Tariff, assessed against merchandise which remains on a municipal wharf or wharf premises after the free time allowed.</p> <p>(b) WHARF STORAGE is the charge, calculated in accordance with Wharf Storage rates named in this Tariff, assessed against merchandise which remains on a municipal wharf or wharf premises and has been accepted for storage.</p> <p>(c) INBOUND MERCHANDISE is merchandise which has been discharged from a vessel. Inbound Merchandise may be non-containerized or containerized.</p> <p>(d) OUTBOUND MERCHANDISE is merchandise which is being or has been assembled and is awaiting loading on board a vessel.</p> <p>(e) FREE TIME is the specified number of days during which merchandise may occupy space assigned to it without being assessed Wharf Demurrage.</p>		700
FREE TIME, COMMENCES WHEN		
<p>(1) INBOUND MERCHANDISE, Non-containerized: Free time shall commence at the first midnight after the vessel, from which the merchandise was discharged, finishes discharging or leaves wharf, whichever occurs first; provided, that when a vessel moves to another wharf to complete discharging because of lack of space at first wharf, such vessel shall not be considered as having left the first wharf.</p> <p>[C] INBOUND MERCHANDISE, Containerized: Free time shall commence for each container at 3:00 a.m. after the container is discharged from a vessel.</p> <p>(2) OUTBOUND MERCHANDISE: Free time shall commence at the first midnight after the merchandise is placed on a wharf or wharf premises; provided, however, that the days during the loading or discharging operations of a vessel shall not be counted as wharf demurrage or wharf storage days if merchandise is being loaded on or discharged from such vessel with dispatch.</p>		[C] 710
See Item 10 for explanation of abbreviations and symbols.		
Correction No.377	Order No. 6880 Ordinance No. 177985	Adopted July 19, 2006 Adopted October 10, 2006
EFFECTIVE: December 1, 2006		

SECTION SEVEN – Continued FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE -- Continued	Item No.
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FREE TIME ALLOWED

Exclusive of Saturdays, Sundays and the legal holidays named in Item No. 100(n) of this Tariff, Free Time shall be allowed on Inbound, Outbound and Transshipped Merchandise, subject to Item No. 730, as follows:

CONTAINERIZED CARGO	COASTWISE TRADE	INTERCOASTAL TRADE	FOREIGN AND OFFSHORE TRADE
Inbound:	5 days	4 days	4 days
Outbound:	5 days	6 days	6 days
NON-CONTAINERIZED CARGO	COASTWISE TRADE	INTERCOASTAL TRADE	FOREIGN AND OFFSHORE TRADE
Inbound:	5 days	5 days	7 days
Outbound:	5 days	10 days	10 days

+[C]
720

+Note 1: Either Saturdays, Sundays or both shall be included in the Free Time Allowed on Inbound Containerized Merchandise if a containerized terminal operator announced or published that its gates will be open for container delivery on such days.

Transshipped: Merchandise transshipped involving a long and a short free time period shall be allowed the longer free time period but in no case shall such merchandise be allowed the aggregate of the inbound and the outbound period.

FREE TIME MAY BE SHORTENED OR EXTENDED

(a) Only when necessary shall the free time herein provided for be fully utilized or taken advantage of, and the Executive Director, if he determines that the interests of commerce and navigation require, is hereby empowered at any time to shorten such free time and to cause the removal of any merchandise, irrespective of the free time period.

(b) Outbound merchandise, upon approval of the Executive Director, may remain on wharves, premises or facilities of the Port at owner's risk at no charge for a period of time not to exceed ten (10) working days beyond the allowable free time in Item 720 if the vessel for which the cargo was originally intended is unable to call as scheduled because of stress of weather, accident, breakdown or other emergency. Thereafter, wharf demurrage shall be assessed against such merchandise unless or until the merchandise is accepted for wharf storage. This exception does not apply on merchandise which wharf demurrage or storage charges have accrued prior to the original scheduled call date of the vessel.

(c) The Executive Director may extend the allowable free time on any merchandise if terminal operations or movement of merchandise are interrupted by war, earthquake, flood, fire, riot, or any unusual occurrence which, in the judgment of the Executive Director, warrants the extension of such free time.

730

See Item 10 for explanation of abbreviations and symbol

Correction No. 869	Order No. 23-7352 Ordinance No. 188193	Adopted September 7, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION SEVEN – Continued FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE -- Continued	Item No.
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<p style="text-align: center;">APPLICATION OF WHARF DEMURRAGE RATES</p> <p>Wharf demurrage shall be assessed in accordance with the provisions Item No. 780 against all merchandise remaining on wharf premises after the expiration of free time as provided in Item No. 720, Termination of Wharf Storage as provided in Item No. 790, or upon the area designated in a space assignment after its termination as provided in Item No. 800. The grantee of a berth assignment may apply in writing to the Executive Director to use the storage provisions of Item No. 790 or space assignment provisions of Item No. 800.</p>	740
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<p style="text-align: center;">STORAGE UNDER STRIKE CONDITIONS</p> <p>Merchandise which cannot be removed from the port due to a general waterfront strike of five calendar days or more will be subject to the following:</p> <p>(a) Merchandise on Free Time: Strikebound merchandise will be continued on free time until the maximum free time allowed under this tariff has expired. Upon expiration of free time, storage charges will be assessed under the provisions of Item No. 790.</p> <p>(b) Merchandise on Demurrage or Storage: Merchandise on demurrage or storage will be subject to storage under the storage rates in this section during the period in which the strike is in effect. The Executive Director reserves the right to authorize storage rates for strikebound cargo without prior request.</p> <p>(c) Charge applicable after the strike ends: Merchandise which was previously strikebound remaining on hand on the sixteenth day following the end of the strike will be subject to demurrage, unless prior authorization has been granted by the Executive Director for storage or space assignment.</p>	750
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See Item 10 for explanation of abbreviations and symbols.

Order No. 5837	Adopted July 12, 1989	EFFECTIVE: July 1, 1990
Ordinance No. 165789	Adopted April 10, 1990	

SECTION SEVEN – Continued FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE -- Continued	Item No.
<p style="text-align: center;">ASSEMBLY TIME</p> <p>Subject to terminal space availability and upon receiving shipper's or consignee's request, the Executive Director may grant time of up to 20 days beyond the regular free time allowance provided in this tariff for assembling cargo lots. Assembly Time granted is exclusive of Saturdays, Sundays, and Holidays. Assembled cargo lots must aggregate 200 revenue tons or more constituting an export or import shipment for loading or unloading from a specifically named vessel. Note: Extension of time to assembled cargo applies only to Port of Los Angeles charges contained in this tariff. Equipment owned or leased by ocean carrier(s) is subject to demurrage (or detention) charges and free time provisions provided for in individual ocean carrier tariffs.</p>	<p>+</p> <p>760</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 68	Order No. 6094 Ordinance No. 168288	Adopted July 22, 1992 Adopted October 9, 1992	EFFECTIVE: November 21, 1992
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SECTION SEVEN – Continued FREE TIME, WHARF DEMURRAGE, AND, WHARF STORAGE -- Continued	Item No.
<p style="text-align: center;">RATES FOR WHARF DEMURRAGE AFTER EXPIRATION OF FREE TIME</p> <p>Wharf demurrage shall be assessed against all merchandise remaining on the wharf or wharf premises after the expiration of the free time allowed (See Item 720) at wharf demurrage rates named in this Item (subject to Notes 1,2,3,4 and 5).</p> <p>Note 1. See Item 790 for wharf storage rates.</p> <p>Note 2. When requested in writing by the steamship company and when verification can be made from steamship company's records, the Executive Director may waive wharf demurrage against small portions of shipments of merchandise requiring recooling, against small portions of shipments of merchandise discharged from a vessel which have not been located at the time of delivery of the major portion of such merchandise, against merchandise discharged from a vessel which is deadover without billing and which may not be delivered by a steamship company until ownership thereof is established, and against portions of shipments of merchandise in bond held by Customs for the appraiser's store.</p> <p>Note 3. Rates provided in this Rule will not apply on merchandise, in bulk, handled mechanically through the bulk loading or unloading facilities at Berths 48 through 53.</p> <p>Note 4. The minimum wharf demurrage charge shall be \$24.14 per lot excepting automobiles and pick-up trucks.</p> <p>Note 5. In those cases in which merchandise remains on wharf demurrage for extended periods of time, accrual reports shall be made by the terminal operator and invoices shall be issued by the Harbor Department for the amount of demurrage charges accrued on a particular lot of cargo for an initial 45-day period and each subsequent 30-day period. Neglect or refusal to deliver the accrual reports to the Executive Director within 15 days following the completion of the initial 45-day period and subsequent 30-day periods of demurrage will result in the assessment of a penalty charge of two percent (2%) of total demurrage charges incurred.</p>	<p>[A] 780</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 855	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION SEVEN – Continued
 FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE – Continued

Item No.

RATES FOR WHARF DEMURRAGE AFTER EXPIRATION OF FREE TIME -- Continued

RATES

In cents per day or fraction thereof, Saturdays, Sunday and holidays included, per KT or cubic meter or fraction thereof or other unit, on the same basis as wharfage is assessed, except as noted.

<u>Commodity</u>	<u>Charge Per Day for First 5 Days</u>	<u>Charge Per Day for Days 6 - 10</u>	<u>Charge Per Day for Days 11+</u>
Merchandise, N.O.S., not carried in cargo containers or trailers. Note: If measurement of the cargo is required but not available, the measurement shall be constructed on the basis of one (1) cubic meter for each 125 kilograms of cargo.	81	164	328

*[A]
780
(Cont.)

Merchandise, N.O.S., carried in cargo containers or trailers. Note: If measurement of the cargo is required but not available, the charge per day will be based on the overall length of the container or trailer as follows:

81	164	328
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OVERALL LENGTH IN METERS

Over	But Not Over			
0	7	2483	4960	9920
7	9	3034	6069	12138
9	13	4966	9932	19864
13	over	6484	12966	25932

See Item 10 for explanation of abbreviations and symbols.

Correction No. 870	Order No. 23-7352 Ordinance No. 188193	Adopted September 7, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION SEVEN – Continued
 FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE -- Continued

Item No.

WHARFAGE DEMURRAGE – Continued

<u>Commodity</u>	<u>Charge Per Day for First 5 Days</u>	<u>Charge Per Day for Days 6 - 10</u>	<u>Charge Per Day for Days 11+</u>
Vehicles, motor, self-propelling, set up on own wheels, viz.:			
Automobiles, passenger, seating capacity not exceeding 10 passengers per vehicle, including pick-up trucks or pick- up truck chassis.			
Shipped outbound by water carrier in domestic trade or shipped by manufacturers for distribution to automobile dealers, per vehicle.	242	482	964
Privately owned vehicles or used cars shipped inbound to the Port of Los Angeles, per vehicle.	807	1614	3228
Commercial or freight vehicles, including chassis, freight trailers or freight semi-trailers, per KT.	242	482	964
Agricultural, earth-moving equipment, or road-making equipment, N.O.S., per KT.	242	482	964

[A]
 780
 (Cont.)

See Item 10 for explanation of abbreviations and symbols.

SECTION SEVEN – Continued FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE -- Continued	Item No.
<p style="text-align: center;">[C] WHARF STORAGE</p> <p>Merchandise may be stored on wharves and wharf premises for limited periods of time after prior arrangements have been made by the shipper or consignee thereof, if:</p> <ul style="list-style-type: none"> (a) Space is available; and (b) The prompt loading or discharging of vessels will in no manner be interfered with; and (c) Approved by the Terminal Operator and the Executive Director. <p>Wharf storage shall be assessed against all merchandise permitted to be stored on wharves at wharf storage rates named in this Item (subject to Notes 1, 2, and 3).</p> <p>Note 1. Subject to the provisions of paragraph (2), Item 710.</p> <p>Note 2. Rates provided in this Item will not apply on merchandise, in bulk, handled mechanically through the bulk loading or unloading facilities at Berths 48 through 53.</p> <p>Note 3. Merchandise permitted to be stored on wharves will be assessed a minimum charge of five (5) days storage at rates named in this Item, but not less than \$24.14 per lot.</p>	<p>[A] 790</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 858	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION SEVEN – Continued FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE -- Continued	Item No.															
<p style="text-align: center;">WHARF STORAGE – Continued</p> <p style="text-align: center;">RATES</p> <p>In cents per day, or fraction thereof, Saturdays, Sundays and holidays included, per KT or cubic meter or fraction thereof, whichever shall yield the greater revenue, except as noted in individual items.</p> <p>Merchandise, N.O.S., not stored in cargo containers or trailers.</p> <p style="padding-left: 40px;">Note: If measurement of the cargo is not available, the measurement shall be constructed on the basis of one (1) cubic meter for each 125 kilograms of cargo.</p> <p>Stored on covered areas 80</p> <p>Stored on uncovered areas, when requested by shipper or consignee thereof 41</p> <p>Merchandise, N.O.S., stored in cargo containers or trailers 41</p> <p style="padding-left: 40px;">Note: If the measurement of the cargo is not available, the charge per day will be based on the overall length of the container or trailer as follows:</p> <p style="padding-left: 40px;">OVERALL LENGTH IN METERS</p> <table style="margin-left: 40px;"> <tr> <td style="padding-right: 20px;">Over</td> <td style="padding-right: 20px;">But Not Over</td> <td></td> </tr> <tr> <td>0</td> <td>7</td> <td>1255</td> </tr> <tr> <td>7</td> <td>9</td> <td>1531</td> </tr> <tr> <td>9</td> <td>13</td> <td>2511</td> </tr> <tr> <td>13</td> <td>over</td> <td>3241</td> </tr> </table> <p>Cotton, cotton linters, compressed in bales, per KT or fraction thereof 34</p>	Over	But Not Over		0	7	1255	7	9	1531	9	13	2511	13	over	3241	<p>[A] 790 (Cont.)</p>
Over	But Not Over															
0	7	1255														
7	9	1531														
9	13	2511														
13	over	3241														

See Item 10 for explanation of abbreviations and symbols.

Correction No. 859	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION SEVEN – Continued FREE TIME, WHARF DEMURRAGE, AND WHARF STORAGE -- Continued		Item No.
WHARF STORAGE – Continued		
	<u>RATE</u>	
Vehicles, motor, self-propelling, set up on own wheels Viz.: Commercial or freight vehicles, including chassis, freight trailers or freight semi-trailers, per KT	179	
Vehicles parked on any municipal wharf by consent of and where designated by the Executive Director, per vehicle (not subject to Note 3)	179	[A] 790
Automobile, passenger, seating capacity not exceeding 10 passengers per vehicle, including pick-up trucks or pick-up truck chassis, per vehicle.		
<u>Charge per day for first 21 days</u>	<u>Charge per day for each additional day over 21 to 45 days</u>	<u>Charge per day for each additional day over 45 days</u>
76	151	455

See Item 10 for explanation of abbreviations and symbols.

Correction No. 860	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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<p>SECTION EIGHT SPACE ASSIGNMENTS</p>	<p>Item No.</p>
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<p style="text-align: center;">SPACE ASSIGNMENT</p> <p>The Executive Director shall have the authority to grant nonexclusive space assignments for use of harbor lands and waters to assignees on the following terms and conditions:</p> <p>(1) Space assignments shall be granted on the Port's standard space assignment forms and shall describe the area granted.</p> <p>(2) Space assignments for the assembly or storage of merchandise or for other purposes stated below may be issued for a thirty (30) day period. Upon application and if conditions and circumstances warrant, one or more renewals for an additional thirty (30) days or longer or shorter period may be granted.</p> <p>(3) The primary charges for all space assignments are those set forth in Item 810. Any other tariff charges applicable shall also be paid. Charges shall begin to accrue on the day the space assignment is made available for assignee's occupancy.</p> <p>(4) Property placed in a space assignment area shall be stored, stacked, palletized, or high piled in accordance with all applicable local, state and federal laws, rules and regulations, including environmental review. The Executive Director or their designee shall have the right to access, inspect, examine and to review all property placed on wharf premises under a space assignment.</p> <p>(5) The grant of such assignment shall not interfere with the prompt loading or discharging of vessels.</p> <p>(6) The provisions of Item Nos. 780 and 790 shall not apply to merchandise resting within an area designated as a space assignment area.</p> <p><u>(a) Space Assignment Areas Within an Assignee's Existing Premises</u></p> <p>So that a Department assignee may be granted the Tariff Item 800 space assignment rate rather than the otherwise applicable demurrage and wharf storage rate, the Executive Director may grant a space assignment area within premises held by an assignee under another agreement with City for purposes relating to the operation of the premises, or for the purposes of operating a container freight station (CFS) if unusual circumstances exist with respect to the assembly or distribution of the merchandise and if space available. Space assignments granted for these purposes shall be subject to the terms and conditions of any agreement in effect for the premises covered by this space assignment.</p>	<p>+ [C] 800</p>
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See Item 10 for explanation of abbreviations and symbols.

SECTION EIGHT – Continued
SPACE ASSIGNMENTS -- Continued

Item No.

(b) Space Assignment Outside an Assignee's Existing Premises

The Executive Director may grant a space assignment for areas outside premises held by an assignee under another agreement with City for purposes relating to the operation of the premises, including but not limited to cargo related purposes, storage of terminal related equipment or chassis, or for the purpose of operating a container freight station (CFS) if assignee in writing first requests the Executive Director to assign an additional area. The original request and each request for an extension shall state why existing premises held by assignee are insufficient and how long assignee expects to need the space assignment area. All charges due for use of space assignments granted pursuant to this section shall be paid in full and are not subject to the compensation provisions of other agreements assignee may have with City.

800
(Cont.)

(c) Space Assignments Granted to Port Users Who are Not Current Assignees

Executive Director may grant space assignments to Port users who are not currently assignees for cargo related purposes or other purposes as permitted by the Charter of the City of Los Angeles so long as such other purposes are permitted by the tide and submerged land grants which regulate the use of lands within the Harbor District.

RATES FOR SPACE ASSIGNMENT

Rates for space assignment granted in accordance with the provisions of Item No. 800 shall be as follows (subject to Notes 1 - 6):

Space Assignment Rate Schedule
(Rates in Cents per Sq. Ft. per 30-day Period)

Type of Area	Effective Date	
	1/1/2021	1/1/2022
Covered	65	70
Uncovered, paved	31	35
Uncovered, unpaved	28	32
Water Area	11	12

[A][C]+
810

+*Effective January 1, 2023, and annually thereafter, the space assignment rates will be adjusted as of January 1 automatically without further notice to reflect the percentage increase of the greater of: (a) Two Percent (2%) or (b) the percentage increase (but not any decrease), if any, in the West Region Consumer Price Index, all Urban Consumers (“CPI”) as adopted by the California Association of Port Authorities (CAPA), or successor index selected by Executive Director in his or her sole reasonable discretion. Such adjusted space assignment rates shall be equal to the product obtained by multiplying the existing space assignment amount in effect

See Item 10 for explanation of abbreviations and symbols.

SECTION EIGHT – Continued SPACE ASSIGNMENTS -- Continued		Item No.
<p>on the Annual Adjustment Date by a fraction, the numerator of which is the CPI index in effect for the month of November immediately preceding the Annual Adjustment Date, (the “Adjustment Index”) and the denominator of which is the CPI index as it stood on the same month of the prior year (the “Base Index”). For accounting purposes, the Annual Adjustment shall be rounded to the nearest penny per square foot per month. The minimum increase for the four types of space assignment areas listed in the above table will be one cent per year (\$0.01).</p> <p>Minimum charge: \$750.00 per thirty (30) day period per space assignment. Effective January 1, 2023, the rate will increase by 2% or by the percentage increase, if any, of the Consumer Price Index (CPI) as stated above.</p> <p>Note 1: Charges are due and payable in advance on the first day of each 30 day period, with the exception of assignees placed on the Port’s Credit List (See Item No. 260, Credit List.)</p> <p>Note 2: If a space assignment exceeds thirty (30) days or is revoked by the Executive Director, charges will be prorated on a daily basis.</p> <p>Note 3: Water area shall be measured outboard from the waterfront edge of a wharf if a wharf location is involved or from the high tide line if a wharf is not located at the site.</p> <p>+Note 4: In addition to the above rates, fenced areas will be assessed at \$2.10 per linear foot per month. Effective January 1, 2023, the rate will increase by 2% or by the percentage increase, if any, of the Consumer Price Index (CPI) as stated above.</p> <p>+Note 5: In addition to the above rates, lighting will be assessed at \$0.030 per square foot per month. Effective January 1, 2023, the rate will increase by 2% or by the percentage increase, if any, of the Consumer Price Index (CPI) as stated above.</p> <p>+Note 6: This Section (Section 8) shall be exempt from any general rate increase, which from time to time may be implemented through periodic adjustments. This does not prohibit the adjustment of Space Assignment rates through amendments to this Section.</p>		<p>[A][C]+ 810 (Cont.)</p>
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 771	Order No. 20-7285 Adopted October 15, 2020 Ordinance No. 187070 Adopted May 25, 2021	EFFECTIVE: July 15, 2021

SECTION NINE CONTAINER CRANES		Item No.
<p>RULES AND REGULATIONS GOVERNING THE USE OF HARBOR DEPARTMENT CONTAINER CRANES</p> <p>Container cranes owned by the Harbor Department shall be used and operated subject to the following conditions and requirements:</p> <p>(a) Any person wishing to use a container crane together with its appurtenant, attached and ancillary parts and equipment (hereinafter referred to as "crane") shall file a written application therefor on a form approved by the Board prior to using a crane for the first time, unless use is provided for in a written agreement with the Harbor Department.</p> <p>(b) Crane users (hereinafter referred to as "users") shall provide all necessary operators and perform all stevedoring required in connection with the use of a crane.</p> <p>(c) Users shall provide buckets, electromagnets, and other supplemental equipment as may be required at their own expense.</p> <p>(d) Users shall perform all necessary rigging and unrigging of buckets, electromagnets, spreaders and other supplemental equipment at their own expense.</p> <p>(e) Users shall not use or operate a crane so as to exceed the crane's maximum rated capacity.</p> <p>(f) Except as may be provided by any agreement, normal repair and maintenance of cranes shall be performed by the Harbor Department, however, City does not warrant the condition thereof. Such repair and maintenance shall not relieve a user of its obligation to inspect the crane to assure that it is fit and suitable for the use for which it is intended. User shall make such an inspection prior to use and thereafter as often as is necessary to assure that the crane is fit and suitable for its intended use. User shall immediately notify the Executive Director of any defect, whether actual or merely suspected.</p>		900
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION NINE – Continued CONTAINER CRANES -- Continued	Item No.
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RULES AND REGULATIONS GOVERNING THE USE OF
HARBOR DEPARTMENT CONTAINER CRANES -- Continued

(g) A user shall be responsible for any and all damage to or destruction of a crane, and for all repairs required to be made to the crane other than for normal repair and maintenance. "Normal repair and maintenance" is defined to mean all repair and maintenance deemed to be necessary by the Executive Director, except such repair as may be required in the event of damage to or destruction of a crane, in whole or in part, incidental to, arising out of, or caused by, directly or indirectly, user's possession, use or operation of said crane, whether by user, its officers, agents, or employees, or by any person or persons acting with the knowledge and express or implied consent of user. The Executive Director reserves the right to stop the operation of the crane at any time if it does not appear to be in proper operating condition and to make necessary repairs.

(h) Neither the City, nor any of its officers or employees, shall be responsible for delays attributable to any cause, event or occurrence of whatever nature to vessels, land transportation equipment, or cargo, or for any expenses, costs, or damages incurred by user or any other person which arises out of the use or anticipated use of a crane.

(i) Cranes assigned to users are under the users' supervision, direction and control. A user shall at all times relieve, indemnify, protect and hold harmless City, its officers, agents, representatives and employees from any and all judgments, claims and legal actions, including attorneys' fees and all other expenses incurred as a result of a death of or injury to persons, damage to property or civil fines and penalties that may, in whole or in part, arise from or be caused, directly or indirectly, through negligence or otherwise, by user's possession, use of or operation of a crane, whether by user, its officers, agents or employees, or by any person or persons acting with the express or implied knowledge and consent of user. A user shall also indemnify City and pay for all damage or loss suffered by City, including but not limited to damage to or destruction of City property, including the crane itself, and for loss of revenue caused by or arising out of such damage or destruction.

900
(Cont.)

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837	Adopted July 12, 1989	EFFECTIVE: July 1, 1990
Ordinance No. 165789	Adopted April 10, 1990	

SECTION NINE – Continued CONTAINER CRANES – Continued		Item No.
<p>RULES AND REGULATIONS GOVERNING THE USE OF HARBOR DEPARTMENT CONTAINER CRANES -- Continued</p> <p>(j) All persons desiring to use a crane, as far in advance of the date of requested use as possible, shall make application to the Executive Director specifying the date and time of proposed use, nature and quantity of cargo to be handled, the estimated length of use and nature of use. Users shall be assigned use of a crane in order of their applications. Such assignments shall be subject to modification as required to accommodate preferential and secondary crane assignees. Such assignments may also be modified if a vessel is not actually available at the berth or if cargo is not actually available on the wharf premises. User shall conduct its operations expeditiously and shall cease use and return the crane to the control of the Harbor Department without delay upon conclusion of authorized use thereof or sooner when the crane is required by a preferential or secondary crane assignee. The Executive Director shall have the right to order the user to cease operation of a crane immediately whenever, in his opinion, the user is not using said crane in accordance with the terms of the assignment, or whenever such cessation is necessary for the best interest of the Port.</p> <p>(k) The Executive Director may refuse to assign a crane for purposes of handling any merchandise which in his opinion cannot be handled by the crane without substantial risk to any person or property, including the crane.</p> <p>(l) The charge for the use of container cranes shall be \$767 per hour. After the first hour, the charge shall be calculated in 15 minute increments or fraction thereof. The charge shall include the cost of fuel or power and normal repair and maintenance only. The charge shall apply from the time specified in the assignment or when operations begin, whichever occurs first, and shall continue until the crane is released to the Harbor Department. If the crane is unavailable for use at the time specified in the assignment for reasons beyond the control of the user, charges will be computed from the time actual use begins.</p> <p>(m) The use of a crane shall constitute acceptance and acknowledgement by the user of all the conditions and restrictions contained in this Item No. 900.</p>		<p>[A] 900 (Cont.)</p>
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 861	Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 188194 Adopted March 20, 2024	EFFECTIVE: May 15, 2024

SECTION NINE – Continued
 CONTAINER CRANES -- Continued

Item No.

RULES AND REGULATIONS GOVERNING THE USE OF
 HARBOR DEPARTMENT CONTAINER CRANES – Continued

(Matter previously appearing herein, has been amended and is transferred to Second Revised Page 125.)

See Item 10 for explanation of abbreviations and symbols.

Correction No. 161

Order No. 6656 Adopted June 9, 1999
 Ordinance No. 172715 Adopted July 13, 1999

EFFECTIVE: August 26, 1999

SECTION TEN BERTH ASSIGNMENTS		Item No.
DEFINITIONS		
<p>BERTH ASSIGNMENTS are classified and defined as follows:</p> <p>(a) A Preferential Assignment is the priority right granted a person to use a certain berth, wharf or facility, including such improvements and areas as are designated in the assignment.</p> <p>(b) A Secondary Assignment is a subordinate right granted to a person to use a preferentially assigned berth subject to the prior rights of a preferential assignee with whom such secondary assignee must share by agreement the costs and expenses incidental to the assignment, as hereinafter provided.</p> <p>(c) A Temporary Assignment is a temporary permission granted to a person to use a certain berth, wharf or facility, including such improvements and areas as are designated in the assignment.</p> <p>All berth assignments shall be held by the assignees subject to the provisions of this Tariff, to the charges, rates, rules and regulations applicable thereto, and to all of the terms, conditions and provisions contained in any such assignment.</p>		1000
RIGHTS NOT EXCLUSIVE		
<p>Berth assignments, unless otherwise specifically provided therein, shall include only the right to dock vessels owned, operated or represented by the assignee at the assigned berth, to embark and disembark passengers and their baggage, and to assemble and distribute the cargoes of such vessels over, through or upon the assigned area, subject to the provision that when the assigned berth is not required in whole or in part for the use of the assignee, the Executive Director may make temporary assignments of said berth, or any part thereof, to any other persons, as provided in this Section.</p>		1005
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION TEN – Continued BERTH ASSIGNMENTS -- Continued	Item No.
<p style="text-align: center;">APPLICATIONS</p> <p>Applications for preferential, secondary, and temporary assignments shall be made to the Executive Director upon berth assignment forms provided by the Board.</p> <p>The Executive Director may make preferential, secondary, and temporary assignments upon forms provided by the Board, subject to the provisions of this Tariff, to the charges, rates, rules and regulations of the Board applicable thereto, and to such terms and conditions as may be contained in any such assignment.</p>	1010
<p style="text-align: center;">NOT TRANSFERABLE</p> <p>Assignments shall not be transferred except with the written consent of the Executive Director.</p>	1015
<p style="text-align: center;">ASSIGNMENTS REVOCABLE</p> <p>All preferential and secondary assignments shall be revocable by the Executive Director upon thirty days' written notice to the assignee, and all temporary assignments shall be revocable by the Executive Director at any time upon written notice to the assignee.</p>	1020

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837

Adopted July 12, 1989

Ordinance No. 165789

Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION TEN – Continued BERTH ASSIGNMENTS -- Continued		Item No.
<p>ASSIGNEES LIABLE FOR DAMAGE, WHEN</p> <p>All persons to whom berths, wharves, wharf premises or other facilities have been assigned shall be responsible and liable to the Board for any damage occurring to such assigned property during their tenancy and occupancy. Upon the refusal, failure or neglect of any such person to accept responsibility and liability in the manner and under the circumstances aforesaid, the Board or Executive Director may immediately revoke the assignment to any such person without notice, and may refuse the use of any wharf, berth or other facility to any such person until the Board has been fully reimbursed for any such damage.</p> <p>This item shall not relieve any and all persons other than the assignee who are or may be responsible and liable for damage occurring to the assigned property, nor preclude the Board from seeking and obtaining recovery for such damage from the assignee or other persons.</p>		1025
<p>SECONDARY AND TEMPORARY ASSIGNEES TO SHARE IN CERTAIN OF PREFERENTIAL ASSIGNEE’S EXPENSES</p> <p>Each secondary assignee and each temporary assignee at a preferentially assigned berth or wharf or wharf premise shall agree, in writing, with the preferential assignee, if the latter so requests, to share in the berth or wharf or wharf premise expenses of the preferential assignee, and all amounts due under such agreement shall be payable to and collected by the preferential assignee for his own account. The agreement among such assignees of a berth or wharf or wharf premise must be upon a definite basis of division of such berth and wharf and wharf premise expenses of the preferential assignee, and such agreement shall be subject to the approval of and a copy shall be filed with the Executive Director. In the event of failure to agree as to the basis of division, the matter shall be submitted to the Executive Director who shall act as an arbiter and his decision shall be final and binding upon such assignees.</p>		1030
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION TEN – Continued BERTH ASSIGNMENTS -- Continued	Item No.
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USE OF SUBSTITUTE PREMISES	
<p>Assignees and tenants (hereafter "assignees") of the Port of Los Angeles recognize that terminal areas (hereafter "premises") granted for an assignee's use may become temporarily unavailable through many causes beyond the control of the Port or the assignee including, but not limited to, construction within the Port, accidents, and heavy vessel traffic. Assignees recognize that if such a contingency arises, Port shall have the right but not the obligation to make other premises available to assignee upon the assignee's request (hereafter "substitute premises"). Assignee's use of substitute premises is conditioned on these terms:</p> <p>(a) Assignee in writing first requests the Executive Director to assign substitute premises. The request shall state what area assignee presently has the right to use, why it is temporarily unavailable, the period of time it is unavailable, and the substitute area assignee believes would be suitable for its use.</p> <p>(b) The Executive Director gives his written consent to the request.</p> <p>(c) The substitute premises are assigned in accordance with the same terms and conditions of the premises primarily granted. No alterations shall be made to the substitute premises without the express written permission of Executive Director. Agreements which allow the assignee to share revenues with the Port will apply during assignee's use of the substitute premises.</p> <p>(d) The use of substitute premises may not exceed 120 days unless City and assignee apply to the Federal Maritime Commission to amend the original agreement granting the premises which have become unavailable.</p> <p>(e) The Executive Director may for any reason cancel the use of substitute premises. Only 24-hours notice shall be required to cancel the use of substitute premises used less than 14 calendar days. Forty-eight hours shall be required to cancel the use of substitute premises used 14 days or longer.</p>	1035

See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION ELEVEN
 CHARGES FOR OCCUPANCY OF OFFICE SPACE, ETC.
 IN TRANSIT SHEDS AND ON WHARVES AND WHARF PREMISES

Item No.

MONTHLY CHARGES FOR OCCUPANCY OF OFFICE SPACE, ETC.

Monthly charges for the occupancy of all office space (excluding passenger waiting rooms), private rest rooms (excluding public passenger rest rooms), gear corrals, lockers and portable office structures in transit sheds and on wharves and wharf premises shall be at a rate as follows: (See Exception)

(1) Class A office space and private rest rooms shall be charged for at the rate of 125 cents per square foot per month, subject to a minimum charge of \$151.73 per month (subject to Notes 1 and 2).

(2) Class B office space and private rest rooms shall be charged for at the rate of 97 cents per square foot per month, subject to a minimum charge of \$117.26 per month (subject to Notes 1 and 2).

(3) Class C office space and private rest rooms shall be charged for at the rate of 82 cents per square foot per month, subject to a minimum charge of \$117.26 per month (subject to Notes 1 and 2).

(4) Gear corrals shall be charged for at the rate of 25 cents per square foot per month, subject to a minimum charge of \$82.77 per month.

(5) Lockers and portable office structures shall be charged for at the rate of 25 cents per square foot per month, subject to a minimum charge of \$82.77 per month.

Note 1. Offices which have been air-conditioned by the Los Angeles Harbor Department at its expense shall be charged an additional 21 cents per square foot per month.

[A]
1100

See Item 10 for explanation of abbreviations and symbols.

Correction No. 862	Order No. 23-7348	Adopted July 20, 2023	
	Ordinance No. 188194	Adopted March 20, 2024	EFFECTIVE: May 15, 2024

SECTION ELEVEN – Continued CHARGES FOR OCCUPANCY OF OFFICE SPACE, ETC., IN TRANSIT SHEDS AND ON WHARVES AND WHARF PREMISES -- Continued		Item No.
<p style="text-align: center;">MONTHLY CHARGES FOR OCCUPANCY OF OFFICE SPACE, ETC. -- Continued</p> <p>Note 2. Offices and private rest rooms are classified as follows at the named berths but may be reclassified or such other berths may be designated at the discretion of the Executive Director.</p> <p>Class A - Berths 55, 93 A & B, 95-96, 127, 179 (rear), 208-209, 219 (rear).</p> <p>Class B - Berths 131, 143, 200-A.</p> <p>Class C - Berths 54, 57, 60, 144, 153-155, 177-179, 180-181, 222-223.</p> <p>Exception - The Board of Harbor Commissioners may establish office rental rates at other than tariff rates if office space is included in a separate permit or agreement approved by the Board.</p>	<p>1100 (Cont.)</p>	
<p style="text-align: center;">DAILY CHARGES FOR OCCUPANCY OF OFFICE SPACE, ETC.</p> <p>Daily charges for occupancy of office space, waiting rooms (excluding passenger waiting rooms), and private rest rooms (excluding public passenger rest rooms), shall be computed at 10% of the monthly charges as shown in Item No. 1100.</p> <p>Charges for gear corrals, lockers and portable office structures in transit sheds or on wharves shall be based on rates shown in Item 1100.</p> <p>Charges assessed and payable under this item shall be paid to the Board; provided, that charges assessed under this item for space which has been subassigned (which can be accomplished only with the prior written approval thereof by the Executive Director) to a subassignee shall accrue to and be collected by the original assignee, except that charges in any calendar month in excess of the monthly charges provided for herein for such space shall accrue to and be paid to the Board upon collection by such original assignee.</p>	<p>1110</p>	
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
	<p>Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990</p>	<p>EFFECTIVE: July 1, 1990</p>

SECTION ELEVEN – Continued CHARGES FOR OCCUPANCY OF OFFICE SPACE, ETC., IN TRANSIT SHEDS AND ON WHARVES AND WHARF PREMISES -- Continued		Item No.
GENERAL PROVISIONS		
<p>In addition to the charges provided for in Items 1100 and 1110, the following general provisions shall be applicable with reference to all space referred to in said Items: All plumbing, electrical and carpenter work, and any alterations and additions required to be done on the premises of such space in connection with the occupant's use thereof, shall be done or furnished by the Board, for which the occupant shall pay the Board on the basis of the actual cost incurred.</p>		1120
EXEMPTIONS		
<p>Office space, waiting rooms (including passenger waiting rooms), private rest rooms, gear corrals, lockers and portable office structures at the following wharves and wharf premises shall be exempt from the charges provided for in this Section:</p> <p>(a) All bulk oil wharves, small boat marine oil service stations, and such other wharves, or portions thereof, as may be designated by the Board; and</p> <p>(b) Any wharf or facility when, in the judgment of the Board or the Executive Director, conditions may warrant the temporary suspension of such charges against the United States Government or any other nation, or otherwise, in the interest of the public welfare.</p>		1130
MEASUREMENT OF SPACE ASSIGNED		
<p>The right to measure and remeasure office space, waiting rooms (including passenger waiting rooms), private rest rooms, gear corrals, lockers and portable office structures assigned, whenever it is deemed necessary by the Executive Director, is reserved by the Board, and the measurements and remeasurements made by the Executive Director shall be used for the purpose of determining the quantity and kind of space occupied and the character of the use thereof as a basis for the application of the rates named in this Section to determine the charges to be assessed therefor.</p>		1140
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION TWELVE WATER AND ELECTRICITY	Item No.	
<p style="text-align: center;">FRESH WATER RATES</p> <p>Fresh water supplied by the Department of Water and Power of the City of Los Angeles is subject to changes in rates without notification from the Harbor Department. When delivered to vessels at wharves and for services supplied in connection therewith through pipelines of the Harbor Department, a service charge of fifteen per cent (15%) of the cost of such water will be added for the use of such facilities including wharfage. (See Note)</p> <p>NOTE: A maximum charge of \$35.86 for each normal billing period (monthly) or fraction thereof will apply.</p> <p style="padding-left: 40px;">In addition, the following charges will be made:</p> <p style="padding-left: 40px;">(1) Service charge for portable meter, when furnished\$8.97 (2) Rental charge for each 50-foot section of water hose, when furnished\$8.97</p>	<p>[A] 1200</p>	
<p style="text-align: center;">PENALTY FOR ATTACHING HOSE OR TAKING WATER WITHOUT PERMISSION AND WITHOUT THE USE OF PORTABLE BACK FLOW PREVENTION APPLIANCE</p> <p>For the purpose of preventing contamination of fresh water supply on wharves, the Harbor Department has furnished at each terminal portable back flow prevention appliances for use at all vessel service water outlets and hydrants. It shall be unlawful for any person to attach a hose to a vessel service water outlet or hydrant for the purpose of taking water on board any vessel without first attaching a portable back flow prevention appliance between said hose and said water supply outlet. It shall be unlawful to attach a hose to any other water outlet or hydrant upon any wharf or wharf premises, or to use any water hose or meter, or to take any water or attempt to take any water therefrom, except from regularly installed drinking stands, without permission first having been obtained from the Executive Director, and without having paid or agreed and arranged to pay therefor; provided, however, that any person may attach a hose, or otherwise use the water from any such outlet, for fire fighting purposes during the actual occurrence of a fire.</p> <p>Any violation of this Item shall subject such persons to the general penalties provided in this Tariff.</p>	<p>1205</p>	
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
<p>Correction No. 863</p>	<p>Order No. 23-7348 Adopted July 20, 2023 Ordinance No. 188194 Adopted March 20, 2024</p>	<p>EFFECTIVE: May 15, 2024</p>

SECTION TWELVE – Continued WATER AND ELECTRICITY – Continued		Item No.
ELECTRICITY FOR POWER AND LIGHTING		
<p>Electric current supplied by the Department of Water and Power of the City of Los Angeles is subject to changes in rates without notification from the Harbor Department. When furnished to vessels at wharves and for services supplied in connection therewith through facilities of the Harbor Department, a service charge of fifteen percent (15%) of the cost of such electric current will be added for the use of such facilities.</p> <p>+ Neither this Item 1210 nor any other provision of this Tariff shall prevent the entity or person billed for electric current for the purpose of reducing air emissions at the Port of Los Angeles from passing all or a part of the cost of such current, on to another entity or person that uses or benefits from such electric current.</p> <p>Charges for connections and extension of light or power circuits to vessels or for wharf lighting, including the installation of sub-meters, shall be at the actual costs of labor supplied and materials used plus a service charge of fifteen percent (15%).</p> <p>On assigned berths a charge will not be made for connections for wharf lighting or power where such service is through permanent connections.</p> <p>Application for temporary connection shall be made to the Executive Director.</p> <p>Every passenger vessel carrying passengers for compensation that connects or is caused to connect to shore side electrical power shall, in addition to Item 605 in this Tariff, pay for the cost of electrical current supplied and invoiced by the Department of Water and Power of the City of Los Angeles through the Harbor Department using the actual kilowatt hours consumed by said vessel during the Department of Water and Power of the City of Los Angeles billing period(s). In the event Item 605, AMP System Costs Passenger Fee in this Tariff is canceled, the Harbor Department may invoice AMP System Costs as defined to passenger vessels that connect or are caused to connect to shore side electrical on a pro-rata basis.</p> <p>* Note 1. Ocean going vessels that are supplied electric current at the Port of Los Angeles by the Department of Water and Power of the City of Los Angeles through facilities of the Harbor Department and invoiced by the Harbor Department for the purpose of reducing air emissions at the Port are exempt from the 15% the service charge otherwise applicable to the cost of such electric current.</p>		[C]+ 1210
CHARGE FOR USE OF ELECTRICAL MECHANICAL REFRIGERATOR BOXES		
Item 1220 Canceled Effective January 1, 2022		1220[D]
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 800	Order No. 21-7318 Ordinance No. 187506	Adopted November 4, 2021 Adopted May 25, 2022
EFFECTIVE: July 4, 2022		

SECTION THIRTEEN PARKING CHARGES		Item No.									
<p>CHARGES FOR DESIGNATED PAID PARKING AREAS ON HARBOR DEPARTMENT PREMISES</p> <p>[A] (a) Daily Rate: The Executive Director is authorized to issue permits for parking motor vehicles in Harbor Department designated paid parking areas. A charge of \$2.00 per hour per vehicle shall be assessed for each hour or fraction thereof that such vehicle remains parked and shall include the City of Los Angeles Vehicle Parking Occupancy Tax. Oversized vehicles (buses, trucks, recreational vehicles or any vehicle and/or trailer taking up more than one marked parking stall) shall be charged \$4.00 per hour per vehicle for each hour or fraction thereof that such vehicle remains parked and shall include the City of Los Angeles Vehicle Parking Occupancy Tax. Said Daily Rate charges shall not exceed a Maximum Charge per twenty-four (24) hour day in accordance with the “Maximum Charges Increase Schedule” herein. Visitors shall not be charged for the first one hour of their visitation when the Daily Rate is applicable.</p> <p style="text-align: center;"><u>Maximum Charges Increase Schedule</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><u>Effective Date</u></th> <th style="text-align: center;"><u>Maximum Charge per twenty-four (24) hour day</u></th> <th style="text-align: center;"><u>Oversized vehicles Maximum Charge per twenty-four (24) hour day</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><u>6/1/2019</u></td> <td style="text-align: center;"><u>\$19.00</u></td> <td style="text-align: center;"><u>\$38.00</u></td> </tr> <tr> <td style="text-align: center;"><u>6/1/2020</u></td> <td style="text-align: center;"><u>\$20.00</u></td> <td style="text-align: center;"><u>\$40.00</u></td> </tr> </tbody> </table>		<u>Effective Date</u>	<u>Maximum Charge per twenty-four (24) hour day</u>	<u>Oversized vehicles Maximum Charge per twenty-four (24) hour day</u>	<u>6/1/2019</u>	<u>\$19.00</u>	<u>\$38.00</u>	<u>6/1/2020</u>	<u>\$20.00</u>	<u>\$40.00</u>	[A] 1300
<u>Effective Date</u>	<u>Maximum Charge per twenty-four (24) hour day</u>	<u>Oversized vehicles Maximum Charge per twenty-four (24) hour day</u>									
<u>6/1/2019</u>	<u>\$19.00</u>	<u>\$38.00</u>									
<u>6/1/2020</u>	<u>\$20.00</u>	<u>\$40.00</u>									
<p>(b) Flat Fee: For special events, a flat fee may be charged in lieu of the Daily Rate with prior written authorization from the Executive Director. This flat fee shall include the City of Los Angeles Vehicle Parking Occupancy Tax.</p> <p>[A] (c) Monthly Rate: The Executive Director is authorized to issue monthly parking permits for a designated motor vehicle which will be valid in designated areas only. The charge for a monthly parking permit shall be \$90.00 per month or fraction thereof commencing at 12:01 a.m. of the first day of each month. Monthly parking for designated oversized vehicles is permitted in designated areas only and the charge for a monthly oversized parking permit shall be \$180.00 per month or fraction thereof commencing at 12:01 a. m. of the first day of each month. The charge for a monthly parking permit must be paid in advance and shall include the City of Los Angeles Vehicle Parking Occupancy Tax.</p> <p>(d) Any permit granted by the Executive Director to a person to park a vehicle in Harbor Department designated paid parking areas shall constitute a license only and shall not constitute a contract of bailment between the person and the City of Los Angeles.</p>											
See Item 10 for explanation of abbreviations and symbols.											
Correction No. 741	Order No. 19-7260 Ordinance No. 186043	Adopted February 7, 2019 Adopted March 26, 2019 EFFECTIVE: May 9, 2019									

SECTION THIRTEEN PARKING CHARGES	Item No.
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<p style="text-align: center;">CHARGES FOR DESIGNATED PAID PARKING AREAS ON HARBOR DEPARTMENT PREMISES – Continued</p> <p>* (e) The Executive Director may authorize government employees and employees of tenants (including but not limited to, longshore workers, cruise terminal operator staff, security staff, cruise line staff, stevedoring management staff, Catalina terminal staff and ground services staff) while on official business to park their vehicles in any designated paid parking areas without charge during the course of their business activities. Overnight parking for government employees or employees of tenants must have prior written authorization from the Executive Director. No person shall use a vehicle parked in areas covered under this Section (Section 13) for overnight occupancy.</p> <p>+ (f) This Section (Section 13) shall be exempt from any general rate increase which from time to time may be implemented through periodic adjustments. This does not prohibit the adjustment of Parking Charges through amendments to this Section.</p>	[A][C]+ 1300
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 676	Order No. 15-7175 Ordinance No. 183736	Adopted February 19, 2015 Adopted June 17, 2015	EFFECTIVE: July 29, 2015
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SECTION FOURTEEN CARGO HANDLING		Item No.
DEFINITIONS		
<p>(a) The term "Handler" is defined to mean any person, firm or corporation engaged in the business of handling cargo or merchandise on municipal wharves and facilities, whether in the capacity of stevedore, handler, car loader, car unloader, or vessel operator or agent, and either for his own account or for the account of others.</p> <p>(b) A Cargo Handling Permit is defined to mean the right granted by the Board to a handler to operate upon municipal wharves and other facilities.</p> <p>(c) Handling Permit Fees are defined to mean the fees assessed by the Board for such cargo handling permits.</p>		1400
PERMIT REQUIRED		
<p>It shall be unlawful for any handler, as defined in Item 1400, to engage in the business of handling cargo or merchandise on municipal wharves or facilities without first securing from the Executive Director a cargo handling permit. Such permits shall be issued by the Executive Director upon printed forms, approved by the Board, provided for that purpose.</p>		1405
EXEMPTIONS		
<p>Cargo handling permits shall not be required for handling operations at the following wharves and facilities or under the following conditions:</p> <p>(a) At bulk oil wharves, small boat marine oil service stations, fish wharves, and privately operated lumber wharves as designated by the Board;</p> <p>(b) When a truck operator or railroad company performs the service of loading or unloading freight and absorbs the cost of such service in the rate for transportation and makes no extra charge for loading or unloading;</p> <p>(c) When, in the discretion of the Board or the Executive Director, the public interest or existing conditions may warrant the temporary suspension of the requirement that handlers shall secure the necessary cargo handling permits.</p>		1410
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION FOURTEEN – Continued CARGO HANDLING -- Continued	Item No.
<p style="text-align: center;">HANDLING PERMIT FEES</p> <p>The handling permit fees shall be five hundred fifty one dollars (\$627.00) per annum, or fraction thereof, payable in advance.</p>	<p style="text-align: center;">[A] 1415</p>
<p style="text-align: center;">FILING OF TARIFFS</p> <p>No cargo handling permit shall be issued except upon written application therefore, in which application the handler shall specifically agree at all times to keep on file with the Board a tariff and supplements thereto showing the rates for charges of such handler itemized as to operations and as to commodities; provided, that, in case any such handler shall be required by law to publish and file a tariff with any duly constituted regulatory body, a copy of such tariff shall be filed with the Board. Upon complaint of any interested party that any rate charged by a handler, or any rule, regulation or practice of a handler, who is not subject to the jurisdiction of any other duly constituted regulatory body, is discriminatory or unreasonable, the handler shall be required to show cause why an order should not be issued by the Board requiring said handler to modify, change or revise said rate, rule, regulation, or practice. Such complaint shall be filed in writing with the Board and the handler shall be granted a reasonable time to file his written reply thereto.</p> <p>Any charge based upon a rate in excess of or less than the rates set forth in such current tariff, or any refusal to abide by any lawful Order of the Board requiring a change, revision, or modification of any charge, rate, rule, regulation or practice, shall be sufficient cause for revocation or suspension of a cargo handling permit.</p>	<p style="text-align: center;">1420</p>
<p style="text-align: center;">REVOCATION AND PENALTIES</p> <p>Cargo handling permits shall be revocable by the Board at any time for such cause as the Board may deem just and sufficient.</p>	<p style="text-align: center;">1425</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 864	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION FIFTEEN PUBLIC LANDINGS		Item No.
<p>FREE WHARFAGE ON LIMITED SUPPLIES ONLY</p> <p>(a) In order to provide for and to relieve wharves of traffic in personal effects, supplies and merchandise in small lots, upon which it would be difficult and impracticable to collect wharfage, public landings at the foot of Sixth Street, San Pedro, and Avalon Boulevard, Wilmington, such other premises as may be designated by the Board as such, are hereby set apart and designated by the Board as locations where such articles and merchandise, not to exceed 9 KT, and lumber not to exceed 5,000 board feet, may be handled or shipped during any one calendar month by any one person, owner or shipper, without the payment of wharfage.</p> <p>(b) It shall be unlawful for any person to land, handle, ship, or receive, at any public landing, supplies or merchandise in excess of those quantities hereinabove specified, without first having obtained a permit so to do from the Executive Director, or other duly authorized person in charge, and to have paid or agreed and arranged to pay the regular charges accruing therefor at the rates elsewhere provided in this Tariff.</p>		1500
<p>NO MERCHANDISE OR MATTER OF ANY OBJECTIONABLE NATURE PERMITTED ON PUBLIC LANDING</p> <p>No fresh fish for commercial purposes, oil or other liquids in damaged or leaking containers, decayed or decaying fish, meats, fruits, or vegetables, or any merchandise or matter of an offensive or objectionable character whatsoever, shall be permitted on a public landing without the person in charge of such merchandise first having obtained a permit therefor from the Executive Director. Merchandise of a perishable nature must be removed on the day received on the public landing.</p>		1505
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 213	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990 Order No. 6693 Adopted June 14, 2000	EFFECTIVE: July 3, 2000

SECTION FIFTEEN – Continued PUBLIC LANDINGS -- Continued	Item No.	
<p style="text-align: center;">VEHICLES TO REMAIN UPON PUBLIC LANDING ONLY WHILE LOADING OR DISCHARGING</p> <p>It shall be unlawful for any automobile or other vehicle to enter upon a public landing except to discharge or load merchandise or passengers, and it shall be unlawful for any such vehicle to remain upon any such public landing except while actually discharging or loading. Vehicles ready to load shall have preference over those ready to discharge, and no vehicle shall block the approach to such landing or prevent the free and easy access thereto.</p>	1510	
<p style="text-align: center;">NO PERSON PERMITTED TO MONOPOLIZE PUBLIC LANDINGS</p> <p>It shall be unlawful for any person, who has discharged or received any merchandise on any public landing, to occupy or monopolize an unreasonable amount of space to the exclusion of any other person. Merchandise discharged upon such landings must be removed immediately therefrom, it being the purpose of the Board in extending the privileges herein set forth to accommodate the public to the greatest degree possible with the facilities available.</p>	1515	
<p style="text-align: center;">FREE DOCKAGE AT PUBLIC LANDINGS LIMITED</p> <p>For the further accommodation of the public under these rules, dockage upon vessels under 80 tons gross register or 50 tons underdeck measurement is hereby suspended by the Board while such vessels are actually loading or discharging at public landings personal effects, supplies and merchandise not in excess of the quantities specified in Item 1500(a), during any one calendar month for any one person, owner or shipper. Vessels ready to load shall have preference over those ready to discharge.</p>	1520	
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION FIFTEEN – Continued PUBLIC LANDINGS -- Continued	Item No.
<p style="text-align: center;">UNLAWFUL FOR VESSELS TO REMAIN AT PUBLIC LANDINGS EXCEPT WHILE LOADING OR DISCHARGING</p> <p>Any vessel availing itself of the privileges in Item 1520, which shall refuse or fail to haul away from such public landing after having finished loading or discharging, or both, as the case may be, which loading or discharging having been begun must be completed without unwarranted delay, shall thereupon be assessed dockage at quadruple the rates elsewhere provided in this Tariff, and in addition thereto \$63.30 for each and every day, or fraction thereof, such vessel may remain at such landing in violation of this Item.</p>	[A] 1525
<p style="text-align: center;">VESSELS OVER 80 GROSS TONS NOT TO DOCK AT PUBLIC LANDINGS WITHOUT PERMIT; PENALTY FOR VIOLATIONS</p> <p>It shall be unlawful for any vessel of over 80 gross register or 50 tons underdeck measurement to dock at or make fast to any public landing without first having obtained a permit so to do from the Executive Director.</p> <p>In the case of any violation of this rule by any vessel, such vessel, in addition to the other penalties provided in this Tariff or by law, shall thereupon be subject to and shall be assessed dockage at quadruple the rates elsewhere provided in this Tariff, and in addition thereto \$125.40 for each and every day, or fraction thereof, it may remain at such landing in violation of this Item.</p>	[A] 1530
<p style="text-align: center;">PASSENGER CARRYING VESSELS FOR HIRE NOT TO DOCK AT PUBLIC LANDINGS WITHOUT PERMIT</p> <p>It shall be unlawful for any person operating any passenger carrying vessel for hire to dock at any public landing and take on or discharge passengers thereat without first having obtained a permit so to do from the Executive Director.</p>	1535

See Item 10 for explanation of abbreviations and symbols.

Correction No. 865	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION FIFTEEN – Continued PUBLIC LANDINGS -- Continued		Item No.
<p>VESSEL LIABLE IF IDLE AT PUBLIC LANDING</p> <p>The fact alone that a vessel is found fast to or immediately in front of a public landing, not loading or discharging, or without a permit as the case may be, shall ipso facto subject such vessel, and persons in charge thereof, to the charges and penalties provided herein, without further evidence or proof.</p>		1540
<p>ACCESS TO PUBLIC LANDINGS NOT TO BE OBSTRUCTED</p> <p>It shall be unlawful for any person or vessel to obstruct the free and easy access to or departure from any such public landing at any time.</p>		1545
<p>PENALTY FOR VIOLATION</p> <p>Any person or vessel violating any of the provisions, or interfering with the operation of any of the rules, in this section contained, or who shall refuse or fail to pay any charge or penalty accruing or imposed thereunder, shall thereupon and thereafter, until all such charges and penalties shall have been paid and satisfied, be denied all the privileges and facilities under the control of the Board, and shall, in addition thereto, be subject to the general penalties prescribed in this Tariff.</p>		1550
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION SIXTEEN GENERAL RULES AND REGULATIONS - VESSELS	Item No.
<p style="text-align: center;">ANCHORAGE GROUNDS AND FAIRWAYS</p> <p>The anchorage grounds for vessels in the navigable waters of Los Angeles Harbor, and the rules and regulations relating thereto, are those which have been defined and established by the Secretary of War of the United States of America under date of October 26, 1936, or as the same may be changed from time to time by proper Federal authority. Violations of such rules and regulations are punishable in the manner prescribed by United States laws and statutes.</p>	1600
<p style="text-align: center;">VESSELS MUST NOT TURN IN MAIN CHANNEL</p> <p>It shall be unlawful for the master or any person having charge of any vessel to turn the vessel completely around, or cause or permit the vessel to be turned completely around, in the Main Channel of the Inner Harbor except in that portion thereof designated as the Turning Basin.</p>	1605
<p>ITEM 1610 TRANSFERRED TO FIRST REVISED PAGE 144</p>	

See Item 10 for explanation of abbreviations and symbols.

Correction No. 143	Order No. 6627 Ordinance No. 172302	Adopted September 9, 1998 Adopted November 4, 1998	EFFECTIVE: December 24, 1998
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SECTION SIXTEEN – Continued
 GENERAL RULES AND REGULATIONS - VESSELS -- Continued

Item No.

NO VESSEL NAVIGATION UNDER BRIDGE(S) TO PIER 400

It shall be unlawful for any person to run, use or operate any vessel on, in or to transit that portion of the waters of Los Angeles Harbor approximating 90,000 square feet directly beneath the Pier 400 Transportation Corridor Bridges, described more particularly as follows:

That portion of those certain tidelands and submerged lands of the Pacific Ocean, in the City of Los Angeles, Los Angeles Harbor, County of Los Angeles, State of California, southerly of and contiguous to East San Pedro, as per Map recorded in Book 52, pages 13 to 18 inclusive of Miscellaneous Records in the office of the County Recorder of said County, included within a 380-foot wide strip lying 190 feet northerly and 190 feet southerly of the following described centerline:

Commencing at the northwesterly corner of block 10 said East San Pedro, the westerly line of said block 10 is the common City boundary of the Cities of Los Angeles and Long Beach, established as a common boundary on June 15, 1918, by City of Los Angeles Ordinance No. 38269, New Series, and shown on Record of Survey filed in book 51, pages 1 to 21 inclusive, of Record of Surveys, in the office of said County Recorder as having a bearing of North 19° 16' 25" West, said boundary shall have a bearing of North 19° 18' 07" West for purposes of this description; thence South 19° 18' 07" East 298.47 feet to that certain centerline monument shown on Los Angeles City Survey No. 12377 indexed as A-19268 in the office of the City Engineer of said City as Seaside Avenue 100 feet wide; thence South 19° 18' 12" East along said City boundary to a point on the southerly line of Seaside Avenue as shown on said Record of Survey as Seaside Boulevard, 100 feet wide, a distance of 52.92 feet, thence continuing along said City Boundary South 19° 18' 12" East 4,732.12 feet to a point having coordinates of North 4,108,654.298 feet and East 4,214,340.257 feet in the California Coordinate System, Zone 7 based on the North American Datum of 1927 (NAD27) said coordinate point has a latitude of 33° 44' 32.41397" and a longitude of 118° 14' 32.61676", said point is the TRUE POINT OF BEGINNING; THENCE South 70° 41' 38" West 310.00 feet to its point of ending at NAD27 Coordinate North 4,018,551.806 feet and East 4,214,047.686, said point of ending has a latitude of 33° 44' 31.40258" and a longitude of 118° 14' 36.08224".

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 144	Order No. 6627 Ordinance No. 172302	Adopted September 9, 1998 Adopted November 4, 1998	EFFECTIVE: December 24, 1998
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SECTION SIXTEEN – Continued
 GENERAL RULES AND REGULATIONS – VESSELS - Continued

Item No.

CONTROLLED NAVIGATION AREAS

(a) Except as otherwise provided in paragraph (c) of this Item, it shall be unlawful for any person to enter into, run, use or operate any recreational vessel on, in or to transit that portion of the waters of Los Angeles Harbor designated as a “Controlled Navigation Area” without having a written permit from the Executive Director or his/her designee.

(b) Controlled Navigation Areas in the Los Angeles Harbor are designated and described more particularly as follows:

CNA-1: East Channel: All waters North of a line between latitude 33°- 43’-12” North, longitude 118°-16’-23” West and latitude 33°- 43’-12” North, longitude 118°-16’27” West.

CNA-2: Pier 300 Channel: All waters East of a line between latitude 33°- 43’-26” North, longitude 118°-15’-37” West and latitude 33°-43’-49” North, longitude 118°-15’-52” West.

CNA-3: Slip No. 93, Berths 98, 99, Southwest Slip, West Basin: All waters West of a line between latitude 33°-44’-48” North, longitude 118°-16’-30” West and latitude 33°-45’-14” North and longitude 118°-15’-52” West.

CNA-4: Within 100 feet of any commercial wharves capable of servicing vessels 300 gross tons and larger or any moored vessel of 300 gross tons or more that is used for any type of trade or business involving the transportation of goods, merchandise, or individuals, except as provided in any federal or state law or regulation or for the immediate safety of the craft involved.

(c) The provisions of paragraph (a) of this Item shall not apply when persons affected by this Item possess a permit issued by the Executive Director or his/her designee authorizing such persons to enter into, run, use, or operate a recreational vessel in designated Controlled Navigation Areas.

(d) The right is reserved to the Board to revoke and rescind, at any time and for any reason, any or all of its designations of water areas made pursuant to this Item, and to amend and change from time to time any or all of the restrictions, rules and regulations that may be established for any or all such designated water areas.

(e) A permit issued in accordance with this Tariff Item does not replace or supersede any obligation to comply with applicable local, state, or federal laws and regulations with respect to vessel operations.

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1608

See Item 10 for explanation of abbreviations and symbols.

Correction No. 384	Order No. 6924 Ordinance No. 179443	Adopted August 2, 2007 Adopted December 5, 2007	EFFECTIVE: January 19, 2008
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SECTION SIXTEEN – Continued GENERAL RULES AND REGULATIONS – VESSELS – Continue	Item No.
<p style="text-align: center;">LINES REQUIRED AT WHARF</p> <p>It shall be unlawful for any person to make fast any vessel to any wharf except with such lines and in such manner as to meet the approval of the Executive Director.</p>	<p style="text-align: center;">[N] 1610</p>
<p style="text-align: center;">NOT TO MAKE FAST TO OR REMAIN AT WHARF WITHOUT CONSENT OF THE EXECUTIVE DIRECTOR</p> <p>It shall be unlawful for any person to make any vessel fast, or to cause or permit any vessel to be made fast, to any wharf, or to cause or permit any vessel to remain fastened to any wharf, or to be or remain moored immediately in front thereof, without the consent of the Executive Director, and it shall be unlawful for any vessel to remain fastened to any wharf, or to remain moored immediately in front thereof, after the consent to so remain fastened or moored has been revoked or withdrawn by the Executive Director.</p> <p>For the purpose of this Item, each day of 24 hours, or portion thereof, during which any violation exists or continues, shall be considered a separate offense and shall be subject to the penalties provided in Section Two of this Tariff for each such separate offense.</p> <p>Any vessel made fast to or moored in front of any wharf, or remaining fastened to or moored in front of any wharf, in violation of this item, shall be subject to removal by or at the order of the Executive Director and at the expense of such vessel, and its agent or owner, to such other place as the Executive Director may direct.</p> <p>+ Note 1: Does not apply to visiting vessels at a Recreational Courtesy Dock that use the facility no more than four hours in any twenty-four hour period, or as otherwise authorized by permit.</p>	<p style="text-align: center;">[C]+ 1615</p>
<p style="text-align: center;">TO USE ONLY MOORING FACILITIES PROVIDED</p> <p>It shall be unlawful for any person to make fast any rope or mooring to any wharf or landing, or shed, or to any pile or piles supporting same, or to any dolphin or fender pile, except to the mooring piles or mooring bits or rings provided for that purpose.</p>	<p style="text-align: center;">1620</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 664	Order No. 14-7163 Ordinance No. 183184	Adopted May 15, 2014 Adopted August 19, 2014	EFFECTIVE: September 27, 2014
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SECTION SIXTEEN – Continued GENERAL RULES AND REGULATIONS – VESSELS – Continued		Item No.
<p>RUNNING MOORING LINES ACROSS SLIP</p> <p>It shall be unlawful for any person to run any mooring line across any slip, without first obtaining permission therefor from the Executive Director.</p>		1625
<p>VESSELS EXTENDING BEYOND PIER OR OCCUPYING OUTSIDE BERTH</p> <p>Every vessel lying at any pier or wharf whose stern or bow extends beyond the edge or end of any pier or wharf, and every vessel lying alongside another vessel berthed at a wharf (outside berth), shall, while occupying such position, be responsible for any and all damage to itself and to any other vessel.</p>		1630
<p>MAKING FAST TO BUOYS</p> <p>It shall be unlawful for any person to make fast or attach any vessel to any buoy belonging to the Port of Los Angeles, except in case of emergency, without the consent of the Executive Director, and any such vessel shall at all times be subject to removal by or at the order of the Executive Director at the expense of such vessel, and its agent or owner, to such other place as the Executive Director may direct.</p>		1635
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION SIXTEEN – Continued
 GENERAL RULES AND REGULATIONS – VESSELS – Continued

Item No.

ANCHORAGE; TEMPORARY: RESTRICTIONS

1640

(a) It shall be unlawful at any time for any person to anchor or moor a vessel with an anchor or by other means, or to cause or permit any vessel to remain so anchored or moored, at the entrance to or within any fairway, channel, slip, basin, or other area of Los Angeles Harbor without the written permission of the Executive Director.

(b) The Executive Director may designate an area or areas within Los Angeles Harbor for the purpose of temporary anchoring or mooring of vessels. However, no person shall anchor or moor any vessel, or cause or permit any vessel to remain so anchored or moored in such an area without the written permission of the Executive Director.

(c) All vessels anchored or moored between sunset and sunrise shall display lights as prescribed by Federal and State laws, rules and regulations regarding anchor lights in inland waters.

(d) In any prosecution charging a violation of any provision of this Item, proof by the people of the State of California that the particular vessel described in the complaint was anchored or moored in violation of any provision of this Item, together with proof that the defendant named in the complaint was, at the time of said violation, the registered or documented owner of said vessel, shall constitute a presumption that the owner of said vessel was the person who anchored or moored said vessel at the place where and for the time during which said violation occurred.

For the purpose of this Item, each day twenty-four (24) hours, or portion thereof, during which any violation exists or continues, shall be considered a separate offense and shall be subject to the penalties provided in Section Two of this Tariff for each such separate offense.

Any vessel anchored or moored in violation of this Item shall be subject to removal by or at the order of the Executive Director and at the expense of such vessel, its agent and owner, to such other place as the Executive Director may direct.

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837

Adopted July 12, 1989

Ordinance No. 165789

Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION SIXTEEN – Continued
 GENERAL RULES AND REGULATIONS – VESSELS – Continued

Item No.

USE OF DOLPHINS OR WHARVES IN TURNING

It shall be unlawful for any vessel, or any person in charge of any vessel, to use any dolphin at the outer end of any wharf to break or warp around, or to turn around or swing such vessel at any wharf with the stem of such vessel against the wharf.

1645

PERSONS ON BOARD TO ACT ON ORDER OF EXECUTIVE DIRECTOR

Every vessel must at all times have on board at least one person in charge with authority to take such action in any emergency as may be demanded, and in the event it becomes necessary, in order to facilitate navigation or commerce, or for the protection of other vessels or property, that any vessel be moved, or the position thereof changed, the Executive Director is hereby authorized and directed to order and enforce the removal of such vessel at its own expense to such place as the Executive Director may direct; and it shall be unlawful for the master, owner to agent of such vessel to fail, neglect, or refuse to obey any such order of the Executive Director.

1650

Upon failure or refusal of the person in charge of such vessel to change the position thereof, as directed by the Executive Director, it shall be the duty of the Executive Director, and he is hereby authorized, to board such vessel with such assistance as may be necessary and to change the position thereof at the expense of such vessel.

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837

Adopted July 12, 1989

Ordinance No. 165789

Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION SIXTEEN – Continued
 GENERAL RULES AND REGULATIONS – VESSELS – Continued

Item No.

LIGHTS AT NIGHT

Every vessel while anchored or moored in Los Angeles Harbor shall at all times between sunset and sunrise conform to the Rules and Regulations of the United States regarding anchor lights in inland waters.

1655

Every vessel lying at a wharf, or alongside of a vessel berthed at a wharf, shall between sunset and sunrise show proper lights and be provided with such appliances in the way of gangways and manropes as may, in the opinion of the Executive Director, be necessary for the convenience and safety of persons passing to and from such vessel; and every gangway fixed for the purpose giving the crew and other persons access to such vessel after dark shall be adequately lighted and a watch kept continually thereon as long as such gangway is in communication with the shore.

It shall be unlawful between sunset and sunrise to display any running lights on any vessel while lying at a wharf.

TOWING

It shall be unlawful for any person, operating any tow boat or vessel of any kind, to tow vessels, boats, barges, scows, logs, piles, timber, or refuse matter or matter of any kind or description whatever within the limits of Los Angeles Harbor with a tow line or hawser out from said boat longer than is necessary.

1660

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837

Adopted July 12, 1989

Ordinance No. 165789

Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION SIXTEEN – Continued
 GENERAL RULES AND REGULATIONS – VESSELS – Continued

Item No.

OBSTRUCTIONS TO NAVIGATION: REMOVAL

It shall be unlawful for any person to tie up or anchor any vessel in any navigable channel within Los Angeles Harbor in such manner as to prevent or obstruct the navigation or passage of other vessels; or to voluntarily or carelessly sink, or permit to be sunk, any vessel or any obstruction in the navigable waters of Los Angeles Harbor; or to float; or permit to be floated, loose timbers, logs or piles in the aforesaid navigable waters in such manner as to obstruct, impede, or endanger navigation. Whenever a vessel is wrecked, or any vessel or object is sunk in said harbor, accidentally or otherwise, it shall be the duty of the owner or person in charge of such sunken vessel or object to immediately mark it with a buoy or beacon during the day and a lighted lantern at night, and to maintain such marks until the sunken vessel or object is removed or abandoned, and the neglect or failure of said owner or person in charge so to do shall be unlawful. It shall be the duty of the owner or person in charge of such sunken vessel or other object to commence the immediate removal of the same and prosecute such removal diligently, and failure to do so shall be considered as an abandonment of such vessel or object, and shall subject the same to removal by the City of Los Angeles as provided in Item 1675.

1665

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837

Adopted July 12, 1989

Ordinance No. 165789

Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION SIXTEEN – Continued
 GENERAL RULES AND REGULATIONS – VESSELS – Continued

Item No.

ABANDONED VESSELS

*(a) Any hulk, derelict, wreck or parts of any ship, vessel or other watercraft sunk, beached or allowed to remain in an unseaworthy or dilapidated condition upon tide and submerged lands in the Harbor District for a period longer than 30 days without a watchman or other person being maintained upon or near and in charge of such property, and without the consent of the Board expressed by resolution, is abandoned property.

(b) Thereafter, the Board may, not less than 10 days after the final adoption of an order, published in the manner of ordinances of the City, cause such property to be sold, destroyed or otherwise disposed of in such manner as it may deem expedient or convenient and which may be specified in the order. Any such sale shall vest complete title in the purchaser who shall forthwith take steps to remove the property. Any proceeds derived from any such sales shall be the property of the City and deposited in the Harbor Revenue Fund.

[C]
 1670

(c) If the owner securely affixes to such property a notice in plain view setting forth his name and address and claim of ownership, and, if he does not reside in the state, the name and address of an agent or representative within the State of California, and files a copy of the notice with the secretary of the Board at least five days prior to the introduction of the order, the Board shall not sell, destroy or otherwise dispose of the property until it has first given the owner or his agent at the address specified in the claim of ownership, thirty (30) days notice to remove or cause the property to be removed. The Board may sell, destroy or otherwise dispose of the property upon the failure of the owner or his agent to remove or cause the property to be removed within such time or such reasonable extensions of times as the Board may grant by resolution.

(d) If a registration number appears on the watercraft, notice shall also be sent to the registered owner at least five (5) days prior to the introduction of the order authorizing removal.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 80	Order No. 6119 Ordinance No. 168596	Adopted December 16, 1992 Adopted February 16, 1993	EFFECTIVE: March 26, 1993
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SECTION SIXTEEN – Continued
 GENERAL RULES AND REGULATIONS – VESSELS – Continued

Item No.

SUNKEN WRECKS; REMOVAL

Whenever the navigation of any of the navigable waters within Los Angeles Harbor shall be obstructed or endangered by any sunken vessel or other obstruction or object, and such obstruction has existed for a longer period than thirty (30) days, or whenever the abandonment of such obstruction can be legally established in a less space of time, the sunken vessel or other obstruction or object shall be subject to be broken up, removed, sold, or otherwise disposed of by the Board, in its discretion, without liability for any damage to the owner of same. Under emergency, in the case of any vessel or other obstruction or object sinking or grounding, or being in danger of sinking or grounding, or being unnecessarily delayed in any of the navigable waters of said harbor, in such manner as to stop, seriously interfere with or specifically endanger navigation, in the opinion of the Executive Director, the Executive Director shall have the right to take immediate possession of such vessel or other obstruction or object, so far as to remove or to destroy it, and to immediately clear the navigable waters aforesaid of the obstruction thereby caused, using his best judgement to prevent any unnecessary injury; and it shall be unlawful for any person to interfere with or prevent such removal or destruction; provided, however, that the Executive Director may, in his discretion, give notice in writing to the owner or person in charge of any such obstruction, requiring such owner or person to remove it; and provided, further, that the expense of removing any such obstruction as aforesaid shall be a charge against such vessel and cargo, or object, and if the owner thereof shall fail or refuse to reimburse the Board for such expense within thirty (30) days after notification, then the Board may sell the vessel or cargo, or object, or any part thereof that may not have been destroyed in removal, and the proceeds of such sale shall be paid into the Harbor Revenue Fund of the City of Los Angeles.

1675

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837	Adopted July 12, 1989
Ordinance No. 165789	Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION SIXTEEN – Continued GENERAL RULES AND REGULATIONS – VESSELS – Continued		Item No.
SPEED OF VESSELS		
<p>Notwithstanding any rule or regulation herein contained with respect to speed of vessels, it shall be unlawful for any person to operate any vessel in a reckless or negligent manner, or in any manner so as to endanger any other vessel or mooring facility, or the life, limb or property of any person.</p> <p>(a) It shall be unlawful for any person to run or operate any vessel in any portion of the Inner Harbor at a rate of speed greater than 6 nautical miles an hour.</p> <p>(b) It shall be unlawful for any person to run or operate any vessel in any portion of Fish Harbor, the West Channel, marinas, and yacht anchorages at a rate of speed greater than 4.4 nautical (5 Statute) miles per hour, or in such a manner as to create or cause a hazardous wake. For purposes of this provision, the term "hazardous" means running or operating a vessel in such a way as is reasonably likely to cause injury to person or damage to property.</p> <p>(c) It shall be unlawful for any person to run or operate any vessel, drawing more than 1.5 meters of water, in any portion of the Outer Harbor at a rate of speed greater than 10 nautical miles an hour.</p> <p>(d) It shall be unlawful for any person to run or operate any vessel, drawing less than 1.5 meters of water, in the Outer Harbor at a rate of speed greater than 15 nautical miles an hour.</p> <p>(e) Notwithstanding the provisions of subsections (c) and (d) of this Item, it shall be unlawful for any person to run or operate any vessel within the area designated and described hereinbelow as a "No Wake Zone" at a rate of speed greater than 5 nautical miles an hour. The No Wake Zone shall include that portion of the Cabrillo Beach recreation area extending from the launch ramp to an imaginary line extending northwesterly from the west end of the municipal fishing pier to the west end of Berth 47, when and while such No Wake Zone is marked in a manner approved by the Port Warden. [+]</p>		[+] 1680
ENFORCEMENT OF U.S. COAST GUARD-DESIGNATED SAFETY ZONES		
<p>It shall be unlawful for any person to enter into, transit through or anchor any vessel, or to manipulate any water ski, personal watercraft, aquaplane or similar device into any area designated as a safety zone by the U.S. Coast Guard Captain of the Port, Los Angeles-Long Beach.</p> <p>The enforcement of this provision shall be consistent with Item 240 of these rules and regulations. Any designated safety zone shall remain in effect until the safety zone is cancelled by the Captain of the Port, Los Angeles-Long Beach, with the concurrence of the Board of Harbor Commissioners.</p>		1681
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 210	Order No. 6699 Ordinance No. 173527	Adopted August 9, 2000 Adopted September 26, 2000
EFFECTIVE: November 3, 2000		

SECTION SIXTEEN – Continued
 GENERAL RULES AND REGULATIONS – VESSELS - Continued

Item No.

SEAPLANES AND SIMILAR CRAFT

The provisions of Item 1680 of Section Sixteen of this Tariff shall not apply to any person operating a hydrofoil, seaplane or similar craft, if and so long as such person shall comply with all applicable federal, state and municipal laws, rules and regulations, provided that such operation has been first approved and authorized in writing by the Board or the Executive Director, and such person has consented to and agreed to abide by and observe each and every of the terms, conditions and restrictions that may be contained in or made a condition of any such approval and authorization.

1685

See Item 10 for explanation of abbreviations and symbols.

Order No. 6699

Adopted August 9, 2000

Ordinance No. 173527

Adopted September 26, 2000

EFFECTIVE: November 3, 2000

ERRATA NOTICE

TO ALL RECEIVERS OF
AND USERS OF:

PORT OF LOS ANGELES
TARIFF NO. 4

Item 1700 (b) – DANGEROUS CARGO AND EXPLOSIVES ON VESSELS

(b) It shall be unlawful for any person to handle, transport, load, discharge, stow, store, or retain any class of explosives on any vessel, lighter or barge, or any dock or wharf, or in any transit shed, in Los Angeles Harbor, unless such person shall first have applied for and been issued a SPECIAL EXPLOSIVES PERMIT by the Executive Director, subject to the approval of the Chief Engineer of the Los Angeles Fire Department, and unless such person shall agree to and shall comply with all of the terms and conditions that may be specified in such SPECIAL EXPLOSIVES PERMIT. Subject to the other provisions of this rule and of Item 1705, the Executive Director is authorized and empowered to issue such SPECIAL EXPLOSIVES PERMITS upon proper application therefor, and to provide therein such additional terms and conditions not contrary to or inconsistent with any applicable federal, state, or municipal laws or regulations, relative to the handling, transporting, loading, discharging, stowing, storing, or retention of all classes of explosives, as in his discretion may be necessary or desirable in the interest of public safety and security. Applications for SPECIAL EXPLOSIVES PERMITS shall be in writing, shall be made as far as practicable in advance of the time required for use, and shall include a description of and the quantity, stowage, and other pertinent information relative to the explosives desired to be handled, transported, loaded, discharged, stowed, stored, or retained.

EFFECTIVE: JULY 1, 1990

SHOULD BE CHANGED TO READ:

Item 1700 (b) – DANGEROUS CARGO AND EXPLOSIVES ON VESSELS

(b) It shall be unlawful for any person to handle, transport, load, discharge, stow, store, or retain any class of explosives on any vessel, lighter or barge, or any dock or wharf, or in any transit shed, in Los Angeles Harbor, unless such person shall first have applied for and been issued a SPECIAL EXPLOSIVES PERMIT by the Executive Director, subject to the approval of the Chief Engineer of the Los Angeles Fire Department, and unless such person shall agree to and shall comply with all of the terms and conditions that may be specified in such SPECIAL EXPLOSIVES PERMIT. Subject to the other provisions of this rule and of Item 1705, the Executive Director is authorized and empowered to issue such SPECIAL EXPLOSIVES PERMITS upon proper application therefor, and to provide therein such additional terms and conditions not contrary to or inconsistent with any applicable federal, state, or municipal laws or regulations, relative to the handling, transporting, loading, discharging, stowing, storing, or retention of all classes of explosives, as in his discretion may be necessary or desirable in the interest of public safety and security. Applications for SPECIAL EXPLOSIVES PERMITS shall be in writing, shall be made as far as practicable in advance of the time required for use, and shall include a description of and the quantity, stowage, and other pertinent information relative to the explosives desired to be handled, transported, loaded, discharged, stowed, stored, or retained.

EFFECTIVE: JULY 1, 1990

SECTION SEVENTEEN GENERAL RULES AND REGULATIONS – HAZARDOUS	Item No.
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DANGEROUS CARGO AND EXPLOSIVES ON VESSELS	1700
<p>(a) It shall be unlawful for any person to handle, transport, load, discharge, stow, or retain any dangerous cargo on any vessel in Los Angeles Harbor unless such person shall have fully complied with the provisions of the federal regulations, entitled "EXPLOSIVES OR OTHER DANGEROUS ARTICLES ON BOARD VESSELS," as amended, promulgated by the Secretary of Commerce pursuant to Sec. 4472, as amended, U.S. Revised Statutes (46 U.S.C. Para. 170) and entitled "U.S. COAST GUARD TANK VESSEL REGULATIONS," as amended, promulgated pursuant to Sec. 4417a of the U.S. Revised Statutes (46 U.S.C. Para. 391a), and any other applicable federal, state, or municipal laws or regulations.</p> <p>(b) It shall be unlawful for any person to handle, transport, load, discharge, stow, store, or retain any class of explosives on any vessel, lighter or barge, or any dock or wharf, or in any transit shed, in Los Angeles Harbor, unless such person shall first have applied for and been issued a SPECIAL EXPLOSIVES PERMIT by the Executive Director, subject to the approval of the Chief Engineer of the Los Angeles Fire Department, and unless such person shall agree to and shall comply with all of the terms and conditions that may be specified in such SPECIAL EXPLOSIVES PERMIT. Subject to the other provisions of this rule and of Item 1705, the Executive Director is authorized and empowered to issue such SPECIAL EXPLOSIVES PERMITS upon proper application therefor, and to provide therein such additional terms and conditions not contrary to or inconsistent with any applicable federal, state, or municipal laws or regulations, relative to the handling, transporting, loading, discharging, stowing, storing, or retention of all classes of explosives, as in his discretion may be necessary or desirable in the interest of public safety and security. Applications for SPECIAL EXPLOSIVES PERMITS shall be in writing, shall be made as far as practicable in advance of the time required for use, and shall include a description of and the quantity, stowage, and other pertinent information relative to the explosives desired to be handled, transported, loaded, discharged, stowed, stored, or retained.</p>	

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837	Adopted July 12, 1989	
Ordinance No. 165789	Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION SEVENTEEN – Continued GENERAL RULES AND REGULATIONS – HAZARDOUS -- Continued	Item No.
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<p style="text-align: center;">DANGEROUS CARGO AND EXPLOSIVES ON VESSELS – Continued</p> <p>(c) It shall be unlawful for any vessel to bring into Los Angeles Harbor, exclusive of the explosives anchorage, any Class A explosives, as defined in the specific federal regulations named in paragraph (a) of this rule, except as provided in this rule and Item 1705 and except in such quantities and in such places and manner as, pursuant to this rule and Item 1705, may be designated by the Executive Director subject to the approval of the Chief Engineer of the Los Angeles Fire Department. It shall be unlawful for any person to discharge, unload or handle any Class A explosives, except small caliber fixed ammunition and not exceeding .9 KT of other Class A explosives, directly from any vessel to or upon any wharf in Los Angeles Harbor, or to handle, load or stow the same from any wharf directly upon any vessel. Any vessel, upon entering Los Angeles Harbor, with more than .9 KT of any Class A explosives aboard, other than small caliber fixed ammunition, and which intends to handle, load, discharge or stow other cargo in Los Angeles Harbor, shall first discharge all Class A explosives, except small caliber fixed ammunition, that are not stowed or contained in closed and secured hatches or steel magazines, onto a barge, lighter or other vessel provided for the purpose at such point as may be designated by the Executive Director or proper Federal authority before said vessel shall be allowed to berth at any wharf in Los Angeles Harbor. After such vessel has finished handling, discharging, loading or stowing her other cargo at berth, she shall pick up all of the aforesaid explosives on her way to sea. In case such Class A explosives are for discharge or unloading at Los Angeles Harbor, the same shall be transferred from such barge, lighter or other vessel to shore at such place and in such manner, as the Executive Director, subject to the approval of the Chief Engineer of the Los Angeles Fire Department, may designate. Such Class A explosives for outbound shipment from Los Angeles Harbor shall be handled in the same manner as herein provided for inbound Class A explosives, and the Executive Director may, subject to the approval of the Chief Engineer of the Los Angeles Fire Department, permit such outbound explosives to be delivered direct from shore boat to vessel at the place designated for that purpose by the Executive Director or proper Federal authority. It shall be unlawful for any person to open any closed and secured hatch or steel magazine containing more than .9 KT of any Class A explosives, other than small caliber fixed ammunition, or to cause or permit any such closed and secured hatch or magazine to be opened, aboard any vessel while the same is berthed at any wharf in Los Angeles Harbor, except for purposes of inspection.</p>	1700 (cont.)
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See Item 10 for explanation of abbreviations and symbols.

Order No. 5837	Adopted July 12, 1989	EFFECTIVE: July 1, 1990
Ordinance No. 165789	Adopted April 10, 1990	

SECTION SEVENTEEN – Continued GENERAL RULES AND REGULATIONS – HAZARDOUS – Continued	Item No.
<p style="text-align: center;">DANGEROUS CARGO AND EXPLOSIVES ON VESSELS – Continued</p> <p>(d) Vessels carrying Class A explosives, as defined in the specific federal regulations named in paragraph (a) of this rule, shall immediately proceed to the explosives anchorage or to such other place as may be specially designated, and there be subject to an inspection by the Executive Director and the Chief Engineer of the Los Angeles Fire Department. Should such inspection disclose conditions that in the opinion of the Executive Director or the Chief Engineer of the Los Angeles Fire Department make any such vessel unsatisfactory or unsafe to enter Los Angeles Harbor, such vessel shall remain at or return to the explosives anchorage until such conditions have been corrected and such vessel has been passed by the Executive Director, subject to the approval of the Chief Engineer of the Los Angeles Fire Department. If entry of any vessel, having Class A explosives on board, is not permitted by the Executive Director, such vessel shall discharge any Class A explosives onto a barge, lighter or other vessel provided for the purpose at such place as may be designated by the Executive Director or proper Federal authority before such vessel shall be allowed to berth at any dock or wharf in Los Angeles Harbor.</p> <p>(e) It shall be unlawful for any vessel to bring 22.7 KT or more of ammonium nitrate into Los Angeles Harbor, exclusive of the explosives anchorage, unless a special permit shall have first been applied for and been issued by the Executive Director, subject to the approval of the Chief Engineer of the Los Angeles Fire Department, and unless the terms and conditions of such special permit shall be fully complied with. Applications for such special permits shall be made as far in advance as practicable of the anticipated arrival of cargoes of ammonium nitrate consisting of 22.7 KT or more.</p> <p>(f) The Executive Director is hereby authorized and empowered to refuse permission to any vessel carrying explosives or dangerous cargo to berth at any dock or wharf in Los Angeles Harbor whenever in his judgement such berthing would be dangerous or hazardous.</p>	<p>1700 (Cont.)</p>

See Item 10 for explanation of abbreviations and symbols.

	Order No. 5837 Ordinance No. 165789	Adopted July 12, 1989 Adopted April 10, 1990	EFFECTIVE: July 1, 1990
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SECTION SEVENTEEN – Continued GENERAL RULES AND REGULATIONS – HAZARDOUS – Continued		Item No.
EXPLOSIVES ON WHARVES		
<p>(a) Except as otherwise provided in this Tariff, it shall be unlawful for any person to permit any Class A explosives, as defined in the specific federal regulations named in paragraph (a) of Item 1700, to remain on any dock or wharf or in any transit shed, or to be stored in any manner while awaiting transit on any street, railroad yard, or on any property under the control and jurisdiction of the Board of Harbor Commissioners unless such person shall have first applied for and has been issued a SPECIAL EXPLOSIVES PERMIT, as provided for in paragraph (b) of Item 1700, and unless such person shall agree to and shall comply with all the terms and conditions, including the provisions of adequate guards and specific locations, that may be specified in such SPECIAL EXPLOSIVES PERMIT.</p> <p>(b) Except as otherwise provided in this Tariff, it shall be unlawful for any person to handle, transport, discharge, or load any Class A explosives, or to handle, transport, discharge, load, store, or retain any Class B or Class C explosives, all as defined in the specific federal regulations named in paragraph (a) of Item 1700, on any dock or wharf or in any transit shed or on any property under the control and jurisdiction of the Board of Harbor Commissioners unless such person shall have first applied for and been issued a SPECIAL EXPLOSIVES PERMIT as provided for in paragraph (b) of Item 1700, and unless such person shall agree to and shall comply with all of the terms and conditions that may be specified in such SPECIAL EXPLOSIVES PERMIT.</p>		1705
ACIDS, FLAMMABLES, DANGEROUS CARGO		
<p>Except as otherwise provided in this Tariff, it shall be unlawful for any person to permit or cause to be permitted any flammables, dangerous acids, or other dangerous cargo, as defined in the specific federal regulations named in paragraph (a) of Item 1700, to remain overnight inside any transit shed, or to be stored, except at such places and in such manner as may be designated by the Executive Director, subject to the approval of the Chief Engineer of the Los Angeles Fire Department. The Executive Director may at any time cause any such flammables, dangerous acids, or other dangerous cargo to be removed at the expense of the vessel, cargo, owner, or assignee.</p>		1710
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION SEVENTEEN – Continued GENERAL RULES AND REGULATIONS – HAZARDOUS – Continued		Item No.
<p>RADIOACTIVE AND/OR FISSILE MATERIALS</p> <p>No person shall store, keep, handle, use, dispense or transport at, in, or upon any facility or other property under the jurisdiction and control of the Board of Harbor Commissioners of the City of Los Angeles, any special nuclear material, including, but not limited, to Uranium 233, Uranium 235, Plutonium 239, Plutonium 241; any source material, including, but not limited to, uranium and/or thorium; any irradiated fuel elements; any new reactor fuel or elements thereof; any radioactive waste material; or any radioactive material moving under special permit or escort without at least 48 hours prior written notice to and receipt of special permit from the Executive Director of the Los Angeles Harbor Department provided, however, that only advance notice is required for the movement of medical or industrial isotopes other than those specifically included in the aforementioned, when packages, marked, labeled and limited as to quantity and radiation emissions in accordance with United States Department of Transportation and United States Coast Guard regulations relating to the transportation of explosives and other dangerous articles.</p> <p>The requirements of this Item shall be in addition to the requirements of all laws and regulations promulgated by other government agencies exercising jurisdiction over radioactive and/or fissile materials.</p>		1715
<p>HANDLING GASOLINE, ETC., IN CASES OR DRUMS</p> <p>It shall be unlawful for any person to handle or store any gasoline, kerosene, distillate, or any other liquid petroleum product, or any flammable liquid, which will flash below 80 degrees Celsius, closed cup test, in cases or drums, on the wharves or water of Los Angeles Harbor, except under the following conditions:</p> <p>(1) Any such commodity may be handled or stored in any quantity at any wharf especially designated for that purpose by the Executive Director, subject to the approval of the Chief Engineer of the Fire Department of said City; provided, however, that any such commodity may be handled at any time at any marine oil loading wharf or any marine oil service station wharf, and may be stored for not more than twenty-four (24) hours at any marine oil loading wharf and at any marine oil service station excepting upon the wharf at such station.</p>		▲1720
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 10	Order No. 5837 Ordinance No. 165789	Adopted July 12, 1989 Adopted April 10, 1990
EFFECTIVE: July 1, 1990		

SECTION SEVENTEEN – Continued GENERAL RULES AND REGULATIONS – HAZARDOUS – Continue		Item No.
HANDLING GASOLINE, ETC., IN CASES OR DRUMS – Continued		
<p>(2) Any such commodity may be handled direct from car, truck or trailer to vessel or lighter, or vice versa, in any quantity, at any marine oil loading wharf, or at any wharf especially designated for that purpose by the Executive Director, subject to the approval of the Chief Engineer of said Fire Department.</p> <p>(3) That no public wharf, nor any general cargo wharf, shall be designated by the Executive Director for the handling or storage of gasoline or any other flammable liquid which will flash below 38 degrees Celsius, closed cup test, under the provisions of paragraphs (1) and (2) of this rule, unless such wharf is especially protected for that purpose and approved for such use by the Chief Engineer of said Fire Department.</p> <p>(4) Any such commodity may be handled direct from car, truck or trailer to vessel, or vice versa, upon securing special permission so to do from the Executive Director, subject to the approval of the Chief Engineer of said Fire Department.</p> <p>* (5) Any such commodity may be handled direct from lighter or barge to vessel, or vice versa, at any point in Los Angeles Harbor designated for that purpose by the Executive Director, subject to the approval of the Chief Engineer of said Fire Department.</p>		▲1720 (Cont.)
HANDLING LIQUIFIED PETROLEUM GAS		
<p>It shall be unlawful for any person to handle or store liquefied petroleum gas on any wharf except under the following conditions:</p> <p>Such liquefied petroleum gas shall be contained in packages equivalent to the requirements of the U.S. Department of Transportation, and may be handled or stored on end in any quantity at any time at Berth 120, or in any quantity at any marine oil loading wharf or marine oil service station, excepting upon the wharf at such station, for periods not exceeding twenty-four (24) hours; provided, however, that liquefied petroleum gas in containers as specified herein may be handled direct from car, truck, trailer, or barge to vessel, or vice versa, or stored at any wharf, upon securing a special permit so to do from the Executive Director, subject to the approval of the Chief Engineer of the Fire Department of said City; the Executive Director may revoke any such special permit at any time, and said stored liquefied petroleum gas in containers shall thereupon be immediately removed.</p>		1725
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 11	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION SEVENTEEN – Continued GENERAL RULES AND REGULATIONS – HAZARDOUS – Continued		Item No.
HANDLING PETROLEUM PRODUCTS IN BULK		
<p>Except as herein provided, it shall be unlawful for any person to handle any gasoline, distillate, or any other liquid petroleum product which will flash below 80 degrees Celsius, closed cup test, in bulk to or from any vessel except at a marine oil loading wharf, marine oil service station wharf, or any other wharf especially designated for that purpose by the Board, subject to the approval of the Chief Engineer of the Fire Department of said City; and any such handling shall be done only from and by means of pipe line and hose suitably equipped and provided with a closed connection and valve between the supply pipe and hose; provided, however, that bulk delivery of petroleum products which flash below 38 degrees Celsius, other than bunker oil, shall not be made unless there be a closed connection between the hose and the ship tanks. No such handling shall be done between sunset and sunrise unless the premises are lighted only by incandescent electric lights protected by approved vapor proof globes, vapor proof switches, or vapor proof remote control switches. Nothing herein contained shall prevent the handling of bunker oil which does not flash below 54.5 degrees Celsius, closed cup test, between barge and vessel direct; and nothing herein contained shall prevent the handling of any liquid petroleum products which flashes below 54.5 degrees Celsius, closed cup test, direct between barge and vessel at any point in the Outer Harbor upon securing a special permit so to do from the Executive Director, subject to the approval of the Chief Engineer of said Fire Department, except that any such handling may be done direct between barge and Naval vessels anchored in the Outer Harbor without securing such permit.</p> <p>It shall be unlawful for any person to handle and deliver any liquid petroleum in bulk from any wharf to any vessel, or vice versa, unless such vessel is made fast to and is lying directly along side of such wharf.</p>		1730
VESSELS USED FOR TRANSPORTATION OF LOW FLASH POINT FLAMMABLE LIQUIDS		
<p>No vessel used for the transportation of petroleum products or flammable liquids in bulk which will flash below 38 degrees Celsius, closed cup test, shall be permitted to lie along side of or make fast to any wharf or vessel without first obtaining special permission therefor from the Executive Director; provided, however, that nothing herein shall apply to any such vessel when the same is made fast to or is lying along side of any marine oil loading wharf.</p>		1735
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION SEVENTEEN – Continued GENERAL RULES AND REGULATIONS – HAZARDOUS – Continued	Item No.
<p style="text-align: center;">DEFINITION OF FLASH POINT</p> <p>The determination of the flash point of liquids covered by these rules shall be in accordance with the American Society for Testing Materials' Standard Method of Tests, Designation D 56-36, using the Tag Closed Tester for all volatile flammable liquids flashing below 80 degrees Celsius with the exception of products classed as fuel oil, and using the Pensky-Martens Closed Tester for fuel oil, Designation D 93-46.</p>	1740
<p style="text-align: center;">EMPTY DRUMS, ETC., MUST NOT REMAIN ON WHARF</p> <p>Empty drums, tanks, barrels, and other containers, used for the storage or transportation of gasoline, distillate, kerosene, or other flammable products, shall not be allowed to remain on any wharf or landing after sunset of the day received without securing special permission so to do from the Executive Director, subject to the approval of the Chief Engineer of the Fire Department of said City.</p>	1745
<p style="text-align: center;">FILLING FUEL TANK</p> <p>It shall be unlawful for any person to fill the fuel tank of any motor vehicle with gasoline, or other product of petroleum, or to extract the same there from while such motor vehicle is on any wharf or landing.</p>	1750
See Item 10 for explanation of abbreviations and symbols.	

	Order No. 5837 Ordinance No. 165789	Adopted July 12, 1989 Adopted April 10, 1990	EFFECTIVE: July 1, 1990
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SECTION SEVENTEEN – Continued GENERAL RULES AND REGULATIONS – HAZARDOUS – Continued		Item No.
<p>BUNKER FUEL LINES--ASSIGNEES TO FURNISH WATCHMAN FOR</p> <p>Each and every person to whom a berth, wharf, wharf premise or other facility has been assigned shall be responsible for causing a watchman to be in attendance at all times while bunker fuel lines are in use at such berth, wharf, wharf premise or other facility, to insure proper use of such lines, and it shall be the duty of said watchman to keep a continuous surveillance of any such line and to immediately close down the same if it is or appears to be leaking. Every such person who fails to provide such watchman shall be liable for and save the Board harmless from any and all damage caused as a result of broken or leaking bunker fuel lines at such berth, wharf, wharf premise or other facility, and every such person who provides such watchman shall be so liable for any such damage if caused or contributed to by any negligence, act or omission of such watchman.</p>	1760	
<p>PILOT LIGHTS</p> <p>It shall be unlawful for any person in charge of or operating any vehicle or other equipment propelled or operated by steam power, and using gasoline or any other product of petroleum as fuel, to light the pilot light of such vehicle or other equipment while the same is on any wharf or landing.</p>	1765	
<p>HAY AND STRAW</p> <p>It shall be unlawful to handle any hay or straw except at such place or places, and in such manner, as the Executive Director shall prescribe, and the same shall not be allowed to remain overnight upon any wharf without special permission therefore from the Executive Director.</p>	1770	
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION SEVEENTEEN – Continued GENERAL RULES AND REGULATIONS – HAZARDOUS – Continued		Item No.
<p>HEATING OF PITCH, ETC., BURNING RUBBISH, ETC. WELDING AND OPEN FIRES</p> <p>(a) It shall be unlawful for any person to use any fire on board any vessel to heat pitch, tar, or other flammable substances, while such vessel is in any slip, basin, channel, or canal, or moored at any wharf, unless such fire is constantly attended by a person capable of taking proper care of said fire, and unless sufficient emergency fire fighting equipment and fire watchmen, to the satisfaction of the Executive Director and the Chief Engineer of the Los Angeles Fire Department, are present at all times.</p> <p>(b) It shall be unlawful for any person to make or use any bonfire or open fire for the burning of rubbish or refuse materials or for any other purpose on any premises under the jurisdiction of the Board, except at such places as may be designated by the Executive Director.</p> <p>(c) It shall be unlawful for any person to weld or use any open fire or to cause or permit any welding or the use of any open fire on any vessel in any slip, channel, basin or canal, or on any premises under the jurisdiction of the Board, unless such person first obtains special permission so to do from the Executive Director and the Chief Engineer of the Los Angeles Fire Department and such person agrees to comply and does comply with all terms and conditions that may be imposed by the Chief Engineer of the Los Angeles Fire Department, and unless sufficient emergency fire fighting equipment, to the satisfaction of the Executive Director and the Chief Engineer of the Los Angeles Fire Department, is present at all times.</p>		1775
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION EIGHTEEN GENERAL RULES AND REGULATIONS – MISCELLANEOUS		Item No.
OPERATION OF PERSONAL WATERCRAFT, WATER SKIING, AQUAPLANING AND SIMILAR ACTIVITIES, PROHIBITED		
<p>[C] (a) Except as otherwise provided in paragraphs (b) and (d) of this Item, it shall be unlawful for any person to operate a vessel while towing or otherwise assisting a person or persons on water skis, aquaplane or similar device, or for any person to engage in the operation of personal watercraft as defined in the California Harbors and Navigation Code §651(s) or similar devices, water skiing, aquaplaning or other similar activity, on or in any waters of Los Angeles Harbor.</p> <p>(b) The provisions of paragraph (a) of this Item shall not apply: (1) to such area or areas of waters of the Outer Harbor as may be designated from time to time by resolution of the Board, subject, however, to such restrictions, rules and regulations as may be established by the Board and set forth in any such resolution, or (2) to a performer engaged in a professional exhibition or a person or persons engaged in any one of the following authorized activities: a regatta, motorboat or other boat race, a marine parade, a tournament or exhibition, when such professional exhibition or activity has been first approved and authorized in writing by the Board or the Executive Director.</p> <p>(c) The right is reserved to the Board to revoke and rescind, at any time and for any reason, any or all of its designations of water areas made pursuant to this Item, and to amend and change from time to time any or all of the restrictions, rules and regulations that may be established for any or all such designated water areas.</p> <p>[C] (d) The provisions of Item 1680, paragraphs (c) and (d), of Section Sixteen of this Tariff shall not apply to any person operating a vessel while towing or otherwise assisting a person or persons on water skis, or aquaplane or similar device, or to any person engaged in the operation of a personal watercraft, water skiing, aquaplaning or other similar activity, in or on any water area designated by resolution of the Board under paragraph (b) of this Item, and the provisions of Item 1680, paragraphs (c) and (d), of Section Sixteen of this Tariff shall not apply to a person or persons engaged in a professional exhibition or any activity approved and authorized under paragraph (b) of this Item. It shall be unlawful for any person to run or operate any vessel while towing or otherwise assisting a person or persons on water skis, or aquaplane or similar device, or for any person to engage in operation of a personal watercraft, water skiing, aquaplaning, or other similar activity in any water area designated by resolution of the Board under paragraph (b) of this Item at a rate of speed greater than 35 nautical miles per hour.</p>		[C] 1800
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 296	Order No. 6793 Ordinance No. 176067	Adopted March 24, 2004 Adopted June 16, 2004 EFFECTIVE: August 1, 2004

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued	Item No.
<p style="text-align: center;">DIVING AND RELATED ACTIVITIES</p> <p>(a) It shall be unlawful for any person to underwater dive, or to engage or participate in underwater diving or in any other underwater activity in Los Angeles Harbor, except in designated recreational areas, without having in his possession a written permit from the Executive Director authorizing such diving or underwater activity.</p> <p>(b) It shall be unlawful for any person to underwater dive, or to participate or engage in underwater diving or in any other underwater activity in Los Angeles Harbor unless there is an assistant present who shall be on the surface of the water close over the person engaging in diving or in any other underwater activity and able to make a conspicuous display of the prescribed signals for diving.</p> <p>(c) It shall be unlawful for any person, while underwater diving or participating or engaging in underwater diving or in any other underwater activity, to examine the hull or ground tackle of, or to attach anything to, or molest in any manner whatsoever, any vessel, or to examine or molest any premises or property in Los Angeles Harbor, without first having obtained written permission so to do from the lawful owner or operator of such vessel, premises or property.</p> <p>(d) The fees for the permit required by this Item shall be \$34.63 for the first year, payable in advance, and \$14.33 for each yearly renewal thereafter, payable in advance; provided, that the fee for a permit issued to any person who holds a similar written permit issued by any Port or Harbor in the State of California which is under the jurisdiction and control of the State, a municipality or a port district and which has promulgated rules and regulations regulating diving and authorizing the issuance of permits therefore, shall be \$14.33 for the first year, payable in advance; and provided, further, that no fee shall be collected for a permit issued to any authorized employee of the United States, any state, or a municipality or of any political subdivision, department, or agency thereof.</p> <p>The permit required by this Item may contain such conditions and restrictions as the Executive Director in his discretion may determine reasonably necessary to preserve or minimize the danger to life, limb or property. Failure to comply with any of the provisions contained herein or in such permit shall ipso facto terminate any of the privileges granted by said permit and said permit shall thereafter be null and void.</p>	<p>[A] 1802</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 866	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
SURFACE DIVING AND SWIMMING		
<p>(a) It shall be unlawful for any person to surface dive or jump off any moving vessel into the waters of Los Angeles Harbor.</p> <p>(b) It shall be unlawful for any person to swim or engage in other similar water activity on or in any waters within the limits of the Inner Harbor, Fish Harbor, or channels and fairways in the Outer Harbor of Los Angeles Harbor.</p> <p>(c) The provisions of paragraphs (a) and (b) of this item shall not apply if the prohibited activity is part of or is an emergency act requiring such action, or is performed in such an area and/or is part of an authorized activity that is exempted in paragraph (b) of Item No. 1800 of Section Eighteen of this Tariff.</p>		1803
NON-MOTORIZED VESSEL AREA		
<p>(a) It shall be unlawful for any person to run or operate any vessel propelled by machinery within such area(s) of the Outer Harbor as may be designated from time to time by resolution of the Board as a “Non-Motorized Vessel Area.” Such Non-Motorized Vessel Area shall be restricted solely to the use and operation of vessels propelled manually or solely by oars, paddle or sail, including, but not limited to, non-motorized boats, dinghies, kayaks, canoes, sailboards, and similar vessels, subject to such restrictions, rules and regulations as may be established by the Board and set forth in any such resolution.</p> <p>(b) The right is reserved to Board to revoke and rescind, at any time and for any reason, any or all of its designations of water areas made pursuant to this Item, and to amend and change from time to time any or all of the restrictions, rules and regulations that may be established for any or all such designated water areas.</p>		[A] 1804
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 212	Order No. 6699 Ordinance No. 173527	Adopted August 9, 2000 Adopted September 26, 2000
EFFECTIVE: November 3, 2000		

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
<p>PAY TOILETS PROHIBITED</p> <p>No person shall make or collect a fee or other charge for the use of a toilet available for the use of the public and located in a municipal structure or building in the Harbor District.</p>		1805
<p>FISHING BARGES PROHIBITED WITHOUT PERMIT</p> <p>It shall be unlawful for any person to anchor any vessel, barge, or watercraft of any kind or character, which is used or permitted to be used for the purpose of selling fish, bait, or any other article or commodity, in Los Angeles Harbor, without first having obtained from the Executive Director a permit to do so.</p>		1810
<p>UNLAWFUL TO FISH FROM OR USE ANY BERTH, WHARF OR OTHER AREA WITHOUT ASSIGNMENT OR OTHER PERMISSION</p> <p>It shall be unlawful for any person to fish from or otherwise use in any manner, or for any vessel or any owner, agent or operator thereof to use in any manner, any berth, wharf, wharf premise, or other area under the jurisdiction of the Board without first securing an assignment or other permission to do so.</p>		1812
<p>TREPASSING IN CERTAIN AREAS PROHIBITED</p> <p>It shall be unlawful for any person to trespass by entering or being in or upon any dock, wharf premise or any other area in the Harbor District which is used for the storage or handling of cargo or where signs are posted displaying the words, "Keep Out, Trespassing Prohibited," without having first obtained permission from the Board of Harbor Commissioners, the Executive Director, or the person in lawful possession of any such area.</p>		1815
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION EIGHTEEN – Continued GENREAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
<p>PERSONS PROHIBITED FROM CERTAIN PREMISES</p> <p>It shall be unlawful for any person under the influence or apparently under the influence of intoxicating liquors to enter or be on any Marine Oil Terminal or other premises where flammable or combustible liquid cargo is present, and it shall be unlawful for any person on any such terminals or premises to conduct himself in a disorderly manner.</p> <p>The Executive Director shall refuse entry to or cause entry to be refused to, and remove from or cause to be removed from any Marine Oil Terminal or other premises where flammable or combustible liquid cargo is present, any person who in his opinion is disorderly or is under or apparently under the influence of intoxicating liquors.</p>		1820
<p>PEDDLING PROHIBITED</p> <p>It shall be unlawful for any person to peddle or sell any goods, wares or merchandise upon the wharves, roadways or other lands under the jurisdiction of the Board without having a permit to do so from the Executive Director.</p>		1822
<p>FIRE FIGHTING APPARATUS</p> <p>It shall be unlawful for any person to obstruct or interfere with the free and easy access to, or to use, remove or in any manner disturb, any fire extinguisher, fire hose, fire hydrant, or any part of any fire sprinkler system, or any other fire fighting appliance or apparatus installed in or upon any wharf, warehouse or other building, structure or premises under the jurisdiction of the Board, except for the prevention of fire; provided, however, that nothing herein contained shall prevent the making of necessary repairs or tests by any person duly authorized to do so.</p>		1825
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
<p>SPARK PROTECTOR NECESSARY</p> <p>Every steam or donkey engine when used upon any wharf or landing, and every pile driver when working on or alongside any wharf, must have upon its smokestack a bonnet or spark catcher that will effectually prevent sparks from falling upon such wharf or upon the deck of any vessel. In operating any donkey or hoisting engine in or under any shed there must be provided by the owner or operator a bent or curved pipe, with spark arrestor, extending to the outside of the shed, and owners or operators of such engines must clean up and remove all ashes, cinders and waste from their engines.</p>		1827
<p>SMOKING</p> <p>(a) It shall be unlawful for any person to smoke or possess any burning cigarette, cigar or pipe, or to light any match, cigarette lighter, cigar lighter, or to use or operate any other apparatus or contrivance for producing a spark, flame or fire, or to use or carry any open flame or lighted lantern, or for any person to permit any smoking or the possession of any burning cigarette, cigar or pipe, of the lighting of any match, cigarette lighter, cigar lighter, or the use or operation of any other apparatus or contrivance for producing a spark, flame or fire, or the use or carrying of any open flame or lighted lantern, upon any wharf or in any transit shed in Los Angeles Harbor, except in such areas thereon or therein as may be authorized and posted as smoking areas by the Executive Director, subject to the approval of the Chief Engineer of the Los Angeles Fire Department.</p> <p>(b) It shall be unlawful for any person to smoke or possess any burning cigarette, cigar or pipe, or to light any match, cigarette, lighter, cigar lighter, or to use or operate any other apparatus or contrivance for producing a spark, flame or fire, or for any person to permit any smoking or the possession of any burning cigarette, cigar or pipe, or the lighting of any match, cigarette lighter, cigar lighter, or the use or operation of any other apparatus or contrivance for producing a spark, flame or fire, or the use or carrying of an open flame or lighted lantern, on board any vessel while anchored, moored or berthed at any dock or wharf in Los Angeles Harbor while Class A explosives are being loaded or discharged; or at any other time, except at such times and in such places, exclusive of cargo holds and hatches, as may be permitted by the master or other person in charge of any such vessel and as may not be in violation of any applicable federal, state or local laws or regulations.</p>		1828
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
<p>FIRE SIGNAL</p> <p>In the event of fire occurring on board any vessel in Los Angeles Harbor, except vessels under way, such vessel must sound five prolonged blasts of the whistle or siren as an alarm indicating fire on board or at the dock to which the vessel is moored. Such signal may be repeated at intervals to attract attention, and is not a substitute for but may be used in addition to other means of reporting a fire. The words "prolonged blast" used in this rule shall mean a blast of from four to six seconds' duration.</p>		1829
<p>MOTOR VEHICLES ON WHARVES</p> <p>It shall be unlawful for any person to drive, operate, stand or park, or to cause or permit to be driven, operated, stood, or parked, any motor or other vehicle onto or upon any wharf or landing at Los Angeles Harbor except for the purpose of loading or discharging freight and passengers, or while actually engaged in the performance of necessary duties which require the presence of such vehicle on said wharf or landing. It shall be the duty of such operator to immediately remove such vehicle from such wharf or landing upon the completion of the transaction of his necessary business there on. The Executive Director may take charge of and remove any vehicle left upon any wharf or landing in violation of this rule, and to care for the same wholly at the expense of the owner thereof. Any person violating this Item shall, in addition to the penalties prescribed by this Tariff, be refused further access to any wharf or landing without first obtaining special permission therefor from the Executive Director.</p> <p>The Executive Director may grant special permission for any person to drive, operate, stand, or park any motor vehicle onto or upon any wharf or landing in Los Angeles Harbor for other purposes.</p>		1830
<p>DRIPPING OIL</p> <p>It shall be unlawful for any person to knowingly permit any vehicle from which gasoline or oil is dripping, or cause any such vehicle to be permitted, to be driven, stood, or operated, or to remain on any wharf or landing in Los Angeles Harbor.</p>		1835
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
SAND FOR ABSORBING WASTE OIL Suitable sand shall be kept in buckets and used for absorbing waste oil which may fall upon the floors of wharves, and such sand, when saturated, shall be removed to a safe place outside the wharf and premises. It shall be the duty of persons holding berth assignments to comply with and enforce this rule on wharves assigned to them.		1838
MOTOR VEHICLES STORED ON WHARVES It shall be unlawful for any motor vehicle to be stored on any wharf unless such vehicle shall first have been drained of all gasoline or other liquid petroleum products, except at such places as the Board may designate therefor.		1840
CHUTES REQUIRED IN HANDLING FISH, ETC. It shall be unlawful for any person to handle or transfer any fish, coal, ballast, stone, bricks, ashes, cinders, sand, rubbish, or other loose matter or material that will sink, from any wharf to any vessel, or vice versa, or from one vessel to another vessel, unless a canvas or other chute or contrivance is used in such manner as will effectually prevent any part of such substances from falling into the water.		1845
LIFE PRESERVERS It shall be the duty of every owner, agent, lessee or operator of any wharf at Los Angeles Harbor to furnish and keep in place on such wharf suitable ring life preservers with ropes or lines attached thereto at least 61 meters in length. Such life preservers shall be kept in suitable boxes, properly labeled, in such places on said wharf as the Executive Director shall direct, and shall at all times during the day and night be conveniently accessible for the purpose of rescuing persons from drowning. It shall be unlawful for any person to molest, interfere with, break, take away, or destroy any such box or life preserver contained therein, except for the purpose of saving life.		1850
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
<p>SPEED LIMIT ON WHARVES</p> <p>Any person operating or driving a motor vehicle or other vehicle upon any municipal wharf, or within any transit shed, warehouse, or enclosed marine terminal area, or in any other area where cargo is actually being handled, shall operate or drive the same at a careful and prudent speed not greater than is reasonable and proper, having due regard to the traffic, surface and use of the wharf, transit shed, warehouse, enclosed marine terminal area or cargo-handling area, and it shall be unlawful for any person to operate or drive a motor vehicle or any other vehicle upon such wharf, transit shed, warehouse, enclosed marine terminal area, or cargo-handling areas at such a rate of speed or in any manner so as to endanger the life, limb or property of any person, or to operate or drive any motor vehicle or any other vehicle on any such wharf, transit shed, warehouse, enclosed marine terminal area or cargo-handling area at a greater rate of speed than ten (10) miles per hour, unless otherwise posted.</p>		<p>[C] 1855</p>
<p>MOTOR VEHICLES FOR HIRE</p> <p>It shall be unlawful for any person to operate any passenger carrying motor vehicle for hire upon any of the wharves, lands or roadways under the jurisdiction of the Board without first having obtained a permit so to do from the Executive Director. Passenger carrying vehicles operated over Harbor Department roadways between fixed termini as common carriers for hire shall not be included under this rule.</p>		<p>1860</p>
<p>WEIGHT ON WHARVES</p> <p>No loading exceeding 800 pounds per square foot, or the equivalent, shall be allowed or permitted on any wharf. No motor vehicular loading shall exceed the H20-S16 Highway Loading (the H20 indicating a maximum of 20 tons per truck and the S16 indicating a maximum of 32,000 pounds per axle of semi-trailer) as defined in the Standard Specifications for Highway Bridges of the American Association of State Highway Officials. No railway loading shall exceed 32.5 tons per axle. Loadings exceeding those specified above may be admitted to or taken over a wharf with permission of the Executive Director upon compliance with such conditions as he may impose.</p>		<p>1865</p>
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
Correction No. 146	Order No. 6649 Ordinance No. 172716	Adopted May 12, 1999 Adopted July 13, 1999 EFFECTIVE: August 26, 1999

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
<p>WHARVES IN DANGEROUS CONDITION</p> <p>Whenever any wharf or any portion thereof located at Los Angeles Harbor is in such defective or damaged condition as to be unsafe or dangerous to persons or property on or near the same, it shall be the duty of the owner, agent or person in charge thereof to immediately fence such unsafe or dangerous wharf, or portion thereof, and keep the same so enclosed until the necessary repairs are made. It shall be unlawful for any person to fail, neglect, or refuse to comply with any notice or order from the Board that such unsafe or dangerous wharf, or portion thereof, be immediately repaired or fenced off as aforesaid. In the event of the failure of such person to immediately fence off and enclose such unsafe or dangerous wharf, or portion thereof, or to comply with any such notice from the Board, the Board or the Executive Director may enter thereon and fence off and enclose the same at the sole expense of the owner, agent or other person having charge of such wharf. It shall be unlawful for any person to interfere with or disturb in any manner any such warnings and fences, or other barriers, which may have been erected for the purposes aforesaid. Whenever any wharf, or any portion thereof, or any material on any wharf, shall fall into the water, it shall be the duty of the owner, agent or person in charge of such wharf or material to forthwith remove the same from such waters; and if such owner, agent or person in charge thereof, neglects, fails, or refuses to remove such material forthwith, it shall be the duty of the Executive Director to remove the same, in which event such owner, agent or other person aforesaid shall be liable for and charged with the cost and expense of such removal.</p>		1867
<p>DUMPING INTO NAVIGABLE WATERS</p> <p>It shall be unlawful to throw, discharge, or deposit, or cause, suffer, or procure to be thrown, discharged, or deposited, either from or out of any vessel, or from the shore, wharf, manufacturing establishment, or mill of any kind, any refuse matter or other substance of any kind or description whatever into the navigable waters of Los Angeles Harbor; and it shall be unlawful to deposit, or cause, suffer, or procure to be deposited material of any kind in any place, or on the bank of any navigable water, where the same shall be liable to be washed into such navigable water, either by ordinary or high tides, or by storms or floods or otherwise, whereby navigation within the limits of Los Angeles Harbor shall or may be impeded or obstructed; provided, that nothing herein contained shall extend to, apply to, or prohibit operations in connection with the improvement of Los Angeles Harbor, or the construction of public works considered necessary and proper by the Board; and provided, further, that nothing herein contained shall extend to, apply to, or prohibit the depositing of any material above mentioned in such navigable waters within such limits as may be defined, and under such conditions as may be prescribed, by the Executive Director or the proper Engineer Officer of the United States Department of Defense.</p>		1870
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
<p>RUBBISH AND WASTE MATERIAL</p> <p>It shall be unlawful to throw, discharge, or deposit, or cause, suffer, or procure to be thrown, discharged, or deposited upon any wharf, landing, thoroughfare, or other premise under the jurisdiction of the Board, any decayed or decaying fruits, fish or vegetables, or the carcass of any dead animal or putrefying matter, or any rubbish or refuse matter of any kind. Upon the neglect, failure or refusal of any person so throwing or depositing any such material mentioned above to immediately remove the same, it shall be the duty of the Executive Director to remove the same at the expense of such person responsible therefor.</p>		1871
<p>UNLOADING GARBAGE FROM VESSELS PROHIBITED</p> <p>It shall be unlawful to unload, remove or discharge, or cause, suffer or permit to be unloaded, removed or discharged, from any vessel in Los Angeles Harbor any garbage or refuse matter of any kind; provided, however, that any garbage or any refuse matter may be unloaded, removed, or discharged from any vessel into such other vessel or vessels or such other vehicle or vehicles as may be designated by the Executive Director for the collection or disposal of garbage or refuse matter.</p>		1872
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued	Item No.
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DISCHARGING OIL INTO WATER PROHIBITED	
<p>(a) It shall be unlawful for any person to pump, discharge or deposit, or to cause or permit to be pumped, discharged or deposited, or to pass or to allow to pass or to escape in or into the waters of Los Angeles Harbor any of the following materials or substances: oil, spirits, combustible liquids, coal tar, refuse, residuary products of coal, petroleum, asphalt, bitumen, or other carbonaceous materials or substances, or any products or compound of, or any bilge water containing any of said materials or substances; and it shall be unlawful for owners, masters, officers and agents of vessels, terminal operators and others on shore, or any person participating in the transfer of such materials or substances, or products or compounds thereof, or any bilge water containing any of said materials or substances, having knowledge of the pumping, discharging, depositing, passage or escapement of such materials or substances, to fail to report the same immediately to the Harbor Department; and upon discovering such pumping, discharging, depositing, passage or escapement, such owners, masters, officers and agents of vessels, terminal operators and others on shore, or any person participating in the transfer of such materials or substances, shall forthwith confine any such materials or substances and clean up and remove the same from the waters of Los Angeles Harbor.</p> <p>(b) It shall be unlawful for any person in charge of a marine oil terminal to cause, suffer or permit such terminal to load, discharge, handle or store any petroleum or petroleum products unless not less than 305 lineal meters of workable oil spill booms are available on the premises assigned to the operator of such marine oil terminal pursuant to the provisions of Item No. 1000 of Section Ten hereof; provided, however, that the City reserves the right to grant permission to the person in charge of a marine oil terminal to install an air barrier system of controlling spilled petroleum or petroleum products in lieu of the aforesaid requirement of oil spill booms if such is first approved by the Executive Director.</p>	1873
See Item 10 for explanation of abbreviations and symbols.	

	Order No. 5837	Adopted July 12, 1989	
	Ordinance No. 165789	Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION EIGHTEEN – Continued GENERAL RULES AND REGULATIONS – MISCELLANEOUS – Continued		Item No.
<p>CLOSING VALVES AND SCUPPER PIPES ON VESSELS</p> <p>It shall be unlawful for any person in charge of any vessel to cause, suffer or permit such vessel to load or discharge any petroleum or petroleum products in bulk unless the overboard discharge valves and sea suction valves are closed and lashed or sealed and unless all scuppers leading from the decks of any such vessel are closed up and plugged and made oil tight so as to prevent any such petroleum or petroleum products which may be spilled in or upon the decks of any such vessel from running through the scuppers into the waters of the Los Angeles Harbor.</p>		1874
<p>REGULATION OF BALLAST, DISCHARGE, ETC.</p> <p>It shall be unlawful for any person to pump, discharge or deposit, or to cause or permit to be pumped, discharged or deposited, or to pass or to allow to pass or escape in or into the waters of Los Angeles Harbor any foul bilge water, ballast, slops or refuse without having first obtained written permission so to do from the Executive Director, and the Executive Director may grant such permission subject to such terms and conditions as in his sole discretion may be necessary for the prevention of water pollution, such as, but not limited to, pumping or discharging above the water line so that a visible outfall may be constantly inspected.</p>		1880
<p>FUMIGATION PROHIBITED</p> <p>Fumigation of cargo in Harbor Department transit sheds is prohibited except when requested by the Terminal Operator on behalf of the cargo and approved by the Executive Director or when required by law.</p>		1885
See Item 10 for explanation of abbreviations and symbols.		
	Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990	EFFECTIVE: July 1, 1990

SECTION NINETEEN COMMERCIAL FISHING VESSEL	Item No.
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<p style="text-align: center;">COMMERCIAL FISHING VESSEL defined:</p> <p>For the purpose of this Section, "commercial fishing vessel" shall mean a vessel that (a) is less than 500 gross tons; (b) is self-propelled; (c) was designed and is primarily used for catching fish or which has been converted into a vessel which is primarily used for catching fish, and subsequently selling or delivering said fish to a cannery, processing plant, or wholesale fish market; and (d) during the 12-month period preceding the making of an application for a permit provided for in this section, complied with one of the following:</p> <ol style="list-style-type: none"> (1) Said vessel was used to catch at least 18 KT of fish; or (2) Said vessel was used to catch fish with a commercial value of at least \$15,000.00; or (3) Said vessel was actively engaged at least 120 days in preparing to go fishing (not to exceed a total of thirty days), going to and returning from fishing grounds and fishing for the purposes of sale or delivery to a cannery, processing plant or wholesale fish market; or (4) Said vessel, for at least eighty (80) days, was rigged for albacore fishing or lobster fishing and was actively engaged in going to and returning from fishing grounds and fishing for the purposes of sale or delivery to a cannery, processing plant or wholesale fish market. <p>If a vessel has a permit issued pursuant to this Section Nineteen at the time work begins to refit said vessel from one type of fishing vessel to another type of fishing vessel, said permit shall remain valid during the period of refitting and shall be extended by the period of refitting or thirty days, whichever period is shorter.</p> <p>The Executive Director may issue a temporary Los Angeles Harbor Department Fishing Vessel Dockage Permit to a licensed fishing vessel qualifying it and its owner and/or operator for all privileges accorded a "commercial fishing vessel", although the vessel does not meet the requirements of Item No. 1900, if in the judgement of the Executive Director unusual occurrences such as the medical incapacity of the operator, major physical, but repairable damage to the vessel, extensive mechanical repairs to the vessel, inclement weather, unavailability of fish, or any other condition beyond the control of the owner and/or operator which is considered to be an overriding consideration which prevents fulfillment of the requirements of Item No. 1900. This temporary permit may be issued on a month to month basis, not to exceed 12 months in any three year period.</p>	1900
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See Item 10 for explanation of abbreviations and symbols.

Order No. 5837	Adopted July 12, 1989	EFFECTIVE: July 1, 1990
Ordinance No. 165789	Adopted April 10, 1990	

SECTION NINETEEN – Continued COMMERCIAL FISHING VESSEL – Continued		Item No.
<p>FREE DOCKAGE TO COMMERCIAL FISHING VESSELS</p> <p>(a) For the purpose of providing for the accommodation and promotion of the fishing industry no dockage shall be assessed against any commercial fishing vessel during the time such vessel is actually discharging fish or taking on stores or supplies at any wharf designated by the Executive Director as a fish wharf to be used for such purposes.</p> <p>(b) Commercial fishing vessels ready to be unloaded shall have preference over commercial fishing vessels ready to be loaded, and whenever a commercial fishing vessel has been docked for taking on supplies, or has been unloaded and is ready to be loaded, such vessel must forthwith haul away and vacate the berth in favor of a commercial fishing vessel having a cargo of fish ready to be unloaded.</p> <p>(c) Berth 72 is hereby set aside for the exclusive joint use of the tenants of the Harbor Department occupying stalls in the Municipal Fish Market located on or contiguous to said Berth 72, and it shall be unlawful to make any vessel fast to or to unload any vessel at said Berth 72 except such commercial fishing vessels as actually unload fish for delivery to said Harbor Department tenants.</p>		<p>1905</p>
<p>UNLAWFUL FOR COMMERCIAL FISHING VESSELS TO REMAIN AT WHARVES EXCEPT WHILE UNLOADING OR LOADING</p> <p>Any vessel docked to be unloaded at Berth 72 or to be unloaded or loaded at any wharf designated by the Executive Director pursuant to Item 1905 (a), must be unloaded or loaded with due dispatch and without necessary delay.</p> <p>Any vessel, availing itself of the privileges of Item 1905, which shall refuse or fail to haul away from the wharf and vacate such berth after having finished discharging or loading, or both, as the case may be, shall thereupon be subject to and shall be assessed dockage at quadruple the rates elsewhere provided in this Tariff, and in addition thereto \$63.30 for each and every day, or fraction thereof, such vessel may remain at such wharf in violation of this Item.</p> <p>Any such vessel shall also be subject to removal and impound by or at the order of the Executive Director and at the expense and at the sole risk of such vessel and of its agents and owner, to such other place as the Executive Director may direct.</p> <p>All charges made in connection with moving and impounding vessels, as provided for herein, shall become due and payable within thirty (30) days after billing therefore.</p>		<p>[A] 1910</p>
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 867	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024
EFFECTIVE: May 15, 2024		

SECTION NINETEEN – Continued COMMERCIAL FISHING VESSEL – Continued	Item No.
<p style="text-align: center;">VESSELS LIABLE IF IDLE AT FISH WHARVES</p> <p>The fact alone that a vessel is found fast to a designated fish wharf and not being unloaded or loaded shall ipso facto subject such vessel and persons in charge thereof to the charges and penalties provided for herein, without further evidence or proof.</p>	1915
<p style="text-align: center;">ACCESS TO FISH WHARVES NOT TO BE OBSTRUCTED</p> <p>It shall be unlawful for any person or vessel to obstruct or cause an obstruction of the free and easy access to or departure from any designated fish wharf at any time.</p>	1920

See Item 10 for explanation of abbreviations and symbols.

	Order No. 5837 Ordinance No. 165789	Adopted July 12, 1989 Adopted April 10, 1990	EFFECTIVE: July 1, 1990
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SECTION NINETEEN – Continued
 COMMERCIAL FISHING VESSEL – Continued

Item No.

COMMERCIAL FISH VESSEL PERMITS

For the purpose of providing for the accommodation and promotion of the fishing industry, commercial fishing vessels which hold and display a valid Commercial Fish Vessel Permit shall be charged dockage at the rates provided in Item 1930.

The owner or operator of any commercial fishing vessel not holding and displaying a valid Commercial Fish Vessel Permit, provided for hereunder, may apply for and obtain an annual or a temporary Commercial Fish Vessel Permit from the Executive Director. As a prerequisite to the issuance of any such permit, the permittee may be required by the Executive Director to furnish proof to his satisfaction that the vessel for which such permittee is seeking to obtain the permit is a commercial fishing vessel within the definition contained in this Section. Such permit shall designate the general area in which the vessel for which it is issued shall berth. Each permit shall be displayed in a conspicuous place on the vessel for which it is issued, and said permit shall be so placed that it may be visible from the dock.

1925

Every Commercial Fish Vessel Permit issued pursuant to this Section shall be valid only during the time that it is displayed on the vessel for which it was issued and during such time as all dockage assessed under Item 1930 has been paid in advance. Where dockage is paid on a quarterly or semi-annual basis, nonpayment of such dockage when due and payable shall ipso facto revoke said permit unless such revocation is waived in writing by the Executive Director upon a showing of good cause therefore by the permittee.

Every permit issued pursuant to this Section displayed upon a vessel other than the vessel for which such permit was issued shall be revoked ipso facto and all advance fees paid in connection with such permit shall be forfeited.

See Item 10 for explanation of abbreviations and symbols.

Order No. 5837

Adopted July 12, 1989

Ordinance No. 165789

Adopted April 10, 1990

EFFECTIVE: July 1, 1990

SECTION NINETEEN – Continued
 COMMERCIAL FISHING VESSEL – Continued

Item No.

COMMERCIAL FISH VESSEL PERMITS -- Continued

An annual Commercial Fish Vessel Permit may be issued for a term ending twelve (12) months from and after the first day of the next succeeding month after application is made therefor. Dockage, at the rate provided in Item 1930, shall be due and payable in advance either quarterly, semi-annually or annually, as may be provided in such permit. Holders of annual permits shall be entitled to a preference of an allotment of a space for dockage prior to those vessels whose owners or operators are issued temporary permits.

[+]
 1925
 (Cont.)

A temporary Commercial Fish Vessel Permit may be issued for a term of less than twelve (12) months, provided that the specific period of time for which each such temporary permit is issued shall be determined in advance. Dockage shall be due and payable in advance as specified and at rates as provided in Item 1930.

The commercial fish vessel permit shall be valid only at wharves designated by the Executive Director. The docking of vessels at Berths 267A and 268 shall be limited to vessels not more than 23 meters in length. When all space at these wharves has been allotted, no additional permits will be issued. Renewal of permits shall be entitled to a preference over the issuance of new permits.

[+] Fishboat Dockage Permits may be suspended, revoked, or canceled by the Executive Director of the Port of Los Angeles for California Department of Fish and Game Code or Title 14, California Code of Regulations, violations, and such violations within the year preceding an application shall be sufficient grounds for refusing to issue a Commercial Fish Vessel Permit.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 290	Order No. 6787 Ordinance No. 175979	Adopted August 27, 2003 Adopted May 11, 2004	EFFECTIVE: June 26, 2004
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SECTION NINETEEN – Continued COMMERCIAL FISHING VESSEL – Continued	Item No.
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DOCKAGE RATES AND CHARGES FOR COMMERCIAL FISHING VESSELS HOLDING A VALID PERMIT

Dockage shall be assessed against all commercial fishing vessels which hold and display a valid annual or temporary Commercial Fishing Vessel Permit issued by the Executive Director at the following rates:

[A]
1930

- Annual Permit
 - Length of vessel per meter or fraction thereof, per month or fraction thereof \$4.82

- Temporary Permit (See Notes 1 and 2)
 - Length of vessel per meter or fraction thereof, per day or fraction thereof \$.49
 - Length of vessel per meter or fraction thereof, per month or fraction thereof \$4.82

Note 1: Length of vessel to be determined from documents issued by the United States Coast Guard or the State of California.

Note 2: Charges will be assessed at the daily dockage rate for the first ten (10) days of dockage under each permit. Effective on the commencement of the eleventh (11) day, the owner or operator holding a permit will have the option to continue the payment of dockage at the daily rate or to elect assessment at the rate per month or fraction thereof for the duration of the permit. Dockage at the daily rate shall be due and payable totally in advance. Dockage at the monthly rate shall be due and payable in advance monthly.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 868	Order No. 23-7348 Ordinance No. 188194	Adopted July 20, 2023 Adopted March 20, 2024	EFFECTIVE: May 15, 2024
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SECTION NINETEEN – Continued COMMERCIAL FISHING VESSEL -- Continued		Item No.
<p style="text-align: center;">PENALTY FOR VIOLATION</p> <p>Any person or vessel violating any of the provisions, or interfering with the operation of any of the rules of this Section, or who shall refuse or fail to pay any charge or penalty accruing or imposed hereunder, shall thereupon and thereafter, until all such charges and penalties shall have been paid and satisfied, be denied all the privileges and facilities under the control of the Board, and, in addition thereto, be subject to the other penalties prescribed in Section Four of this Tariff and to the general penalties prescribed in Section Four of this Tariff.</p>		1935
<p style="text-align: center;">APPLICABILITY OF RATES, RULES AND REGULATIONS</p> <p>Except as otherwise specifically provided in this Section, the charges and rates, and rules and regulations, provided in this Tariff, including those provided in Section Four of this Tariff, shall apply to commercial fishing vessels.</p>		1940
See Item 10 for explanation of abbreviations and symbols.		
	<p>Order No. 5837 Adopted July 12, 1989 Ordinance No. 165789 Adopted April 10, 1990</p>	EFFECTIVE: July 1, 1990

SECTION TWENTY - CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS

Item No.

Section Twenty is organized as follows:
 Items 2000-2041 – Clean Truck Program
 Items 2045-2060 – Ocean Going Vessels
 Items 2061-2089 – RESERVED
 Items 2090-2099 – General Provisions

DEFINITIONS CLEAN TRUCK PROGRAM

For purposes of Section 20 the following definitions shall apply:

“**2014 Drayage Truck**” means a Drayage Truck that is Model Year 2014 or newer.

“**ARB**” or “**CARB**” means the California Air Resources Board.

+“**Agent**” means an entity acting on cargo owner’s behalf under contract for arrangement of all or part of the movement of cargo between a Terminal and points of origin and destination. An “Agent” can be a shipping line, a rail carrier, a Licensed Motor Carrier or other agents and intermediaries, but in no event shall include or result in any Drayage Truck Operator being responsible for payment of the Clean Truck Rate.

[C] +
2000

“**Authorized Emergency Vehicle**” is as defined in California Vehicle Code Section 165.

“**CARB Diesel Fuel**” is Diesel Fuel certified by ARB as meeting the fuel specification standards set forth at Title 13, California Code of Regulations (CCR) Section 2280 et seq.

“**CARB Drayage Truck Rule**” is the regulation published by ARB for In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at Ports and Intermodal Rail Yard Facilities in California Code of Regulations (CCR) Section 2027.

<https://www.arb.ca.gov/msprog/onroad/porttruck/2027regfinal.pdf>

*“**CARB Truck and Bus Rule**” is the regulation published by ARB entitled “Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles” in California Code of Regulations (CCR) Section 2025. <https://ww2.arb.ca.gov/our-work/programs/truck-bus-regulation/truck-and-bus-regulation-regulation-advisories>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 787	Order No. 21-7316 Ordinance No. 187486	Adopted November 4, 2021 Adopted May 4, 2022	EFFECTIVE: June 17, 2022
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SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

DEFINITIONS CLEAN TRUCK PROGRAM–Continued

“**Dedicated Use Vehicles**” are uni-body On-Road Vehicles that do not have separate tractors and trailers, including but not limited to dedicated auto transports, dedicated fuel delivery vehicles, concrete mixers, mobile cranes and construction equipment.

“**Diesel Fuel**” means any fuel that is commonly or commercially known, sold, or represented by the supplier as diesel fuel, including any mixture of primarily liquid hydrocarbons – organic compounds consisting exclusively of the elements carbon and hydrogen – that is sold or represented by the supplier as suitable for use in an internal combustion, compression – ignition engine.

“**Diesel-Fueled**” means a compression-ignition engine fueled by Diesel Fuel, CARB Diesel Fuel, or alternative diesel fuel, in whole or part.

“**Diesel Particulate Matter**” or “**DPM**” means the particles emitted in the exhaust of Diesel- Fueled compression - ignition engines.

* “**Drayage Truck**” means any in-use On-Road Vehicle with a Gross Vehicle Weight Rating greater than 14,000 pounds that pulls a trailer or chassis used for transporting cargo (such as containerized, bulk, or break-bulk goods), operating on or transiting through Port Property for the purpose of loading, unloading or transporting cargo, empty containers or chassis that originated from or is destined for Port Property. Drayage Truck does not include Dedicated Use Vehicles, Authorized Emergency Vehicles, Military Tactical Support Vehicles, or Yard Trucks.

“**Drayage Truck Owner**” means the person registered as the owner of a Drayage Truck as shown by the Department of Motor Vehicles, or its equivalent in another state, province, country, or the International Registration Plan, or the lessee of a Drayage Truck indicated on the truck’s registration pursuant to California Vehicle Code Section 4453.5.

“**Drayage Truck Operator**” means the driver of the vehicle or any person, party, or entity that controls the operation of a Drayage Truck.

“**Gross Vehicle Weight Rating**” is defined in California Vehicle Code Section 350.

“**Heavy-Duty**” is a manufacturer’s Gross Vehicle Weight Rating of greater than 14,000 pounds.

“**International Registration Plan**” is a registration reciprocity agreement among states of the United States and provinces of Canada providing for payment of license fees on the basis of total distance operated in all jurisdictions.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 788	Order No. 21-7316 Ordinance No. 187486	Adopted November 4, 2021 Adopted May 4, 2022	EFFECTIVE: June 17, 2022
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SECTION TWENTY - Continued CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued	Item No.
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DEFINITIONS CLEAN TRUCK PROGRAM–Continued <p>“Lessee” has the same meaning as in California Vehicle Code Section 371.</p> <p>“Licensed Motor Carrier” means a licensed motor carrier in good standing and in compliance with the requirements of a valid license/permit under either (1) a California Motor Carrier Permit issued by the California Department of Motor Vehicles under the California Vehicle Code, or (2) a state motor carrier permit issued by any U.S. State, or (3) a Federal Motor Carrier License (USDOT Number) and Operating Authority (MC or MX Number) that contracts for and dispatches for pick-up and delivery of goods destined for or originated from Port Property.</p> <p>+ “Low NOx Truck” means a truck that that meets or exceeds the manufacturing standard of Low NOx trucks under the Low NOx Omnibus Regulation adopted by CARB. https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox</p> <p>“Marine Cargo Support Yard” means a facility used for secondary staging of cargo containers, chassis storage, or other marine cargo activities supporting the Terminals.</p> <p>“Military Tactical Support Vehicles” is as defined in Title 13, CCR, Section 1905.</p> <p>“On-Road” means a vehicle that is designed to be driven on public highways and roadways and that is registered or is capable of being registered by the California Department of Motor Vehicles (DMV) under Vehicle Code sections 4000 et seq., or DMV’s equivalent in another state, province, or country, or the International Registration Plan. A vehicle covered under ARB’s In-Use Off-Road Regulation, title 13, CCR, section 2449 is not an on-road vehicle.</p> <p>“Oxides of nitrogen” or “NOx” means compounds of nitrogen and oxygen, including nitric oxide and nitrogen dioxide.</p>	[C]+ 2000 (Cont.)
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See Item 10 for explanation of abbreviations and symbols

Correction No. 789	Order No. 21-7316 Ordinance No. 187486	Adopted November 4, 2021 Adopted May 4, 2022	EFFECTIVE: June 17, 2022
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SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

DEFINITIONS CLEAN TRUCK PROGRAM–Continued

+ **PDTR Compliance Label** ” is a tag issued by the Port of Los Angeles for Drayage Trucks calling those Port of Los Angeles Terminals that use them as an alternative to RFID readers to confirm compliance with the Tariff.

* **“Port Drayage Truck Registry”** or “PDTR” is a database that contains information on trucks that conduct business on Port Property at the Ports of Los Angeles and Long Beach, including:

- Drayage Truck Owner’s name, address, phone numbers, email address, and fax number;
- Drayage Truck and engine make, model, model year and fuel source;
- Dispatching Licensed Motor Carrier(s) and Concession Number(s)
- Drayage Truck Vehicle identification number (VIN), license number and state of issuance;
- VDECS equipment or CARB certification.

* **“Ports”** means collectively, the Port of Los Angeles and the Port of Long Beach, also known as the San Pedro Bay Ports.

“Port Property” means all property owned by the Port of Los Angeles within the Harbor District of Los Angeles.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 731	Order No. 18-7240 Ordinance No. 185706	Adopted June 21, 2018 Adopted August 8, 2018	EFFECTIVE: September 17, 2018
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SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

DEFINITIONS CLEAN TRUCK PROGRAM –Continued

“**State Drayage Truck Registry**” or “State DTR” is a CARB database that contains information on trucks that conduct business at California ports and intermodal rail yards, as required under the CARB Drayage Truck Rule.

“**Temporary Access Permit**” means a temporary right of access from the Port of Los Angeles to a Licensed Motor Carrier to allow Drayage Truck access to a Port of Los Angeles Terminal for drayage services under the terms and conditions issued by the Port.

“**Terminal**” is any facility on Port Property used for the movement of waterborne cargo, including container terminals, break bulk terminals, dry bulk terminals and Marine Cargo Support Yards.

“**Terminal Operator**” is the entity with contractual authority from the Port of Los Angeles to operate a Terminal.

“**Radio Frequency Identification Device**” or “RFID” is an electronic device with a unique identification number, installed on a Drayage Truck which will enable the Terminal Operator to access the Drayage Truck’s records in the DTR.

“**Vehicle**” is as defined in Vehicle Code Section 670.

“**Yard Truck**” means an off-road mobile utility vehicle used to carry cargo containers with or without chassis; also known as utility tractor rig (UTR), yard tractor, yard goat, yard hostler, or prime mover.

+“**Zero Emission Truck**” means a Drayage Truck that meets the definition of “Zero Emission Vehicle” in the CARB Advanced Clean Truck Regulation: “an on-road vehicle with a drivetrain that produces zero exhaust emission of any criteria pollutant (or precursor pollutant) or greenhouse gas under any possible operational modes or conditions.” <https://ww3.arb.ca.gov/regact/2019/act2019/fro2.pdf>

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 790

Order No. 21-7316

Adopted November 4, 2021

Ordinance No. 187486

Adopted May 4, 2022

EFFECTIVE: June 17, 2022

SECTION TWENTY - Continued CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS --		Item No.
<p style="text-align: center;">GATE ACCESS CONTROLS</p> <p>All Terminal Operators shall have installed appropriate means, approved by the Port, of accessing the Port’s Drayage Truck Registry for the purposes of obtaining relevant information to confirm Drayage Trucks’ compliance with Terminal access requirements under this Tariff. Acceptable means include RFID readers at all truck processing gates; alternative plan using PDTR Compliance Labels may be used with Executive Director approval.</p>		2005
<p style="text-align: center;">DRAYAGE TRUCK ACCESS</p> <p>* No Terminal Operator shall permit access into any Terminal in the Port of Los Angeles to:</p> <p>(1) Any Drayage Truck that does not comply with State emissions law requirements for Drayage Trucks under the CARB Drayage Truck Rule and/or the CARB Truck and Bus Rule, as applicable (https://ww2.arb.ca.gov/our-work/programs/drayage-trucks-seaports-railyards/drayage-truck-regulatory-documents) and/or the CARB Advanced Clean Fleet Regulation following adoption (https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets).</p> <p>(2) Any Drayage Truck that cannot be verified as compliant with Items 2010, 2025 and 2040 by reference to the Drayage Truck’s records in the PDTR.</p>		[C] 2010
<p>This item has expired.</p>		[D] 2015
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
Correction No. 791	Order No. 21-7316 Ordinance No. 187486	Adopted November 4, 2021 Adopted May 4, 2022
EFFECTIVE: June 17, 2022		

SECTION TWENTY - Continued CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS --	Item No.
This item has expired.	[D] 2020
<p style="text-align: center;">DRAYAGE TRUCK REGISTRY</p> <p>* 1. Drayage Trucks seeking entry upon Port Property shall be registered in the PDTR and State DTR prior to the time of entry. Registration in the PDTR shall be in electronic format and/or on forms and with supporting documentation as may be required by the Port of Los Angeles. Drayage Trucks shall be equipped with RFID tags or Compliance Labels to confirm their compliance with this Section 20 of the Tariff. Marine Terminal Operators shall provide to the Port on a monthly basis, information reasonably requested by the Port regarding Drayage Truck access to their Terminals to confirm compliance with the access requirements of this Tariff.</p> <p>2. In the event of a change in the information provided for registration on the Port DTR database with respect to a Drayage Truck, the registration shall be amended within ten (10) calendar days of the change in electronic format or on forms and with supporting documentation as may be required by the Port of Los Angeles.</p> <p>+ 3. Commencing on October 1, 2018, no Drayage Truck shall be entered into the PDTR unless it is a 2014 Drayage Truck. Drayage Trucks registered and current in the PDTR prior to October 1, 2018 and that are compliant with State emissions law applicable to Drayage Trucks per Item 2010 may continue to operate at the Port of Los Angeles.</p>	[C] 2025

See Item 10 for explanation of abbreviations and symbols.

Correction No. 734	Order No. 18-7240 Ordinance No. 185706	Adopted June 21, 2018 Adopted August 8, 2018	EFFECTIVE: September 17, 2018
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SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

CLEAN TRUCK FUND RATE

1. Beginning April 1, 2022, at 8:00 a.m., the following Clean Truck Fund (CTF) Rates shall be assessed in accordance with this Item 2030:
 - a. \$10.00 on containers with an outside length of 20 feet or less;
 - b. \$20.00 on containers with an outside length of more than 20 feet.

The CTF Rate shall be assessed once per visit, on containerized merchandise at the first point of entry to or departure from the Port of Los Angeles by Drayage Truck, with the exception of merchandise qualifying for the fee exemptions set forth in this Item 2030, paragraph 2.

The CTF Rate shall be paid by the cargo owner, or its authorized Agent, which shall not include Drayage Truck Operators.

The CTF Rate shall sunset on December 31, 2034.

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2. **Exemptions:** The Clean Truck Rate shall not be assessed on containerized merchandise that:
 - a. Full lifetime exemption: enters or leaves the Ports by **Zero Emission Truck** servicing the Ports and registered in the PDTR by December 31, 2034;
 - b. Exemption until December 31, 2027: enters or leaves the Ports by **Low NOx Truck** servicing the Ports and registered in the PDTR by December 31, 2022;
 - c. prototype or advanced technology demonstration Drayage Trucks under a Port contract, permit or license
 - d. enters or leaves the Ports by use of port on-dock rail facilities without use of a Drayage Truck;
 - e. moves between two Terminals within the Ports;
 - f. is shipped under contract to the United States Transportation Command, United States Military or Department of Defense

3. Licensed Motor Carriers, Drayage Truck Owners and Drayage Truck Operators that operate a Drayage Truck that received Clean Truck Rate exemption under this Item 2030 shall not transfer, switch or cause cargo from a fee-exempt Drayage Truck to be moved to a Drayage Truck that is non-exempt from the Clean Truck Rate while on Port Property or on public streets immediately adjacent to Port Property. In the event that containerized merchandise (i) is not assessed a Clean Truck Rate at the Port Terminal because it is moved by a fee-exempt Drayage Truck (such as a qualifying Zero Emissions or Low NOx Truck), and (ii) such containerized merchandise is subsequently transferred to a Drayage Truck that is non-exempt from the Clean Truck Fee on Port Property or on public streets within or immediately adjacent to Port Property, then the cargo owner shall be notified and the Clean Truck Rate shall be assessed.

See Item 10 for explanation of abbreviations and symbols.

SECTION TWENTY - Continued		Item No.
CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued		
CLEAN TRUCK FUND		[N] 2035
<p>The first Terminal Operator to handle any containerized merchandise subject to the Clean Truck Fee shall collect and remit the Clean Truck Fee to the Port of Los Angeles, which may be administered by a third-party administrator. The monies shall be used as set forth in a Resolution by the Board of Harbor Commissioners exclusively for programs for the replacement of Drayage Trucks with Zero-Emission and Low-NOx Drayage Trucks serving the Ports of Los Angeles and Long Beach, including fueling infrastructure.</p>		
*CONCESSIONS AND TEMPORARY ACCESS PERMITS		
<p>1. Beginning October 1, 2008, at 8:00 a.m., no Terminal Operator shall permit access into any Terminal in the Port of Los Angeles to any Drayage Truck unless such Drayage Truck is registered under a Concession or a Temporary Access Permit from the Port of Los Angeles in the PDTR.</p> <p>* 2. The terms and conditions (including all remedies) for the Concession are set forth in the Port of Los Angeles Concession Agreement between the Port of Los Angeles and the Licensed Motor Carrier. Copies of the Port of Los Angeles Concession Agreement, Concession Application and Temporary Access Permit Terms and Conditions are posted on the www.portoflosangeles.org website. Licensed Motor Carriers seeking to apply for a Concession or Temporary Access Permit may also obtain information and an application for Concession or Temporary Access Permit from the Port of Los Angeles, Attention: Concession Administrator, 425 South Palos Verdes Street, San Pedro, CA 90731.</p> <p>* 3. The Concession Fee shall be \$2,500 and the annual fee shall be \$100 per Drayage Truck operating under the Concession (collectively the “Concession Fees”). The Temporary Access Permit Fee shall be \$30 per Temporary Access Permit trip, plus the cost of the RFID or other required alternative identification. Concession Fees and Temporary Access Permit Fees shall be paid by the Licensed Motor Carrier applying for or holding the Concession or Temporary Access Permit.</p>		[C]+ 2040
*DRAYAGE TRUCK COMPLIANCE		
<p>1. While on any Port Property or public streets in the Harbor District, Licensed Motor Carriers, Drayage Truck Owners and Drayage Truck Operators shall (i) operate only Drayage Trucks that comply with Terminal access requirements of Item 2010 and (ii) shall not transfer, switch or cause cargo originating from or destined for Port Property to be moved to Drayage Trucks that do not comply with Terminal access requirements of Item 2010.</p> <p>* 2. Terminal Operators, Licensed Motor Carriers, Drayage Trucks, Drayage Truck Owners and Drayage Truck Operators shall comply with the State law requirements of the CARB Drayage Truck Rule and/or the CARB Truck and Bus Rule, and/or the CARB Advanced Clean Fleet Regulation following adoption (https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets), as appropriate, including without limitation, registry, dispatch, and operation of compliant Drayage Trucks and timely reporting of information to ARB or to the Port of Los Angeles as the reporting port authority in accordance with the CARB Drayage Truck Rule. See https://ww2.arb.ca.gov/our-work/programs/truck-bus-regulation/truck-and-bus-regulation-regulation-advisories</p>		[C]* 2041
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 793	Order No. 21-7316 Ordinance No. 187486	Adopted November 4, 2021 Adopted May 4, 2022
EFFECTIVE: June 17, 2022		

SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM

The objective of the Vessel Speed Reduction (VSR) Program is to reduce NOx emissions from Ocean Going Vessels by slowing their speeds as they approach or depart the Port.

a. For purposes of this Item, the following definitions shall apply:

OCEAN GOING VESSEL means any merchant vessel meeting either or both of the following criteria:

1. Length overall (LOA) of 400 feet or more, as defined in 50 CFR § 679.2; or
2. Gross tonnage (GT ITC) of 10,000 tons or more pursuant to the convention measurement (international system), as defined in 46 CFR §§ 69.51 through 69.61.

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VESSEL OPERATOR shall be determined by the Port by reference to Lloyd’s Register. Any operator disagreeing with this determination shall have 30 days from notice of this determination to submit documentation that a vessel is in fact operated by an operator other than the one listed in Lloyd’s Register. Upon review of this information, the Port may amend its initial determination at the exclusive discretion of the Executive Director.

* **VESSEL TRIP** is any one-way voyage into or out of the Port of Los Angeles or the Port of Long Beach measured from the seaward edge of the —Precautionary Area shown on the harbor area navigation charts to: (a) the El Segundo Marine Terminal (for vessel trips between the ports and the El Segundo Marine Terminal); or (b) the arc of a circle having its center at Point Fermin Light with a radius of 20 nautical miles (nm) or 40nm (for all other vessel trips).

VESSEL VISIT is the Operator’s vessel’s first call at the first berth at the Port and excludes subsequent calls at other berths within the Port during the same vessel visit at the Port.

b. The objective of the Voluntary Vessel Speed Reduction (VSR) Program is to reduce NOx emissions from Ocean Going Vessels by slowing their speeds as they approach or depart the Port. The Voluntary VSR Program has been in effect since May 2001, the date of the Memorandum of Understanding (MOU) between the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), the South Coast Air Quality Management District (SCAQMD), the Ports of Los Angeles and Long Beach, the Steamship Association of Southern California (SASC) and the Pacific Merchant Shipping Association (PMSA). The parties to the MOU have agreed to cooperate to implement and monitor emission reductions resulting from voluntary Ocean Going Vessel speed/power reduction for vessels transiting to and from the ports.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 535	Order No. 09-7012 Ordinance No. 181011	Adopted September 29, 2009 Adopted December 2, 2009	EFFECTIVE: January 14, 2010
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SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM -- Continued

c. The Ocean Going Vessel speed/power reduction is a voluntary 12-knot speed limit to 20 miles or 40 miles offshore, or an agency-approved vessel power (RPM) reduction on the Ocean Going Vessel’s main engine that attains an acceptable reduction in NOx emissions. Vessel Speed data is provided to the Port by the Marine Exchange of Southern California, the weighted average speed is calculated as described in section (e) below, and results are reported on a percent compliance basis. Any operator disagreeing with reported results may submit documentation proving compliance. Upon review of this information, the Port may amend its initial determination at the exclusive discretion of the Executive Director.

d. In the event the Port and a Vessel Operator formally agree in writing that for a particular vessel, or vessels, higher emission reductions are achieved while traveling at a speed greater than 12 knots, the agreed to vessel speed shall be used to determine compliance by the Vessel Operator to the Voluntary VSR Program.

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e. Voluntary VSR Dockage Grant Application Criteria and Disbursement

+ (1) Tier 1 incentive (20nm): Any Vessel Operator demonstrating that 90% or more of all of its Vessel Trips at a Weighted Average Speed of 12 knots or less in a zone that extends 20 nm from Point Fermin during any calendar year, commencing with calendar year 2008, is eligible to receive a Voluntary VSR Program Dockage Grant upon written notice from the Executive Director or his/her designee of the Port that the Vessel Operator has qualified to receive this grant. The annual grant will be equivalent to 15% of the first day of dockage per Vessel Visit as published in Tariff No. 4, Section 4, Dockage, for all of the Vessel Operator’s vessels that berth at the Port during a calendar year.

+ (2) Tier 2 incentive (40nm): Any Vessel Operator demonstrating that 90% or more of all of its Vessel Trips at a Weighted Average Speed of 12 knots or less in a zone that extends 40 nm from Point Fermin during any calendar year, commencing with calendar year 2010, is eligible to receive a Voluntary VSR Program Dockage Grant upon written notice from the Executive Director or his/her designee of the Port that the Vessel Operator has qualified to receive this grant. The annual grant will be equivalent to 30% of the first day of dockage per Vessel Visit as published in Tariff No. 4, Section 4, Dockage, for all of the Vessel Operator’s vessels that berth at the Port during a calendar year.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 536

Order No. 09-7012 Adopted September 29, 2009
 Ordinance No. 181011 Adopted December 2, 2009

EFFECTIVE: January 14, 2010

SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM -- Continued

e. Voluntary VSR Dockage Grant Application Criteria and Disbursement-continued

+ (3) The Port shall also provide Tier 2 incentive grants for all qualifying vessel calls to 40 nm between September 29, 2009 and December 31, 2009. During this period, any Vessel Operator demonstrating that 90% or more of all of its Vessel Trips at a Weighted Average Speed of 12 knots or less in a zone that extends 40 nm from Point Fermin, is eligible to receive a Voluntary VSR Program Dockage Grant upon written notice from the Executive Director or his/her designee of the Port that the Vessel Operator has qualified to receive this grant. The grant will be equivalent to 30% of the first day of dockage per Vessel Visit as published in Tariff No. 4, Section 4, Dockage, for all of the Vessel Operator’s vessels that berth at the Port between September 29, 2009 and December 31, 2009. During this period, a Vessel Operator shall be eligible for either a Tier 1 or Tier 2 incentive grant, but not both.

* (4) The Vessel Operator may request by way of an invoice that the Port release to it funds from the Voluntary VSR Program Grant in an amount equivalent to 15% or 30% of the first day of dockage per Vessel Visit as published in Tariff No. 4, Section 4, Dockage, for all of the Vessel Operator’s Ocean Going Vessels that made Vessel Trips into or out of the Port.

(5) Vessel Operators shall submit invoices to the Port for the prior calendar year Voluntary VSR Program Grant on or before June 30 of the following calendar year.

(6) The annual grant will be paid out upon receipt of an invoice from the Vessel Operator in the subsequent year.

+ (7) Beginning January 1, 2010 Vessel Operators may participate either in the Tier 1 incentive or the Tier 2 incentive, but not a combination thereof.

+ (8) The Port shall provide Vessel Operators with calendar year VSR performance data for Ocean Going Vessels that made Vessel Trips into or out of the Port as quickly as is practically achievable.

Note: The Board reserves the right to discontinue this Voluntary VSR Program Grant upon thirty (30) days notice. If this occurs, the Port will use year-to-date vessel VSR compliance data to calculate the amount of the Voluntary VSR Grant due to qualifying Vessel Operators.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 537	Order No. 09-7012 Ordinance No. 181011	Adopted September 29, 2009 Adopted December 2, 2009	EFFECTIVE: January 14, 2010
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SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM -- Continued

f. Vessel Speed Reduction Calculation Method

WEIGHTED AVERAGE SPEED for the Tier 1 Incentive (20 nm) shall be determined by the following formula:

$$\frac{\text{Segment A Average} + \text{Segment B Average} + \text{Segment C Average}}{\text{Distance A} + \text{Distance B} + \text{Distance C}}$$

WHERE:

$$\text{Segment A Average} = \frac{[\text{Distance A}] \times [\text{Speed at 20 nm} + \text{Speed at 15nm}]}{2}$$

$$\text{Segment B Average} = \frac{[\text{Distance B}] \times [\text{Speed at 15 nm} + \text{Speed at 10 nm}]}{2}$$

Segment C Average = [Distance C] x the lesser of:

$$\text{Speed at 10 nm} \quad \text{or} \quad \frac{[\text{Speed at 10 nm} + 12 \text{ knots}]}{2}$$

* All speeds shall be measured by the Marine Exchange at the points indicated above, (20nm, 15nm, and 10nm from Point Fermin Light) using automatic Identification System (AIS) data.

Distances A, B and C (in nautical miles) shall be as follows:

	<u>Distance A</u>	<u>Distance B</u>	<u>Distance C</u>
Northern Traffic Lanes			
Inbound	21.75	15.75	9.75
Outbound	21.50	16.00	11.00
Southern Traffic Lanes			
Inbound	11.00	5.50	0.75
Outbound	11.50	7.25	2.25
Western Traffic Lanes			
Inbound	16.50	12.00	7.00
Outbound	17.00	12.50	8.00
El Segundo Traffic Lanes			
Inbound	23.50	18.50	13.50
Outbound	21.50	16.50	11.50

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(Cont.)

See Item 10 for explanation of abbreviations and symbols.

SECTION TWENTY – Continued
CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM – Continued

+ **WEIGHTED AVERAGE SPEED** for the Tier 2 incentive (40 nm) shall be determined by the following formula:

$$\frac{\text{Segment A Average} + \text{Segment B Average} + \dots + \text{Segment G Average}}{\text{Distance A} + \text{Distance B} + \dots + \text{Distance G}}$$

Where:

$$\text{Segment A Average} = \frac{[\text{Distance A}] \times [\text{Speed at 40nm} + \text{Speed at 35nm}]}{2}$$

$$\text{Segment B Average} = \frac{[\text{Distance B}] \times [\text{Speed at 35nm} + \text{Speed at 30nm}]}{2}$$

$$\text{Segment C Average} = \frac{[\text{Distance C}] \times [\text{Speed at 30nm} + \text{Speed at 25nm}]}{2}$$

$$\text{Segment D Average} = \frac{[\text{Distance D}] \times [\text{Speed at 25nm} + \text{Speed at 20nm}]}{2}$$

$$\text{Segment E Average} = \frac{[\text{Distance E}] \times [\text{Speed at 20nm} + \text{Speed at 15nm}]}{2}$$

$$\text{Segment F Average} = \frac{[\text{Distance F}] \times [\text{Speed at 15nm} + \text{Speed at 10nm}]}{2}$$

Segment G Average = [Distance G] x the lesser of:

Speed at 10nm or $\frac{[\text{Speed at 10nm} + 12 \text{ knots}]}{2}$

All speeds are measured by the Marine Exchange at the points indicated above (10nm, 15nm, 20nm, 25nm, 30nm, 35nm, and 40nm from Point Fermin Light), using Automatic Identification System (AIS) data.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 539	Order No. 09-7012 Adopted September 29, 2009 Ordinance No. 181011 Adopted December 2, 2009	EFFECTIVE: January 14, 2010
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SECTION TWENTY – Continued
CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM – Continued

+ Distances A, B, C, D, E, F, and G (in nautical miles) are as follows:

	Distance A	Distance B	Distance C	Distance D	Distance E	Distance F	Distance G
Northern Traffic Lanes							
Inbound	42.40	37.37	32.24	27.07	21.75	15.75	9.75
Outbound	41.76	36.75	31.69	26.63	21.50	16.00	11.00
Southern Traffic Lanes							
Inbound	31.19	26.19	21.15	16.09	11.00	5.50	0.75
Outbound	31.51	26.53	21.53	16.52	11.50	7.25	2.25
Western Traffic Lanes							
Inbound	36.49	31.57	26.53	21.52	16.50	12.00	7.00
Outbound	36.99	32.07	27.03	22.02	17.00	12.50	8.00

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 540	Order No. 09-7012 Ordinance No. 181011	Adopted September 29, 2009 Adopted December 2, 2009	EFFECTIVE: January 14, 2010
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SECTION TWENTY - Continued CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued		Item No.
This item has expired.		[D] 2050
This item has expired.		[D] 2055

See Item 10 for explanation of abbreviations and symbols.

Correction No. 737	Order No. 18-7240 Ordinance No. 185706	Adopted June 21, 2018 Adopted August 8, 2018	EFFECTIVE: September 17, 2018
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SECTION TWENTY - Continued
CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

This item has expired.

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(Cont.)

See Item 10 for explanation of abbreviations and symbols.

Correction No. 738	Order No. 18-7240 Ordinance No. 185706	Adopted June 21, 2018 Adopted August 8, 2018	EFFECTIVE: September 17, 2018
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SECTION TWENTY
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM

* The objective of the Voluntary Environmental Ship Index (ESI) Incentive Program is to accelerate the reduction of emissions from Ocean Going Vessels (OGVs) calling at the Port by providing incentives to Vessel Operators for (1) the achievement of specific ESI ratings under the international ESI standards administered by the International Association of Ports and Harbors (IAPH) World Ports Climate Initiative (WPCI); (2) deployment of IMO Tier II (during the first three years of the program) and Tier III OGVs (throughout the program), and (3) participation in a nitrogen oxides (NOx) reduction technology demonstration project under the Clean Air Action Plan Technology Advancement Program.

[C]+
 2060

+ The Voluntary Environmental Ship Index Incentive Program commenced on July 1, 2012, and was modified effective October 1, 2016, to comport with new regulations. The Port shall award incentive grants to enrolled Vessel Operators whose OGVs calling at the Port that have met the qualifying requirements of the Port’s ESI Incentive Program, under the terms and conditions of this Tariff item 2060 and the detailed ESI Incentive Program rules issued by the Port.

DEFINITIONS

For purposes of the ESI Incentive Program under this Item 2060 the following definitions shall apply:

-**Environmental Ship Index** or -**ESI** means a voluntary rating system established by the IAPH/WPCI and administered by the ESI Administrator that issues ratings based upon the extent to which ships’ emissions perform better than IMO emissions standards, ranging from 0 for a ship that meets IMO standards to 100 for a ship that has zero air emissions.

-**ESI Administrator** means the ESI Bureau of the IAPH/WPCI.

-**ESI Score** means the ESI rating issued by the ESI Administrator and published on the ESI website at <http://www.wpci-esi.org>.

-**IAPH** means the International Association of Ports and Harbors.

-**IMO** means the International Maritime Organization.

-**IMO Tier II or Tier III** means the IMO’s adopted marine diesel engine standards under Revised MARPOL Annex VI, an international ship regulation limiting the main air pollutants contained in ship emissions. The Tier II emission standard is required for marine diesel engines installed on or after 1 January 2011, and Tier III emission standard is required for marine diesel engines installed on or after 1 January 2016 that are used on ships operating in IMO Emission Control Areas (ECA) designated for controlling NOX emissions, which includes the North American ECA covering the Port that will take effect from August 1, 2012.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 703	Order 16-7210 Ordinance No. 184672	Adopted September 15, 2016 Adopted December 12, 2016	EFFECTIVE: January 20, 2017
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SECTION TWENTY CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued	Item No.
<p>VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM</p> <p>+ -Incentive Period means the incentive period (i) for ESI Scores of 25 to 40+ points commencing on July 1, 2012, and ending on September 30, 2016; (ii) for ESI Scores of 40+ commencing on October 1, 2016, until suspended by the Port; (iii) for the OGV5 Tier II Incentive commencing on July 1, 2012, and ending on September 30, 2016; (iv) for the OGV5 Tier III Incentive commencing on July 1, 2012, until suspended by the Port; and (v) for the OGV6 Technology Advancement Program (TAP) Demonstration Incentive commencing on July 1, 2012, until suspended by the Port.</p> <p>-Main Engine means any internal combustion, compression-ignition engine that is configured to supply propulsion power for an Ocean Going Vessel, regardless of whether the propulsion system is direct-drive, geared drive or diesel electric.</p> <p>-Marine Exchange means Marine Exchange of Southern California, which publishes records of ocean going vessel arrivals and departures.</p> <p>-Ocean Going Vessel or -OGV has the same meaning as Ocean Going Vessel in Item 2045 (Voluntary Vessel Speed Reduction Program).</p> <p>-Vessel Operator has the same meaning as Vessel Operator in Item 2045 (Voluntary Vessel Speed Reduction Program).</p> <p>-Vessel Visit has the same meaning as Vessel Visit in Item 2045 (Voluntary Vessel Speed Reduction Program).</p> <p>“WPCI” means the World Ports Climate Initiative.</p> <p style="text-align: center;"><u>INCENTIVE PROGRAM RULES</u></p> <p>(1) Vessel Operators interested in participating in any of the three incentives under this ESI Incentive Program must be a registered participant in the IAPH/WPCI ESI program, and should request an ESI Score for their Ocean Going Vessels by registering on the IAPH/WPCI ESI website, at www.wpci-esi.org. Under the auspices of the IAPH/WPCI, the ESI Administrator will calculate the ESI score of Ocean Going Vessels on the basis of input provided by the Vessel Operator, with certain verification processes built into the ESI system.</p> <p>* (2) To be eligible to receive ESI Incentive Program grants, Vessel Operators must enroll with the Port by submitting an enrollment application to the Executive Director. The enrollment application is available at www.portoflosangeles.org/environment/ogv.asp. After initial program enrollment, Vessel Operators may update their OGVs on the IAPH/WPCI ESI website (http://www.wpci-esi.org). The Port will pay incentives to Vessel Operators for Vessel Visits only from and after the date they have both registered for ESI with IAPH/WPCI and enrolled with the Port.</p>	<p>[C]+ 2060 (Cont.)</p>
See Item 10 for explanation of abbreviations and symbols.	

Correction No. 704	Order No. 16-7210 Adopted September 15, 2016 Ordinance No. 184672 Adopted December 12, 2016	EFFECTIVE: January 20, 2017
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SECTION TWENTY
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM
 PROGRAM RULES – continued

* (3) A Vessel Operator may apply for three different types of incentive grants (described under subsections a, b, and c immediately below) for enrolled OGVs making Vessel Visits at the Port of Los Angeles:

a. ESI Score. Each OGV that has the following ESI Scores is eligible for an incentive grant per Vessel Visit as follows:

Initial Program, effective July 1, 2012, through September 30, 2016, only:

1. ESI Score of 25-29 points is eligible for \$250 per Vessel Visit made between July 1, 2012 – December 31, 2012; or
2. ESI Score of 30-34 points is eligible for \$750 per Vessel Visit; or
3. ESI Score of 35-39 points is eligible for \$1,000 per Vessel Visit; or
4. ESI Score of 40 points or more is eligible for \$1,250 per Vessel Visit.

+ Program commencing effective October 1, 2016:

1. ESI Score of 40-49 points is eligible for \$750 per Vessel Visit; or
2. ESI Score of 50 points or more is eligible for \$2,500 per Vessel Visit.

Vessel Operators shall be eligible for only one ESI incentive for any single OGV on a Vessel Trip.

b. OGV5 - IMO Tier II or Tier III Standards. Each OGV that has a verified IMO Tier II or Tier III Main Engine is eligible for an incentive grant as follows:

1. For the incentive period July 1, 2012, through September 30, 2016, only, each OGV with a Main Engine that meets IMO Tier II standard for NOx is eligible for an incentive grant of \$750 per Vessel Visit; or
2. For the incentive period commencing July 1, 2012, through September 30, 2016, only, each OGV with a Main Engine that meets IMO Tier III standard for NOx is eligible for an incentive grant of \$3,250 per Vessel Visit.
3. For the incentive period commencing October 1, 2016, each OGV with a Main Engine that meets IMO Tier III standard for NOx is eligible for an incentive grant of \$5,000 per Vessel Visit.

Vessel Operators shall be eligible for only one OGV5 incentive for meeting either the Tier II standard or Tier III standard, but not both, for any single OGV on a Vessel Trip.

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 (Cont.)

See Item 10 for explanation of abbreviations and symbols.

Correction No. 705

Order No. 16-7210 Adopted September 15, 2016
 Ordinance No. 184672 Adopted December 12, 2016

EFFECTIVE: January 20, 2017

PORT OF LOS ANGELES – TARIFF NO. 4		First Revised Page 194D Cancels Original Page 194D And Circular No. 71
SECTION TWENTY CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued		Item No.
VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM PROGRAM RULES – continued		
<p>c. <u>OGV6 – TAP Demonstration</u>. The ESI Incentive program would provide an incentive grant of \$750 per vessel visit for OGVs that are demonstrating an emission technology reducing NOx and/or Diesel Particulate Matter under the San Pedro Bay Ports TAP (CAAP OGV6 Measure), under the terms and conditions of a TAP technology demonstration agreement approved by the Los Angeles Board of Harbor Commissioners.</p> <p>(4) Vessel Operators may participate in any or all of the three types of incentive grants in combination, set forth in section (3) above, for any Vessel Visit. There shall be no minimum level of OGV fleet participation required.</p> <p>(5) The grant amounts for all Vessel Operators will be determined by the Executive Director after enrollment, subject to verification of (i) OGV’s Vessel Visit data from the Marine Exchange of Southern California, (ii) OGV’s ESI Scores published by the ESI Administrator and (iii) IMO Tier II or Tier III main engine classification of the OGV based upon build date from Lloyd’s registry and/or Tier status from IAPH/WPCI ESI registry, and (iv) valid OGV6 TAP Demonstration Agreement in good standing, as applicable. Ocean Going Vessels may be subject to inspection and verification of eligibility criteria by the Port.</p> <p>6) IMO Tier II and Tier III main engine classifications are based upon OGV ship build date. Further information is available at the IMO website at: http://www.imo.org</p> <p>(7) On a quarterly basis, the Executive Director or his/her designee shall send Vessel Operators written notice of incentive grants qualified for during the prior quarter, including an itemized calculation of incentive grants based upon verified Vessel Visits of qualifying OGVs, their ESI Scores, IMO Tier II/Tier III status and/or OGV6 TAP Demonstration Agreement participation.</p> <p>(8) Vessel Operators shall confirm their agreement with the qualifying grants by submitting written Invoices quarterly to the Port requesting payment of incentive grants, attaching the Port’s verified incentive grant calculations. Incentive payments shall be paid to Vessel Operators quarterly by the Port upon receipt of the Invoice.</p> <p>(9) Vessel Operators may add, substitute or delete Ocean Going Vessels from the list of participating vessels in the program on the IAPH/WPCI ESI website (http://www.wpci-esi.org).</p>		[C]+ 2060 (Cont.)
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 706	Order No. 16-7210 Adopted September 15, 2016 Ordinance No. 184672 Adopted December 12, 2016	EFFECTIVE: January 20, 2017

PORT OF LOS ANGELES – TARIFF NO. 4		First Revised Page 194E Cancels Original Page194E And Circular No. 71
SECTION TWENTY CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued		Item No.
<p>VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM PROGRAM RULES – continued</p> <p>(10) The Port will rely on the ESI Scores issued by the ESI Administrator, and may adjust the incentives in the event of any adjustment to ESI Scores. The Port is not responsible for any modifications, delays or errors in the ESI Scores or information provided by the ESI Administrator.</p> <p>(11) To be paid an incentive grant, all Vessel Operators must have filed with the Port a Los Angeles Business Tax Registration Certificate and federal tax form W-9 or form W-8BEN.</p> <p>(12) The Port reserves the right in its sole discretion at any time to close the ESI Incentive Program to new applicants. The ESI Incentive Program and this Item 2060 may be modified, suspended or terminated by the Port in its sole discretion upon 30 calendar days’ notice in writing to program participants.</p> <p>(13) Additional information on the ESI Incentive Program is available at www.portoflosangeles.org/environment/ogv.asp or the Los Angeles Harbor Department—Environmental Management Division, Attention: ESI Incentive Program, P.O. Box 191, San Pedro, California 90733-191.</p>		[C]+ 2060 (Cont.)
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 707	Order No. 16-7210 Adopted September 15, 2016 Ordinance No. 184672 Adopted December 12, 2016	EFFECTIVE: January 20, 2017

SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

REMEDIES FOR VIOLATION OF CLEAN AIR ACTION PLAN PROVISIONS

No person, firm or corporation shall fail, refuse or neglect to comply with any of the provisions of the rules and regulations prescribed by Section 20 of this Tariff. A Drayage Truck, Drayage Truck Owner or Drayage Truck Operator that is non-compliant with Section 20 while on Port Property shall have any non-compliant Drayage Trucks denied access to Port Terminals. Remedies against Terminal Operators failing to comply with Section 20 are set forth in their permits, leases or contractual agreements with the City. Remedies against Licensed Motor Carriers failing to comply with Section 20 are set forth in their Concession Agreements or contractual agreements with the City. In no event shall criminal penalties apply to violations of Section 20 of this Tariff.

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SEVERABILITY

If any provision of Port of Los Angeles Tariff No. 4 shall be determined by court or agency of competent jurisdiction to be unenforceable, unlawful or subject to an order of temporary or permanent injunction from enforcement, such determination shall only apply to the specific provision and the remainder of the provisions of this Tariff No. 4 shall continue in full force and effect.

2095

See Item 10 for explanation of abbreviations and symbols.

Correction No. 642	Order No. 13-7143 Ordinance No. 182281	Adopted July 25, 2013 Adopted December 3, 2013	EFFECTIVE: January 13, 2014
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SECTION TWENTY- ONE INFRASTRUCTURE FEE	Item No.
<p>* SECTION TWENTY-ONE INFRASTRUCTURE FEE IS CANCELLED BY ORDER NO. 13-7146 EFFECTIVE MARCH 6, 2014</p>	<p>[D] 2100</p> <p>[D] 2105</p> <p>[D] 2110</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 645	Order No. 13-7146 Adopted September 19, 2013 Ordinance No. 182874 Adopted January 22, 2014	EFFECTIVE: March 6, 2014
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SECTION TWENTY-ONE -- Continued

Item No.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 646

Order No. 11-7086 Adopted August 4, 2011
Ordinance No. 181922 Adopted October 26, 2011

EFFECTIVE: March 6, 2014

SECTION TWENTY-ONE -- Continued

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 647

Order No. 13-7146 Adopted September 19, 2013
Ordinance No. 182874 Adopted January 22, 2014

EFFECTIVE: March 6, 2014

SECTION TWENTY-TWO – GENERAL RULES AND REGULATIONS VESSELS BERTHED IN RECREATIONAL MARINAS	Item No.
<p style="text-align: center;">APPLICATION AND SCOPE</p> <p>The following regulations shall apply to the berthing and mooring of vessels and other activities and operations in the recreational vessel marinas and yacht clubs in the Harbor District of the Port of Los Angeles.</p> <p>These areas will include all areas under control of the marina operators per their agreements with the Port of Los Angeles.</p>	<p>+ 2200</p>
<p style="text-align: center;">PROOF OF VESSEL OWNERSHIP</p> <p>Any recreational vessels moored or berthed in the Harbor District of the Port of Los Angeles must provide proof of ownership of the vessel upon demand. Original documents, including but not limited to the following, will be required to establish proof of ownership:</p> <ul style="list-style-type: none"> a. Current Certificate of Title, showing the proper individual(s) as owner(s) of the vessel of record. b. Current State registration certificate, showing the proper individual(s) as owner(s). c. Current U.S. Coast Guard documentation papers, showing the proper individual(s) as owner(s). d. Financing papers showing the proper individual(s) as owner(s). 	<p>+ 2205</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 442	Order No. 6958 Ordinance No. 180249	Adopted April 3, 2008 Adopted October 8, 2008	EFFECTIVE: November 24, 2008
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SECTION TWENTY-TWO -- Continued
 GENERAL RULES AND REGULATIONS VESSELS BERTHED IN
 RECREATIONAL MARINAS -- Continued

Item No.

INSURANCE

All persons who berth a vessel in the Marina, even on a temporary basis, shall maintain insurance in force and good standing for the vessel. The insurance shall provide comprehensive liability coverage with limits of at least Three Hundred Thousand Dollars (\$300,000.00) per occurrence. As a condition of using Port of Los Angeles facilities, the user shall have documentation available to Port Staff, upon request, which documents that the required insurance is in force. The Port Staff shall have the right but not the obligation to request such evidence of insurance.

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2210

SEAWORTHY VESSELS

Vessels berthed in recreational marinas must be Seaworthy. A Seaworthy vessel's hull, keel, decking, cabin and mast shall be structurally sound and generally free from dry-rot or other similar defect or deficiency. A Seaworthy vessel shall also be weatherproof, such that adverse wind and weather does not pose an unreasonable risk of flooding or damage. A Seaworthy vessel shall also be watertight, such that frequent or constant pumping is not required to keep the vessel afloat. A Seaworthy vessel shall have an operable electrical system, when the vessel is so equipped, such that the electrical system does not present an unreasonable risk of injury or fire and such that any installed electric pumps can be employed to prevent flooding. A Seaworthy vessel must be able to be safely towed from its berth in an emergency without risk of sinking or damage or capsize.

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2215

See Item 10 for explanation of abbreviations and symbols.

Correction No. 443	Order No. 6958 Ordinance No. 180249	Adopted April 3, 2008 Adopted October 8, 2008	EFFECTIVE: November 24, 2008
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SECTION TWENTY-TWO -- Continued GENERAL RULES AND REGULATIONS VESSELS BERTHED IN RECREATIONAL MARINAS -- Continued	Item No.
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SEAWORTHY VESSELS - Continued	
<p>The requirements of this item are intended to reduce the likelihood of injury to persons, whether an occupant or a rescuer, and property that are created by vessels that have become derelict and pose an unreasonable risk of fire or flooding and therefore place an unnecessary burden on public resources.</p> <p>Any disputes over the seaworthiness of a vessel shall be resolved by an informal hearing before the Executive Director. The opinion of a qualified independent marine surveyor, obtained at the owner’s expense, may be used to rebut any charges.</p> <p>If a vessel is deemed unseaworthy by the Executive Director, defects must be cured within ninety (90) days. If after ninety (90) days the vessel's condition has not been cured or the charges resolved, the owner shall be subject to citation and/or the vessel shall be subject to impound. An extension of up to an additional ninety (90) days to complete repairs may be granted if the vessel owner has made substantial progress toward completion of repairs.</p>	+ 2215 (Cont.)

COMMERCIAL USE OF SLIPS	
<p>No slip or dock structure in marinas in the Harbor District shall be used for commercial purposes unless the slip has been designated by the Executive Director or designee as a commercial slip. “Commercial purposes” shall include, but not be limited to, any activity involving the use of a vessel by the owner or any other person, firm, or entity for which use the owner, or other person or entity, receives cash, credit, or any other form of valuable consideration.</p>	+ 2220

See Item 10 for explanation of abbreviations and symbols.			
Correction No. 444	Order No. 6958 Ordinance No. 180249	Adopted April 3, 2008 Adopted October 8, 2008	EFFECTIVE: November 24, 2008

SECTION TWENTY-TWO -- Continued GENERAL RULES AND REGULATIONS VESSELS BERTHED IN RECREATIONAL MARINAS -- Continued		Item No.
<p>VESSEL MAINTENANCE</p> <p>Owners may undertake boat projects as needed to maintain their vessels’ safety, appearance, and utility, provided they are conducted in a debris and pollution free method.</p> <p>Major repair or reconstruction work is defined as new or substantial exterior work encompassing more than twenty-five percent (25%) of the hull or superstructure’s surface and must be reviewed by marina manager prior to the start of work. Except for emergency repairs to keep a vessel afloat, maintenance and repair work is not allowed between sunset and 8 a.m. Boat owners shall not place or permit others performing repairs or other work on a vessel to place tools or equipment in a manner so as to obstruct access to fingers or docks. Boat owners may use portions of the docks or fingers for minor rigging and maintenance for short periods of time; provided, however, such space must be kept in a neat, clean, and orderly condition and a drop cloth and boat bath are used during maintenance periods. No material of any type resulting from maintenance work shall be allowed to become airborne, or enter the waters of the Harbor District marinas.</p>		<p>+ 2225</p>
<p>LIVEBOARDS</p> <p>To be approved as a liveboard tenant, the vessel must comply with Tariff Items 2205, 2210, and 2215, be the legal owner of the vessel, have written authorization from the marina operator and vessel must be inspected annually for compliance with all applicable USCG, State, Federal regulations. Inspections may only be performed by Port of Los Angeles authorized inspectors. Liveboard status is not transferable.</p> <p>Inspections with non conformities must be rectified within ninety (90) days or liveboard permission will be revoked.</p>		<p>+ 2230</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 445	Order No. 6958 Ordinance No. 180249	Adopted April 3, 2008 Adopted October 8, 2008	EFFECTIVE: November 24, 2008
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SECTION TWENTY-THREE
* INCENTIVES – GENERAL RULES AND REGULATIONS

Item No.

DEFINITIONS INTERMODAL CONTAINER DISCOUNT PROGRAM

“Actual IPI Rate Reduction” is the amount of the monetary reduction assessed against affirmatively claimed IPI Containers derived by discounting by ten percent (10%) the monetary rate that results from dividing (a) the total amount, in U.S. dollars, of the compensation obligation owed by a Terminal Tenant to the Port of Los Angeles on account of its loading or unloading of each and every loaded or empty cargo container onto or from ocean-going vessels at premises assigned to them for use and occupancy pursuant to contracts issued by the Port of Los Angeles during the calendar year in which the IPI Program commenced, by (b) the total number of TEUs handled at such Terminal Tenant’s premises during the calendar year in which the IPI Program commenced.

“Effective IPI Rate Reduction” means the amount of the monetary reduction assessed against affirmatively claimed IPI Containers derived by discounting by ten percent (10%) the monetary rate that results from dividing (a) the total amount, in U.S. dollars, of the compensation obligation owed by a Terminal Tenant to the Port of Los Angeles on account of its loading or unloading of each and every loaded or empty cargo container onto or from ocean-going vessels at premises assigned to them for use and occupancy pursuant to contracts issued by the Port of Los Angeles during the calendar year preceding the calendar year in which the IPI Program commenced, by (b) the total number of TEUs handled at such Terminal Tenant’s premises during the calendar year preceding the calendar year in which the IPI Program commenced.

“Gross Actual IPI Rate Reduction” is the monetary sum resulting from the aggregation of each and every Actual IPI Rate Reduction in the calendar year on IPI Containers affirmatively claimed by a Terminal Tenant in writing and approved by the Port of Los Angeles.

“Gross Effective IPI Rate Reduction” is the monetary sum resulting from the aggregation of each and every Effective IPI Rate Reduction in the calendar year on IPI Containers affirmatively claimed by a Terminal Tenant in writing and approved by the Port of Los Angeles.

“IPI Container” means an intact loaded or empty cargo container that is loaded onto or unloaded from an ocean-going vessel and that originates from, by rail carriage, or is destined to, by rail carriage, a location outside of California.

“IPI Program” means the “Intermodal Container Discount Program.”

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2300

See Item 10 for explanation of abbreviations and symbols.

Correction No. 650	Order No. 13-7148 Ordinance No. 182943	Adopted November 7, 2013 Adopted March 18, 2014	EFFECTIVE: April 25, 2014
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SECTION TWENTY-THREE * INCENTIVES – GENERAL RULES AND REGULATIONS	Item No.
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<p style="text-align: center;">DEFINITIONS INTERMODAL CONTAINER DISCOUNT PROGRAM -- Continued</p> <p>“Terminal Tenant” means an entity that has entered into and is in good standing under a current permit or contract with the City of Los Angeles for use and occupancy of property and facilities at the Port of Los Angeles that load or unload loaded or empty cargo containers onto or from ocean-going vessels to and from such premises.</p> <p>“TEU” means the unit of measurement that is derived by converting the actual length of a cargo container into twenty-foot equivalent units.</p>	[C] 2300 (Cont.)
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<p style="text-align: center;">INTERMODAL CONTAINER DISCOUNT PROGRAM</p> <p>Commencing on January 1, 2009, and ending on December 31, 2009, Tenants may participate in the Intermodal Container Discount Program, which shall allow implementation of the Actual IPI Rate Reduction to IPI Containers the Terminal Tenant affirmatively claims in writing and whose wharfage charges become due pursuant to Item 505 between January 1, 2009, and December 31, 2009.</p> <p>The Terminal Tenant shall be entitled to implement the Effective IPI Rate Reduction on all IPI Containers the IPI Program Participant has affirmatively claimed in writing and whose wharfage charges become due pursuant to Item 505 between January 1, 2009, and December 31, 2009. Such Effective IPI Rate Reduction shall be applied by the Terminal Tenant against any sums due or owing to City pursuant to compensation obligations set forth in contracts or otherwise that are required to be discharged between January 1, 2009, and December 31, 2009.</p> <p>On or before March 1st of the year following the year in which an Effective IPI Rate Reduction is applied, the Port of Los Angeles shall determine through reconciliation the actual monetary benefit each Terminal Tenant is entitled to receive by: (a) determining the Gross Actual IPI Rate Reduction; (b) determining the Gross Effective IPI Rate Reduction. Should the Gross Actual IPI Rate Reduction exceed the Gross Effective IPI Rate Reduction, the Port of Los Angeles shall, within thirty (30) days of its completion of the reconciliation, credit the Terminal Tenant the amount of any difference. Should the Gross Effective IPI Rate Reduction exceed the Gross Actual IPI Rate Reduction, the Port of Los Angeles shall, within thirty (30) days of its completion of the reconciliation, so advise the Terminal Tenant. Within thirty (30) days following such written notice, the Terminal Tenant shall pay the Port of Los Angeles the amount of any difference.</p>	[C] 2305
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SECTION TWENTY-THREE
* INCENTIVES – GENERAL RULES AND REGULATIONS

Item No.

INTERMODAL CONTAINER DISCOUNT PROGRAM -- Continued

A Terminal Tenant’s request for application of the Effective IPI Rate Reduction shall constitute its irrevocable agreement to submit, upon written request of the Executive Director, and within fifteen (15) days of such written request, information, written or otherwise, that may be reasonably required by the Port of Los Angeles to administer the IPI Program, which information includes, but is not limited to, information regarding all IPI Containers (and their serial numbers) to which the Terminal Tenants assert this IPI Program applies.

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(Cont.)

The Executive Director shall resolve any disputes regarding the amount of the Effective IPI Rate Reduction, the Actual IPI Rate Reduction, the Gross Effective IPI Rate Reduction, and the Gross Actual IPI Rate Reduction.

Except for the adjustments to compensation set forth in this Item No. 2300, nothing in this Item No. 2300 shall amend, vary or otherwise alter the terms and conditions of any contracts between the Port of Los Angeles or the City, on one hand, and Terminal Tenants, on the other hand.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 652	Order No. 13-7148 Ordinance No. 182943	Adopted November 7, 2013 Adopted March 18, 2014	EFFECTIVE: April 25, 2014
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SECTION TWENTY-THREE
 * INCENTIVES – GENERAL RULES AND REGULATIONS

Item No.

DEFINITIONS INTERMODAL CONTAINER INCENTIVE PROGRAM

For purposes of Items 2310 and 2315 the following definitions shall apply:

“Alameda Corridor Transportation Authority” means the joint powers authority formed by the cities and Ports of Los Angeles and Long Beach.

“Baseline Period” means the 12 month period commencing on May 1, 2008 and ending on April 30, 2009 during which time IPI Container Volume was handled through the San Pedro Bay Ports.

“Incentive Period” means the 12 month period commencing on May 1, 2009 and ending on April 30, 2010 during which time IPI Container Volume was handled through the San Pedro Bay Ports.

“Ocean Common Carrier” means a vessel-operating common carrier as defined in the Shipping Act of 1984, whose vessels call at Port of Los Angeles Container Terminal Tenant premises. Any person or entity disagreeing with the Port of Los Angeles’ determination shall have thirty (30) days from notice of the determination to submit documentation that the vessel is in fact operated by a different person or entity. Upon review of this information, the Port of Los Angeles may amend its determination at the exclusive discretion of the Executive Director.

[C]
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“IPI Container” means an intact loaded or empty cargo container that: (a) is transported by rail from a point outside California directly to the Port of Los Angeles Container Terminal Tenant's premises (or to a rail facility in Los Angeles County for subsequent delivery directly to the Port of Los Angeles Container Terminal Tenant's premises) for loading onto an ocean-going vessel; or (b) is transported by rail to a point outside California directly from the Port of Los Angeles Container Terminal Tenant's premises (or from a rail facility in Los Angeles County after transport directly from the Port of Los Angeles Container Terminal Tenant's premises) after unloading from an ocean-going vessel.

“IPI Incentive Program” means the Intermodal Container Incentive Program.

“San Pedro Bay Ports” means property under the control and jurisdiction of the Port of Los Angeles or the Port of Long Beach.

See Item 10 for explanation of abbreviations and symbols.

SECTION TWENTY-THREE * INCENTIVES – GENERAL RULES AND REGULATIONS	Item No.
<p>DEFINITIONS INTERMODAL CONTAINER INCENTIVE PROGRAM -- Continued</p> <p>“Container Terminal Tenant” means an entity that has entered into and is in good standing under a current permit or contract with the City of Los Angeles for use and occupancy of property and facilities at the Port of Los Angeles that loads or unloads loaded or empty cargo containers onto or from ocean-going vessels to and from such premises.</p> <p>“TEU” means the unit of measurement that is derived by converting the actual length of a cargo container into twenty-foot equivalent units.</p>	<p>[C] 2310 (Cont.)</p>
<p>INTERMODAL CONTAINER INCENTIVE PROGRAM</p> <p>The Intermodal Container Incentive program offers Ocean Common Carriers a financial incentive in the amount of twenty dollars (\$20.00) per loaded TEU on the incremental increase of IPI Containers whose wharfage charges become due pursuant to Tariff Item 505 during the Incentive Period. The incremental increase in IPI Container volume shall represent an increase in the San Pedro Bay Ports’ total IPI Container volumes over the Baseline Period.</p> <p>By July 1, 2010 each participating Ocean Common Carrier shall separately submit electronically data for loaded containers handled by the Ocean Common Carrier for both the Baseline Period and the Incentive Period, including but not limited to the following:</p> <ul style="list-style-type: none"> (a) IPI container serial numbers; (b) Container size in length; (c) Container quantity in TEUs; (d) North American IPI point of cargo origin or final destination; (e) Berth; and (f) Name and date of vessel arrival/departure. <p>IPI Incentive Program data shall be reported separately for IPI Containers loaded or discharged at the Port of Los Angeles, and for those at the Port of Long Beach.</p>	<p>[C] 2315</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 654	Order No. 13-7148 Ordinance No. 182943	Adopted November 7, 2013 Adopted March 18, 2014	EFFECTIVE: April 25, 2014
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SECTION TWENTY-THREE
 * INCENTIVES – GENERAL RULES AND REGULATIONS

Item No.

INTERMODAL CONTAINER INCENTIVE PROGRAM -- Continued

The Port of Los Angeles shall, within thirty (30) days of receipt of the IPI Container volume data from each participating Ocean Common Carrier, determine the actual monetary payment each participating Ocean Common Carrier is entitled to receive by reconciling the following information:

- (a) The IPI container volumes whose wharfage charges become due pursuant to Tariff Item 505 during the Baseline Period;
- (b) Confirming, by serial numbers, all IPI Containers against which each participating Ocean Common Carrier is claiming an IPI Incentive Program amount shipped during such period;
- (c) Confirming all IPI container volumes with the Container Terminal Tenants; and
- (d) Reconciling the IPI container volumes with IPI container volumes provided to the Port of Long Beach, to determine if such participating Ocean Common Carrier increased IPI volumes through the San Pedro Bay Ports during the Incentive Period.

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 (Cont.)

Each participating Ocean Common Carrier IPI container volume data will be further reconciled using data provided to the Harbor Department by the Alameda Corridor Transportation Authority.

In the event that IPI container volume handled by a participating Ocean Common Carrier through the San Pedro Bay Ports increased during the Incentive Period when compared with the Baseline Period, the Port of Los Angeles shall, upon completion of the reconciliation process, pay the Ocean Common Carrier twenty dollars (\$20.00) per loaded TEU on the incremental increase of IPI containers brought to the Port of Los Angeles.

In the event that the IPI container volume handled by a participating Ocean Common Carrier through the San Pedro Bay Ports decreased during the Incentive Period when compared with the Baseline Period, no monetary payment shall be made.

The Port of Los Angeles shall pay any IPI Container Incentive amounts owed to each participating Ocean Common Carrier as a one-time lump sum payment within thirty (30) days of completing the reconciliation process.

See Item 10 for explanation of abbreviations and symbols.

SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS	Item No.
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DEFINITIONS OCEAN COMMON CARRIER INCENTIVE PROGRAM

For purposes of Items 2320 and 2325 the following definitions shall apply:

“BASELINE TEU VOLUME” means TEU Volume delivered by an Ocean Common Carrier through the Port of Los Angeles during the Fiscal Year that immediately precedes the current Fiscal Year.

“CONTAINER REPORT” means a report produced by the Terminal Operator upon completion of the loading and discharge operations of a vessel showing the total number of containers loaded and or discharged of such vessel.

“FISCAL YEAR” or “FY” means a 12 month period commencing on July 1 and ending the subsequent year on June 30.

“INCENTIVE PERIOD” shall be the Fiscal Year period that immediately follows the Fiscal Year period during which the Baseline TEU Volume was established.

“INCENTIVE PERIOD TEU VOLUME PERCENTAGE GROWTH” means the percentage growth in TEU Volume delivered by the individual Ocean Common Carrier through the Port of Los Angeles during the relevant Incentive Period over the Baseline TEU Volume, after reducing this percentage growth by the Transpacific Market Percentage Growth. The TEU Volume increase, if any, reflected by this comparison to the Baseline TEU Volume shall be the “ADJUSTED INCENTIVE PERIOD TEU VOLUME”

“OCEAN COMMON CARRIER” means an individual vessel-operating common carrier as defined in the Shipping Act of 1984, whose vessels call at Port of Los Angeles.

“QUALIFYING YEAR” means the Fiscal Year immediately prior to the Baseline TEU Volume period.

“TERMINAL OPERATOR” means the entity with contractual authority from the Port of Los Angeles to operate a Terminal, to include an operating entity authorized by the premises permit holder to operate a Terminal on its behalf.

“TEU” means the unit of measurement that is derived by converting the actual length of a cargo container into twenty-foot equivalent units.

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2320

SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS	Item No.	
<p>DEFINITIONS OCEAN COMMON CARRIER INCENTIVE PROGRAM -- Continued</p> <p>“TEU VOLUME” means loaded and empty container volume combined, delivered to the Port of Los Angeles by an Ocean Common Carrier.</p> <p>“TRANSPACIFIC MARKET PERCENTAGE GROWTH” means the reported import percentage growth figure recorded during the Incentive Period using Trans Pacific market United States West, Gulf and East Coast data obtained through the Port Import Export Reporting System (PIERS) or similar publicly verifiable source to be determined by the Executive Director.</p>	<p>+ 2320 (Cont.)</p>	
<p>OCEAN COMMON CARRIER INCENTIVE PROGRAM AND ELIGIBILITY REQUIREMENTS</p> <p>(a) An individual Ocean Common Carrier is eligible to receive \$10 per TEU payment on the Adjusted Incentive Period TEU Volume, effective September 1, 2018.</p> <p>In the event the Transpacific Market Percentage Growth during the Incentive Period declines below zero percent (0%), an Individual Ocean Common Carrier will still qualify to receive payment under this Ocean Common Carrier Incentive Program, but only for the TEU Volume above the Baseline TEU Volume.</p> <p>(b) The maximum payment an individual Ocean Common Carrier can earn from this incentive program is Two Million Dollars (\$2,000,000.00) per Incentive Period. Any shortfall amount below the Two Million Dollars (\$2,000,000.00) maximum payment per Incentive Period will not be carried over.</p> <p>TEU Volumes of individual Ocean Common Carriers that merged their container shipping operations into a newly formed or existing Ocean Common Carrier shall be combined for the purposes of determining eligibility under this program. Each TEU shall only be counted and claimed once by one individual Ocean Common Carrier and exclude TEU Volume carried aboard its vessels for other individual Ocean Common Carriers. The determination as to which individual Ocean Common Carrier is responsible for delivering each TEU under this program shall be resolved by the Executive Director at his or her sole discretion.</p>	<p>+ 2325</p>	
<p>See Item 10 for explanation of abbreviations and symbols.</p>		
<p>Correction No. 721</p>	<p>Order No. 18-7245 Adopted August 23, 2018 Ordinance No. 185815 Adopted October 31, 2018</p>	<p>EFFECTIVE: December 2, 2018</p>

SECTION TWENTY-THREE
 INCENTIVES – GENERAL RULES AND REGULATIONS

Item No.

OCEAN COMMON CARRIER INCENTIVE PROGRAM AND ELIGIBILITY
 REQUIREMENTS -- Continued

During the Qualifying Year, an individual Ocean Common Carrier shall have delivered TEU Volumes equal to or lower than the Baseline TEU Volumes before qualifying for a financial incentive under this Ocean Common Carrier Incentive Program. This Qualifying Year TEU Volume requirement shall not apply to the first Incentive Period (ending June 30, 2019) of this program. Effective April 1, 2021 the Qualifying Year TEU Volume requirement shall no longer apply to TEU Volume on or after April 1, 2021 but will be applied to TEU volume delivered prior to that date.

(c) In order for an individual Ocean Common Carrier to be entitled to receive payments under this program, the Ocean Common Carrier or their agent shall be required to transmit electronically to the Harbor Department the manifest and container information in accordance with the schedule provided in this Item by September 30, 2018. Reasonable technical delays in providing this electronic information by this date shall be excused upon written request and a showing of good cause, in a manner and for a period of time determined in the sole and absolute discretion of the Executive Director. This electronic transmission shall be through preapproved contractual EDI procedures or through other procedures and formats approved by the Executive Director.

(d) The Port of Los Angeles shall, within (30) days of receipt of the Incentive Period TEU Volumes delivered by an individual Ocean Common Carrier to the Port of Los Angeles, determine, in the sole and absolute discretion of the Executive Director, the actual monetary payment each participating Ocean Common Carrier is entitled to receive by reconciling the following:

1. Ocean Common Carrier data according to Item No. 255
2. The Terminal Operator supplied Container Report

Individual Ocean Common Carriers potentially entitled to payment under this incentive program shall submit a written request for payment, directed to the Executive Director no later than August 31st immediately following the Incentive Period. Payments made under this program, if any, shall be paid in one-time, lump-sum payments.

To be paid an incentive, all Ocean Common Carriers must have filed with the Port of Los Angeles a Los Angeles Business Tax Registration Certificate and federal tax form W-9 or form W-8BEN.

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 (Cont.)

See Item 10 for explanation of abbreviations and symbols.

SECTION TWENTY-THREE
INCENTIVES – GENERAL RULES AND REGULATIONS

Item No.

OCEAN COMMON CARRIER INCENTIVE PROGRAM AND ELIGIBILITY
REQUIREMENTS -- Continued

(e) The Ocean Common Carrier Incentive Program under Item No. 2325 shall remain valid for a minimum 303-day period commencing on September 1, 2018, and continue until terminated at the discretion of the City of Los Angeles Board of Harbor Commissioners by order of the Board.

If this Ocean Common Carrier Incentive Program becomes effective or is terminated during a Fiscal Year, each eligible Ocean Common Carrier shall be entitled to an incentive payment on a pro-rata basis on that Adjusted Incentive Period TEU Volume. In determining pro-rata incentive payment eligibility, the Incentive Period TEU Volume Percentage Growth and the Baseline TEU Volume will be adjusted in proportion to the same number of calendar days during the Incentive Period in which the Ocean Common Carrier Incentive Program was effective.

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(Cont.)

Digital Data Portal Electronic Transmission Schedule

<u>Information</u>	<u>Frequency</u>	<u>Potential Sources</u>
(Imports)		Sources include but are not limited to the following:
Import Manifest Documentation (not including commodity or financial information)	Within 24 hours of origin departure; with all amendments or updates as generated	EDI 309 – Customs Manifest EDI 310 – Freight Receipt and Invoice
Container stowage on incoming vessel	Within 24 hours of origin departure; with all amendments or updates as generated	BAPLIE (Origin and Final) EDI 324 – Vessel Stow Plan
Marine terminal destination information	Within 24 hours of origin departure; with all amendments or updates as generated	IFTSAI

See Item 10 for explanation of abbreviations and symbols.

Correction No. 723	Order No. 18-7245 Adopted August 23, 2018 Ordinance No. 185815 Adopted October 31, 2018	EFFECTIVE: December 2, 2018
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SECTION TWENTY-THREE
INCENTIVES – GENERAL RULES AND REGULATIONS

Item No.

OCEAN COMMON CARRIER INCENTIVE PROGRAM AND ELIGIBILITY
REQUIREMENTS -- Continued

Digital Data Portal Electronic Transmission Schedule – (Continued)

<u>Information</u>	<u>Frequency</u>	<u>Potential Sources</u>
Container modality information (Truck or specific Railroad SCAC)	Within 24 hours of origin departure; with all amendments or updates as generated	EDI 404 – Rail Carrier Shipment Information
Container final destination information	Within 24 hours of origin departure; with all amendments or updates as generated	Bill of Lading
Container movement status updates	Within 30 minutes of movement event	EDI 315 – Status Details
(Exports)		
Export booking information (not including commodity or financial information)	Within 24 hours after booking accepted; with all amendments or updates as generated	EDI 301 – Confirmation EDI 303 – Booking Cancellation
Export marine terminal information	Within 24 hours of origin departure; with all amendments or updates as generated	IFTSAI
(Other)		
Empty containers returned by marine terminal or container yard	Daily; with all amendments or updates as generated	Shipping Line Equipment Management System

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2325
(Cont.)

See Item 10 for explanation of abbreviations and symbols.

Correction No. 724

Order No. 18-7245 Adopted August 23, 2018
Ordinance No. 185815 Adopted October 31, 2018

EFFECTIVE: December 2, 2018

SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS	Item No.
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DEFINITIONS OCEAN COMMON CARRIER – ULTRA LARGE
CONTAINER VESSEL INCENTIVE PROGRAM

“ALTERNATIVE MARITIME POWER (AMP)” means an air emission reduction technology that allows ships to be powered by shore supplied electrical power while at berth rather than running their auxiliary diesel engines.

“BOARD” means the Board of Harbor Commissioners of the City of Los Angeles.

“CONTAINER REPORT” means a report produced by the Terminal Operator upon completion of the loading and discharge operations of a vessel showing the total number of containers loaded and or discharged of such vessel.

“MINIMUM TEU VOLUME” means a minimum of 24,500 TEU of the loaded and empty container volume combined, delivered to the Port of Los Angeles by all Ocean Common Carriers having loaded and empty containers on one Ultra Large Container Vessel for which one of the Ocean Common Carriers is the Vessel Operator.

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“OCEAN COMMON CARRIER” means a vessel-operating common carrier as defined in the Shipping Act of 1984, whose vessels call at Port of Los Angeles.

“PORT OF LOS ANGELES” All the navigable waters within the City of Los Angeles included within, or northerly of, the Los Angeles Harbor Breakwater and the easterly prolongation thereof in a straight line to its intersection with the easterly boundary line of the City of Los Angeles are herein designated and referred to as the “Port of Los Angeles” or “Los Angeles Harbor.”

“TEU” means the unit of measurement that is derived by converting the actual length of a cargo container into twenty-foot equivalent units.

“TEU VOLUME” means loaded and empty container volume combined, delivered to the Port of Los Angeles by an Ocean Common Carrier.

“ULTRA LARGE CONTAINER VESSEL” means an ocean going container vessel with a registered Length Overall of minimum 398 meters, and a width of minimum 54 meters according to Lloyd’s Register.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 745	Order No. 19-7265 Ordinance No. 186136	Adopted March 7, 2019 Adopted May 17, 2019	EFFECTIVE: June 22, 2019
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SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS	Item No.
<p>“VESSEL OPERATOR” shall be determined by the Port by reference to Lloyd’s Register. Any operator disagreeing with this determination shall have 30 days from notice of this determination to submit documentation that a vessel is in fact operated by an operator other than the one listed in Lloyd’s Register. Upon review of this information, the Port may amend its initial determination at the sole discretion of the Executive Director.</p>	<p>+ 2326 (Cont.)</p>
<p style="text-align: center;">OCEAN COMMON CARRIER – ULTRA LARGE CONTAINER VESSEL INCENTIVE PROGRAM AND ELIGIBILITY REQUIREMENTS</p> <p>(a) An Ocean Common Carrier is eligible to receive a \$10 per loaded TEU that the Ocean Common Carrier delivered on its behalf to the Port of Los Angeles. Payment to the eligible Ocean Common Carrier shall be limited to the TEU Volume of one Ultra Large Container Vessel for which the Ocean Common Carrier is the Vessel Operator, and where the Minimum TEU Volume requirement was met. The maximum payment an Ocean Common Carrier can receive under this item shall not exceed \$150,000, and is limited to one of the Ocean Common Carrier’s Ultra Large Container Vessels this Ocean Common Carrier operates on behalf of itself, and limited to one vessel visit of that Ultra Large Container Vessel at the Port of Los Angeles.</p> <p>(b) An Ocean Common Carrier that previously received a financial incentive from the Harbor Department, directly, or indirectly through a previously Board approved permit amendment providing a cost reduction to that Ocean Common Carrier to handle an Ultra Large Container Vessel shall not be eligible to receive an Ultra Large Container Vessel Incentive under this Tariff item.</p> <p>Ocean Common Carriers that merged their container shipping operations into a newly formed or existing Ocean Common Carrier shall be eligible for this incentive program, unless one or more of the now merged Ocean Common Carriers previously received a financial incentive from the Harbor Department directly, or indirectly through a previous Board approved permit amendment providing a cost reduction to that Ocean Common Carrier to handle one of its Ultra Large Container Vessel operated at the Port of Los Angeles.</p>	<p>+ 2327</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 746	Order No. 19-7265 Ordinance No. 186136	Adopted March 7, 2019 Adopted May 17, 2019	EFFECTIVE: June 22, 2019
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SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS	Item No.
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<p style="text-align: center;">OCEAN COMMON CARRIER – ULTRA LARGE CONTAINER VESSEL INCENTIVE PROGRAM AND ELIGIBILITY REQUIREMENTS -- Continued</p> <p>(c) In order for the Ocean Common Carrier to be entitled to receive payments under this program, the Ocean Common Carrier or their agent shall be required to:</p> <ol style="list-style-type: none"> 1. Transmit electronically to the Harbor Department the manifest and container information in accordance with the schedule provided in Item No 2325. This electronic transmission shall be through preapproved contractual EDI procedures or through other procedures and formats approved by the Executive Director. 2. Meet the requirements of the Vessel Speed Reduction Program provided in Section Twenty, Item No. 2045 during this Ultra Large Container Vessel’s call at the Port of Los Angeles. 3. Use AMP or equivalent emissions reduction technology during this Ultra Large Container Vessel’s call at the Port of Los Angeles. <p>(d) The Port of Los Angeles shall, within (30) days of receipt of the TEU Volumes delivered by an individual Ocean Common Carrier of one of its Ultra Large Container Vessels it operated at the Port of Los Angeles, determine the actual monetary payment the eligible Ocean Common Carrier is entitled to receive by reconciling the following:</p> <ol style="list-style-type: none"> 1. Ocean Common Carrier data according to Item No. 255 2. The Terminal Operator supplied Container Report <p>An Ocean Common Carrier potentially entitled to payment under this incentive program shall submit a written request for payment, directed to the Executive Director within (60) days of the Ultra Large Container Vessel arrival at the Port of Los Angeles. Payments made under this program, if any, shall be paid in one-time, lump-sum payments. The determination as to whether an Ocean Common Carrier is entitled to receive an incentive payment under this program and the amount of such payment shall be resolved by the Executive Director at his or her sole discretion. To be paid an incentive, the Ocean Common Carrier must have filed a Los Angeles Business Tax Registration Certificate and federal tax form W-9 or form W-8BEN with the Port of Los Angeles.</p>	+ 2327 (Cont.)
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 747	Order No. 19-7265 Ordinance No. 186136	Adopted March 7, 2019 Adopted May 17, 2019	EFFECTIVE: June 22, 2019
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PORT OF LOS ANGELES – TARIFF NO. 4		Original Page..... 210-AG Cancels Original Page..... 210A And Circular No. 76
SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS		Item No.
<p style="text-align: center;">OCEAN COMMON CARRIER – ULTRA LARGE CONTAINER VESSEL INCENTIVE PROGRAM AND ELIGIBILITY REQUIREMENTS -- Continued</p> <p>(e) The Ocean Common Carrier – Ultra Large Container Vessel Incentive Program under Item No. 2327 shall remain valid for minimum period of one 12 month period commencing on March 1, 2019, and continue until terminated at the discretion of the City of Los Angeles Board of Harbor Commissioners.</p>		+ 2327 (Cont.)
<p style="text-align: center;">DEFINITIONS CRUISE VESSEL INCENTIVE PROGRAM</p> <p>For purposes of Item 2330, Item 2335, and Item 2340 the following definitions shall apply:</p> <p>“Cruise Year” is defined as the twelve month period beginning September 1st through August 31st of the following calendar year.</p> <p>“Cruise Vessel Operator” shall be determined by the Port in reference to the operator listed in the Lloyds Register of Ships or the parent of a wholly owned subsidiary which is listed as the operator in the Lloyds Register of Ships. Any Cruise Vessel Operator disagreeing with this determination shall have 30 days from notice of this determination to submit documents that a vessel is in fact operated by an operator other than the one listed in Lloyd’s Register of Ships. Upon review of this information, the Port may amend its initial determination at the exclusive discretion of the Executive Director.</p> <p>“Summer Season” is defined as the four month period beginning May 15th through September 15th during the same calendar year.</p>		2330
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 748	Order No. 19-7265 Adopted March 7, 2019 Ordinance No. 186136 Adopted May 17, 2019	EFFECTIVE: June 22, 2019

SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS	Item No.
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<p>CRUISE VESSEL INCENTIVE PROGRAM</p> <p>Commencing on September 20, 2016, the Cruise Vessel Incentive Program will be based upon the number of revenue generating cruise passengers handled by a Cruise Vessel Operator per Cruise Year at the Port of Los Angeles.</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Number of cruise passengers per cruise year</u></th> <th style="text-align: center;"><u>Incentive per call</u></th> </tr> </thead> <tbody> <tr><td style="text-align: center;">25,000 - 49,999</td><td style="text-align: center;">\$ 5,000.00</td></tr> <tr><td style="text-align: center;">50,000 - 99,999</td><td style="text-align: center;">\$ 6,000.00</td></tr> <tr><td style="text-align: center;">100,000 - 149,999</td><td style="text-align: center;">\$ 7,000.00</td></tr> <tr><td style="text-align: center;">150,000 - 199,999</td><td style="text-align: center;">\$ 8,000.00</td></tr> <tr><td style="text-align: center;">200,000 - 249,999</td><td style="text-align: center;">\$ 9,000.00</td></tr> <tr><td style="text-align: center;">250,000 - 299,999</td><td style="text-align: center;">\$10,000.00</td></tr> <tr><td style="text-align: center;">300,000 - 349,000</td><td style="text-align: center;">\$11,000.00</td></tr> <tr><td style="text-align: center;">350,000 +</td><td style="text-align: center;">\$12,000.00</td></tr> </tbody> </table> <p>To participate, a Cruise Vessel Operator will provide a list of all cruise brands and cruise lines that are eligible to qualify for the Cruise Vessel Incentive. Volumes will be calculated to include all cruise brands or cruise lines identified by the Cruise Vessel Operator as being eligible.</p> <p>Cruise Vessel Operators shall submit invoices to the Port for the prior Cruise Year for the Cruise Vessel Incentive Program on or before December 31st of the following Cruise Year. The incentive amount will be paid out upon receipt of an invoice from the Cruise Vessel Operator and verification of the incentive amount claimed by the Port of Los Angeles. The Port of Los Angeles will provide each Cruise Vessel Operator receiving payments under this program, if any, with reconciliation sixty days after receipt of invoice. Payments made under this program, if any, shall be paid in a one-time lump sum payment.</p> <p>If a Cruise Vessel Operator sells a cruise brand or cruise line, buys a cruise brand or cruise line, or starts a new cruise brand or cruise line, the eligibility of the cruise brand or cruise line under the Cruise Vessel Incentive Program will be determined based on the closing date of the transaction as to whether such cruise brands or cruise lines were owned by the Cruise Vessel Operator at the time the incentive is claimed.</p>	<u>Number of cruise passengers per cruise year</u>	<u>Incentive per call</u>	25,000 - 49,999	\$ 5,000.00	50,000 - 99,999	\$ 6,000.00	100,000 - 149,999	\$ 7,000.00	150,000 - 199,999	\$ 8,000.00	200,000 - 249,999	\$ 9,000.00	250,000 - 299,999	\$10,000.00	300,000 - 349,000	\$11,000.00	350,000 +	\$12,000.00	+ 2335
<u>Number of cruise passengers per cruise year</u>	<u>Incentive per call</u>																		
25,000 - 49,999	\$ 5,000.00																		
50,000 - 99,999	\$ 6,000.00																		
100,000 - 149,999	\$ 7,000.00																		
150,000 - 199,999	\$ 8,000.00																		
200,000 - 249,999	\$ 9,000.00																		
250,000 - 299,999	\$10,000.00																		
300,000 - 349,000	\$11,000.00																		
350,000 +	\$12,000.00																		

<p>SUMMER SEASON INCENTIVE</p> <p>Any Cruise Vessel Operator that has more than 10 vessel calls during the summer season will receive \$5000 per vessel call. If the Cruise Vessel Operator qualifies for the Cruise Vessel Incentive Program, the Summer Season Incentive would be in addition to the Cruise Vessel Incentive.</p>	+ 2340
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 701	Order No. 16-7208	Adopted September 15, 2016	EFFECTIVE: December 24, 2016
	Ordinance No. 184562	Adopted November 9, 2016	

SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS		Item No.
CONTAINER TERMINAL TENANT TRUCK TURN TIME INCENTIVE PROGRAM DEFINITIONS		
<p>“CONTAINER TERMINAL TENANT” An entity that has entered into and is a Tenant in Good Standing under a current permit or lease with the City of Los Angeles for use and occupancy of property and facilities at the Port of Los Angeles that load and unload cargo containers onto or from ocean-going vessels. They are the legal entity approved as tenants under the following Harbor Department Permits: Permit No. 999, Permit No. 787, Permit No 881, Permit No. 692, Permit No. 888, Permit No. 733, and Permit No. 827.</p> <p>“FINANCIAL INCENTIVE” The amount of money due a Container Terminal Tenant under the terms of this Program.</p> <p>“INCENTIVE PERIOD” The period of time a Container Terminal Tenant is eligible to receive a Financial Incentive under this Program shall begin February 1, 2021 and shall continue through January 31, 2022, and continue thereafter until terminated at the discretion of the City of Los Angeles Board of Harbor Commissioners by Order of the Board.</p> <p>“IN GATE AND OUT GATE” The beginning and end mark of a truck’s transit through each Container Terminal Tenant’s facility.</p> <p>“PORT OF LOS ANGELES” has the meaning in Item 100(g) of this Tariff.</p> <p>“PORT OPTIMIZER™” A privately developed digital supply chain data platform that provides channeled access visibility to supply chain stakeholders for the purpose of enhancing cargo movement (see https://www.portoflosangeles.org/business/supply-chain/port-optimizer%E2%84%A2).</p> <p>“TENANT IN GOOD STANDING as defined in Section III of the Port of Los Angeles Leasing Policy, adopted by the Board of Harbor Commissioners on August 8, 2013 and available at https://www.portoflosangeles.org/business/leasing-property or upon request.</p> <p>“TRUCK TURN TIME” The period of time it takes a truck driver to enter, pickup and/or drop off a shipping container and exit a Container Terminal Tenant’s facility as reported through Port Optimizer™. The In Gate located at the entrance and the Out Gate located at the exit of each Terminal Tenant’s facility will mark the beginning and ending of a truck’s turn time for purposes of this Program.</p> <p>“TRUCK TURN TIME AVERAGE” A report produced by Port Optimizer™ showing the average Truck Turn Time for a calendar month of a Container Terminal Tenant.</p> <p>“TRUCK TURN TIME BASELINE” A Container Terminal Tenant’s average Truck Turn Time for each quarter respectively (the first quarter beginning January 1, 2020) as provided by the Container Terminal Tenant for calendar year 2020, subject to verification by the Harbor Department. The Truck Turn Baseline for each Container Terminal Tenant in subsequent calendar years shall be each Container Terminal Tenant’s previous year’s quarterly Truck Turn Time averages as reported through Port Optimizer™. The quarter in all years shall begin on January 1st of each year.</p>		<p>+</p> <p>2345</p>
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 757	Order No. 21-7288 Adopted January 14, 2021 Ordinance No. 186953 Adopted April 7, 2021	EFFECTIVE: May 26, 2021

SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS	Item No.
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CONTAINER TERMINAL TENANT TRUCK TURN TIME INCENTIVE PROGRAM AND ELIGIBILITY REQUIREMENTS

The Container Terminal Tenant Truck Turn Time Incentive Program (Program) shall commence on February 1, 2021 and shall remain in effect at least through January 31, 2022, and continue thereafter until terminated at the discretion of the City of Los Angeles Board of Harbor Commissioners (Board) by Order of the Board. During the Incentive Period, the Harbor Department shall provide Port of Los Angeles’ Container Terminal Tenants a Financial Incentive for maintaining or decreasing Truck Turn Time at their respective facilities as set forth herein.

- a) A Container Terminal Tenant is eligible to receive a Financial Incentive for maintaining a Truck Turn Time Average of thirty-five (35) minutes or less during any calendar month within the Incentive Period as set forth hereunder.
- b) A Container Terminal Tenant is eligible to receive a Financial Incentive for improving its Truck Turn Time Average over its corresponding quarterly Truck Turn Time Baseline related to the number of Twenty-foot Equivalent Units (TEU) moved by drayage truck (truck) through its In Gate and/or Out Gate during any calendar month within the Incentive Period as set forth hereunder.
- c) The Financial incentive shall be calculated in connection to the number of TEUs moved by truck through a participating Container Terminal Tenant’s In Gate and/or Out Gate on a calendar month basis.
- d) Financial Incentive under the Program:
 - I. Financial Incentive Amount.
 - a. A Container Terminal Tenant that achieves a Truck Turn Time Average of thirty-five (35) minutes or less shall be eligible to receive a Financial Incentive of \$3.00 per TEU moved by truck through its In Gate and/or Out Gate.
 - b. A Container Terminal Tenant that improves its Truck Turn Time Average in terms of its percentage improvement from its Container Terminal Tenant’s Truck Turn Time Baseline shall be eligible to receive a Financial Incentive in accordance with the below schedule:

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 758	Order No. 21-7288 Ordinance No. 186953	Adopted January 14, 2021 Adopted April 7, 2021	EFFECTIVE: May 26, 2021
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**SECTION TWENTY-THREE
INCENTIVES – GENERAL RULES AND REGULATIONS**

Item No.

**CONTAINER TERMINAL TENANT TRUCK TURN TIME INCENTIVE PROGRAM AND
ELIGIBILITY REQUIREMENTS – Continued**

Truck Turn Time Improvement Payout Schedule

Truck Turn Time Percentage Improvement	Incentive Amount per TEU
5%	\$0.50
6%	\$0.65
7%	\$0.80
8%	\$0.95
9%	\$1.10
10%	\$1.25
11%	\$1.40
12%	\$1.55
13%	\$1.70
14%	\$1.85
15%	\$2.00
16%	\$2.15
17%	\$2.30
18%	\$2.45
19%	\$2.60
20%	\$2.75

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(Cont.)

II. Calculating Truck Turn Time Improvement. The Harbor Department at the end of each calendar month of the Incentive Period shall compare each Container Terminal Tenant’s monthly Truck Turn Time Average against its relevant quarterly Truck Turn Time Baseline to determine the percentage improvement (i.e., reduction of Truck Turn Time Average) each Terminal Tenant has achieved, if any. Should a Container Terminal Tenant make an improvement making it eligible for a Financial Incentive, that Container Terminal Tenant shall receive payment which shall be made no sooner than thirty (30) days after end of the month for which a Container Terminal Tenant has achieved the qualifying improvement subject to the conditions below:

- a. The Financial Incentive under this Program is contingent upon and subject to the following:
 - 1) A Container Terminal Tenant must be a Tenant in Good Standing for any calendar month the Container Terminal Tenant achieves qualifying Truck Turn Times under the Program, to receive a Financial Incentive.

See Item 10 for explanation of abbreviations and symbols.

**SECTION TWENTY-THREE
INCENTIVES – GENERAL RULES AND REGULATIONS**

Item No.

**CONTAINER TERMINAL TENANT TRUCK TURN TIME INCENTIVE PROGRAM AND
ELIGIBILITY REQUIREMENTS – Continued**

- 2) A Container Terminal Tenant shall be required to transmit electronically to the Harbor Department the following information within thirty (30) minutes of its occurrence:
 - a. Truck appointment information:
 - i. Time and date of appointment;
 - ii. Confirmation or cancellation verification, and
 - iii. All known container identification numbers connected to the appointment.
 - b. In Gate and Out Gate information:
 - i. Date and time every truck enters In Gate and exits Out Gate;
 - ii. Truck radio frequency identification number, and
 - iii. Container information:
 - 1. Container present at In Gate;
 - 2. Container present at Out Gate;
 - 3. Container identification number of container, when present, at In Gate and Out Gate, and
 - 4. Load status (empty or loaded) of container, when present, at In Gate and Out Gate.

- 3) Reasonable delays in providing this electronic information may be excused upon written request and a showing of good cause, in a manner and for a period of time determined in the sole and absolute discretion of the Executive Director. No payment shall be made until the data in conformance with Tariff Item 2346 for any month a Financial Incentive is claimed has been received by the Harbor Department. This electronic transmission shall be through preapproved contractual electronic data interchange procedures or through other procedures and formats approved by the Executive Director.

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III. Executive Director, in his or her sole and absolute discretion, shall resolve any and all disputes and/or issues regarding the Program including but not limited to: eligibility, Financial Incentive qualification, and amount of Financial Incentive due.

IV. Other than implementing an incentive program via inclusion in the Tariff, which Tariff is incorporated by reference in such contracts, nothing in this Item No. 2346 shall amend, vary or otherwise alter the terms and conditions of any contract, lease, permit, or any other legal agreement between the Port of Los Angeles or the City of Los Angeles, on one hand, and Container Terminal Tenants, on the other hand. For the avoidance of doubt, any payments provided under this Item No. 2346 shall be independent of payment duties and obligations under the Container Terminal Tenants' permits and shall not operate as either offsets or credits thereunder.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 760	Order No. 21-7288 Ordinance No. 186953	Adopted January 14, 2021 Adopted April 7, 2021	EFFECTIVE: May 26, 2021
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**SECTION TWENTY-THREE
INCENTIVES – GENERAL RULES AND REGULATIONS**

Item No.

**CONTAINER TERMINAL TENANT DUAL TRANSACTION INCENTIVE PROGRAM
DEFINITIONS**

“CONTAINER TERMINAL TENANT” An entity that has entered into and is a Tenant in Good Standing under a current permit or lease with the City of Los Angeles for use and occupancy of property and facilities at the Port of Los Angeles that load and unload cargo containers onto or from ocean-going vessels. They are the legal entity holding the following Harbor Department Permits: Permit No. 999, Permit No. 787, Permit No 881, Permit No. 692, Permit No. 888, Eagle Permit No. 733, and Permit No. 827.

“DUAL TRANSACTION REPORT” A report showing the percentage of Dual Transactions a Container Terminal Tenant processed at its facility during any given calendar month as reported through Port Optimizer™ for the purposes of this Program.

“DUAL TRANSACTIONS” When a trucker arrives and delivers a shipping container at a Container Terminal Tenant’s facility and without leaving the facility obtains a different shipping container before departure for delivery to a destination.

“FINANCIAL INCENTIVE” The amount of money due a Container Terminal Tenant under the terms of this Program.

“INCENTIVE PERIOD” The period of time a Container Terminal Tenant is eligible to receive a Financial Incentive under this Program shall begin February 1, 2021 and shall continue through January 31, 2022, and continue thereafter until terminated at the discretion of the City of Los Angeles Board of Harbor Commissioners by Order of the Board.

“IN GATE AND OUT GATE” The beginning and end mark of a truck’s transit through each Container Terminal Tenant’s facility.

“PORT OF LOS ANGELES” has the meaning in Item 100(g) of this Tariff.

“PORT OPTIMIZER™” A privately developed digital supply chain data platform that provides channeled access visibility to supply chain stakeholders for the purpose of enhancing cargo movement (see <https://www.portoflosangeles.org/business/supply-chain/port-optimizer%E2%84%A2>).

“TENANT IN GOOD STANDING as defined in Section III of the Port of Los Angeles Leasing Policy, adopted by the Board of Harbor Commissioners on August 8, 2013 and available at <https://www.portoflosangeles.org/business/leasing-property> or upon request.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 761	Order No. 21-7288 Ordinance No. 186953	Adopted January 14, 2021 Adopted April 7, 2021	EFFECTIVE: May 26, 2021
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**SECTION TWENTY-THREE
INCENTIVES – GENERAL RULES AND REGULATIONS**

Item No.

**CONTAINER TERMINAL TENANT DUAL TRANSACTION INCENTIVE PROGRAM AND
ELIGIBILITY REQUIREMENTS**

The Container Terminal Tenant Dual Transaction Incentive Program (Program) shall commence on February 1, 2021 and shall remain in effect at least through January 31, 2022, and continue thereafter until terminated at the discretion of the Board by Order of the Board. During the Incentive Period, the Harbor Department shall provide Port of Los Angeles’ Container Terminal Tenants a Financial Incentive, when they achieve a set percentage of Dual Transactions as set forth herein.

- a) A Container Terminal Tenant is eligible to receive a Financial Incentive when a minimum of fifty percent (50%) of its gate transactions are Dual Transactions within a calendar month.
- b) The Twenty-foot Equivalent Unit (TEU) incentive shall be applied to all loaded TEUs moved by truck through a Container Terminal Tenant’s In Gate and Out Gate at the Port of Los Angeles in accordance with the respective Container Terminal Tenants’ Permit with the Harbor Department.
- c) Financial Incentive under the Program:

The Financial Incentive shall be based on the percentage of Dual Transactions a Container Terminal Tenant achieved at its facility during any given calendar month, per the schedule below:

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<u>Dual Transaction Percentage</u>	<u>TEU Incentive per dual transaction</u>	<u>Dual Transaction Percentage</u>	<u>TEU Incentive per dual transaction</u>	<u>Dual Transaction Percentage</u>	<u>TEU Incentive per dual transaction</u>
50	\$ 0.40	67	\$ 0.74	84	\$ 1.08
51	\$ 0.42	68	\$ 0.76	85	\$ 1.10
52	\$ 0.44	69	\$ 0.78	86	\$ 1.12
53	\$ 0.46	70	\$ 0.80	87	\$ 1.14
54	\$ 0.48	71	\$ 0.82	88	\$ 1.16
55	\$ 0.50	72	\$ 0.84	89	\$ 1.18
56	\$ 0.52	73	\$ 0.86	90	\$ 1.20
57	\$ 0.54	74	\$ 0.88	91	\$ 1.22
58	\$ 0.56	75	\$ 0.90	92	\$ 1.24
59	\$ 0.58	76	\$ 0.92	93	\$ 1.26
60	\$ 0.60	77	\$ 0.94	94	\$ 1.28
61	\$ 0.62	78	\$ 0.96	95	\$ 1.30
62	\$ 0.64	79	\$ 0.98	96	\$ 1.32
63	\$ 0.66	80	\$ 1.00	97	\$ 1.34
64	\$ 0.68	81	\$ 1.02	98	\$ 1.36
65	\$ 0.70	82	\$ 1.04	99	\$ 1.38
66	\$ 0.72	83	\$ 1.06	100	\$ 1.40

See Item 10 for explanation of abbreviations and symbols.

SECTION TWENTY-THREE
INCENTIVES – GENERAL RULES AND REGULATIONS

Item No.

CONTAINER TERMINAL TENANT DUAL TRANSACTION INCENTIVE PROGRAM AND
ELIGIBILITY REQUIREMENTS -- Continued

I. Calculating Dual Transaction Percentage. The Harbor Department at the end of each calendar month of the Incentive Period shall determine each Container Terminal Tenant’s monthly Dual Transaction percentage using the Dual Transaction Report produced by Port Optimizer™. Should a minimum of fifty percent (50%) of a Container Terminal Tenant’s gate transactions be Dual Transactions, that Container Terminal Tenant would be eligible for a Financial Incentive according to the actual Dual Transaction Percentage achieved according to the above table. The Container Terminal Tenant shall receive a Financial Incentive which shall be made no sooner than thirty (30) days after end of the month for which a Container Terminal Tenant has achieved the qualifying improvement subject to the conditions below:

a. Payment under this Program is contingent upon and subject to the following:

1) A Container Terminal Tenant must be a Tenant in Good Standing for any calendar month the Container Terminal Tenant achieves qualifying percentages of Dual Transactions under the Program to receive a Financial Incentive;

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(Cont.)

2) A Container Terminal Tenant shall be required to transmit electronically to the Harbor Department the following information within thirty (30) minutes of its occurrence:

a. Truck appointment information:

- i. Time and date of appointment;
- ii. Confirmation or cancellation verification of the appointment, and
- iii. All known container identification numbers connected to appointment.

See Item 10 for explanation of abbreviations and symbols.

**SECTION TWENTY-THREE
INCENTIVES – GENERAL RULES AND REGULATIONS**

Item No.

**CONTAINER TERMINAL TENANT DUAL TRANSACTION INCENTIVE PROGRAM AND
ELIGIBILITY REQUIREMENTS -- Continued**

b. In Gate and Out Gate information:

- i. Date and time every truck enters In Gate and exits Out Gate;
- ii. Truck radio frequency identification number, and
- iii. Container information:
 - 1. Container present at In Gate;
 - 2. Container present at Out Gate;
 - 3. Container identification number of container, when present, at In Gate and Out Gate, and
 - 4. Load status (empty or loaded) of container, when present, at In Gate and Out Gate.

3) Reasonable delays in providing this electronic information may be excused upon written request and a showing of good cause, in a manner and for a period of time determined in the sole and absolute discretion of the Executive Director. No payment shall be made until the data in conformance with Tariff Item 2351 for any month a Financial Incentive is claimed has been received by the Harbor Department. This electronic transmission shall be through preapproved contractual electronic data interchange procedures or through other procedures and formats approved by the Executive Director.

II. Executive Director, in his or her absolute discretion, shall resolve any and all disputes and/or issues regarding the Program including but not limited to: eligibility, Financial Incentive qualification, and amount of Financial Incentive due.

III. Other than implementing an incentive program via inclusion in the Tariff, which Tariff is incorporated by reference in such contracts, nothing in this Item No. 2351 shall amend, vary or otherwise alter the terms and conditions of any contract, lease, permit, or any other legal agreement between the Port of Los Angeles or the City of Los Angeles, on one hand, and Container Terminal Tenants, on the other hand. For the avoidance of doubt, any payments provided under this Item No. 2351 shall be independent of payment duties and obligations under the Container Terminal Tenants' permits and shall not operate as either offsets or credits thereunder.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 764	Order No. 21-7288 Ordinance No. 186953	Adopted January 14, 2021 Adopted April 7, 2021	EFFECTIVE: May 26, 2021
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SECTION TWENTY-FOUR RECREATIONAL COURTESY DOCKS		Item No.
<p style="text-align: center;">RECREATIONAL COURTESY DOCKS HOURS OF OPERATION</p> <p>The operating hours of the Recreational Courtesy Docks shall be from 6 a.m. to 10 p.m. daily.</p>		<p>+</p> <p>2400</p>
<p style="text-align: center;">NO UNLOADING OR COMMERCIAL ACTIVITIES</p> <p>It shall be unlawful to conduct any commercial activities or otherwise to land, handle, ship, or receive, at any Recreational Courtesy Docks, supplies, merchandise, or personal effects, without first having obtained a permit to do so from the Executive Director, or other duly authorized person in charge.</p>		<p>+</p> <p>2401</p>
<p style="text-align: center;">NO MERCHANDISE OR MATTER OF ANY OBJECTIONABLE NATURE PERMITTED ON RECREATIONAL COURTESY DOCKS</p> <p>No fresh fish for commercial purposes or recreational purposes, oil or other liquids, decayed or decaying fish, meats, fruits, or vegetables, or any merchandise or matter of an offensive or objectionable character whatsoever, shall be permitted on any Recreational Courtesy Docks.</p>		<p>+</p> <p>2405</p>
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 665	Order No. 14-7163 Ordinance No. 183184	Adopted May 15, 2014 Adopted August 19, 2014
EFFECTIVE: September 27, 2014		

SECTION TWENTY-FOUR – Continued RECREATIONAL COURTESY DOCKS -- Continued	Item No.
<p style="text-align: center;">VEHICLES TO REMAIN UPON RECREATIONAL COURTESY DOCKS</p> <p style="text-align: center;">It shall be unlawful for any automobile or other vehicle to enter upon a Recreational Courtesy Dock without first having obtained a permit to do so from the Executive Director.</p>	<p style="text-align: center;">+ 2410</p>
<p style="text-align: center;">NO PERSON PERMITTED TO MONOPOLIZE RECREATIONAL COURTESY DOCKS</p> <p style="text-align: center;">It shall be unlawful for any person to occupy or monopolize an unreasonable amount of space at a Recreational Courtesy Dock to the exclusion of any other person. It is the purpose of the Board in extending the privileges herein set forth to accommodate the public to the greatest degree possible with the facilities available.</p>	<p style="text-align: center;">+ 2415</p>
<p style="text-align: center;">FREE DOCKAGE AT RECREATIONAL COURTESY DOCKS LIMITED</p> <p style="text-align: center;">For the further accommodation of the public under these rules, dockage upon vessels of no more than 100 feet length overall and 100 tons gross register is hereby suspended by the Board while such vessels are berthing at any Recreational Courtesy Dock. Use of Recreational Courtesy Docks is limited to no more than four hours in any twenty-four hour period, unless first having obtained a permit to do so from the Executive Director.</p>	<p style="text-align: center;">+ 2420</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 666	Order No. 14-7163 Ordinance No. 183184	Adopted May 15, 2014 Adopted August 19, 2014	EFFECTIVE: September 27, 2014
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SECTION TWENTY-FOUR – Continued RECREATIONAL COURTESY DOCKS -- Continued		Item No.
<p style="text-align: center;">UNLAWFUL FOR VESSELS TO REMAIN AT RECREATIONAL COURTESY DOCKS</p> <p>Any vessel availing itself of the privileges in Item 2420, which shall refuse or fail to haul away from such Recreational Courtesy Docks after berthing for over four hours in any twenty-four hour period, shall be subject to removal pursuant to this Tariff and thereupon be assessed dockage at quadruple the rates elsewhere provided in this Tariff, and in addition thereto \$55.65 for each and every day, or fraction thereof, such vessel may remain at such landing in violation of this Item.</p>	<p>+</p> <p>2425</p>	
<p style="text-align: center;">VESSELS OVER 100 FEET OVERALL AND 100 GROSS TONS NOT TO DOCK AT RECREATIONAL COURTESY DOCKS WITHOUT PERMIT; PENALTY FOR VIOLATIONS</p> <p>It shall be unlawful for any vessel of over 100 feet overall and 100 gross register tons to dock at or make fast to any Recreational Courtesy Dock without first having obtained a permit so to do from the Executive Director.</p> <p>In the case of any violation of this rule by any vessel, such vessel, in addition to the other penalties provided in this Tariff or by law, shall thereupon be subject to and shall be assessed dockage at quadruple the rates elsewhere provided in this Tariff, and in addition thereto \$110.25 for each and every day, or fraction thereof, it may remain at such landing in violation of this Item.</p>	<p>+</p> <p>2430</p>	
<p style="text-align: center;">PASSENGER CARRYING VESSELS FOR HIRE NOT TO DOCK AT RECREATIONAL COURTESY DOCKS WITHOUT PERMIT</p> <p>It shall be unlawful for any person operating any passenger carrying vessel for hire to dock at any Recreational Courtesy Dock and take on or discharge passengers thereat without first having obtained a permit to do so from the Executive Director.</p>	<p>+</p> <p>2435</p>	
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 667	Order No. 14-7163 Adopted May 15, 2014 Ordinance No. 183184 Adopted August 19, 2014	EFFECTIVE: September 27, 2014

SECTION TWENTY-FOUR – Continued RECREATIONAL COURTESY DOCKS -- Continued		Item No.
<p style="text-align: center;">VESSEL LIABLE IF EXCEEDING TIME ALLOTMENT AT RECREATIONAL COURTESY DOCKS</p> <p>Any vessel that is found fast to or immediately in front of a Recreational Courtesy Dock over four hours in any twenty-four hour period or outside of the operating hours of the Recreational Courtesy Docks without a permit as the case may be, shall ipso facto subject such vessel, and persons in charge thereof, to the charges and penalties provided herein, without further evidence or proof.</p>	<p>+</p> <p>2440</p>	
<p style="text-align: center;">ACCESS TO RECREATIONAL COURTESY DOCKS NOT TO BE OBSTRUCTED</p> <p>It shall be unlawful for any person or vessel to obstruct the free and easy access to or departure from any such Recreational Courtesy Docks at any time.</p>	<p>+</p> <p>2445</p>	
<p style="text-align: center;">VESSEL REPAIR AND MAINTENANCE</p> <p>No vessel repairs or maintenance of any kind shall be allowed at any Recreational Courtesy Dock. Vessel repair and maintenance activities include, but are not limited to, structural repairs, painting and varnishing, and sanding. No discharge of any kind from vessel shall be allowed, including discharge from rinsing or washing of boat hulls or decks, and discharge of treated or untreated sewage, or graywater. All disposal of garbage must be in shore-side receptacles.</p>	<p>+</p> <p>2450</p>	
<p style="text-align: center;">PENALTY FOR VIOLATION</p> <p>Any person or vessel violating any of the provisions, or interfering with the operation of any of the rules contained in this section, or who shall refuse or fail to pay any charge or penalty accruing or imposed thereunder, shall thereupon and thereafter, until all such charges and penalties shall have been paid and satisfied, be denied all the privileges and facilities under the control of the Board, and shall, in addition thereto, be subject to the general penalties prescribed in this Tariff.</p>	<p>+</p> <p>2455</p>	
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 668	Order No. 14-7163 Adopted May 15, 2014 Ordinance No. 183184 Adopted August 19, 2014	EFFECTIVE: September 27, 2014