

SECTION THREE PILOTAGE	Item No.
<p style="text-align: center;">DEFINITIONS</p> <p>(a) Pilotage is the charge, calculated in accordance with the pilotage rates named in this Tariff, assessed against a vessel, which is subject to the payment of pilotage under these rules for the service rendered or proffered of piloting such vessel on entering, leaving, or shifting in the Port of Los Angeles.</p> <p>(b) Entering is the term applied to vessels inward bound which come within the limits of the Port of Los Angeles from the open sea.</p> <p>(c) Leaving is the term applied to vessels outward bound which leave the limits of the Port of Los Angeles for the open sea.</p> <p>[C] (d) Intra Harbor Shifting is the term applied for movement of a vessel between two points both of which are within the limits of the Port of Los Angeles without such vessel leaving or entering those limits.</p> <p>[C] (e) Inter Harbor Shifting is the term applied for movement of a vessel between a point within the limits of Port of Los Angeles and a point within the limits of Port of Long Beach and to movement of a vessel from a point within the limits of the Port of Los Angeles to open sea for the purpose of pumping bilge, pumping ballast, pumping tanks, adjusting compass or to test engines, and return directly to a point within the limits of Port of Los Angeles.</p>	<p>* 300</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 117	Order No. 6457 Ordinance No. 171445	Adopted September 18, 1996 Adopted December 11, 1996	EFFECTIVE: January 20, 1997
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[C] LOS ANGELES PORT PILOTS

[C] (a) The City of Los Angeles, acting by and through its Board of Harbor Commissioners, the governing body of the Port of Los Angeles, maintains a force of federally licensed port pilots to perform the service of piloting vessels in, into and out of the Port of Los Angeles. Any vessel entering, leaving, or shifting within the Port of Los Angeles, by her owners, master, operators, charterers or agents, may, but is not required to, request the services of and be piloted by a port pilot. Such pilotage services are understood to be voluntarily requested and rendered in accordance with the terms set forth in this Tariff.

[C] (b) Upon boarding a vessel in response to the request of a vessel, by her owners, master, operators, charterers or agents, for pilotage service in the Port of Los Angeles, it shall be the duty of each port pilot to place his/her local knowledge of San Pedro Bay and its tributaries at the disposal of the vessel's master.

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[C] (c) The safe navigation of the vessel, including piloting, is at all times the paramount duty of her master, and the presence of a port pilot on the bridge shall in no way relieve the master of his duties. The master remains at all times in full command of the vessel; he shall continue to navigate, and shall take bearings and soundings, check compass courses, check radar, and take all action necessary to safeguard the vessel under his command. In that regard, it shall be the duty of the vessel and her master:

- (1) To have posted, and at all times properly instructed, efficient and competent lookouts, each with no other duty to perform, and each with efficient means of rapid communication with the bridge.
- (2) To immediately inform the pilot of all reports by lookouts.
- (3) On radar-equipped vessels, to have the radar functioning and manned by a competent observer under instructions to keep the master and the pilot constantly and currently informed of observed targets.

See Item 10 for explanation of abbreviations and symbols.

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>	<p>[C] 305 (Cont.)</p>
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See Item 10 for explanation of abbreviations and symbols.

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[C] LOS ANGELES PORT PILOTS – Continued

[C] (d) As every vessel has her own peculiarities in handling, and as the port pilot will be aboard for a brief time only and without an opportunity to determine by experience the vessel's peculiarities, it is compulsory upon, and the duty of, the vessel, her owners, master, operators, charterers or agents, to advise the pilot, either before or immediately upon his boarding, of such peculiarities, including but not limited to the following:

- (1) Any defects or deficiencies in the vessel, her personnel, engines or tackle;
- (2) The vessel's peculiarities concerning steering, stopping, handling, speed and maneuvering, and the propensity of the vessel to sheer;
- (3) The number and names of the tugs to be supplied to said vessel; and
- (4) Any other information, whether or not herein enumerated, that may or might assist the pilot in the pilotage of the vessel.

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[C] (e) It is understood and agreed, and is the essence of the contract under which pilotage services are proffered and rendered, and are requested and accepted by the vessel, her owners, master, operators, charterers or agents, that the services of the pilot are requested and accepted on the express understanding that such pilotage services are given, done, or performed solely in the pilot's capacity as the servant of the vessel and of her owners, master, operators, charterers or agents, and not otherwise, and the owners, master, operators, charterers and agents of the vessel expressly covenant and agree to comply with the provisions of subitems (c) and (d) of this Item 305 and not to assert any personal liability against the pilot or the City of Los Angeles, the Board of Harbor Commissioners, or any of their officers or employees, to respond in damage (including any rights over) arising out of or connected with, directly or indirectly, any damage, loss or expense sustained by the vessel, her master, owners, charterers, operators, agents or crew, or by any third parties, even though resulting from acts, omissions or negligence of the pilot; and provided, further, that to the extent only to which liability is legally imposed against the vessel, taking into consideration any limitation thereof to which the vessel or its owners, master, operators, charterers or agents are entitled by reason of any contract or bill of lading, or of any statute or rule of law in force, such vessel and her owners, master, operators, charterers and agents further covenant and agree to indemnify and hold harmless the port pilot, the City of Los Angeles, the Board of Harbor Commissioners, and each of their officers and employees, in respect to any liability arising out of claims, suits or actions against the port pilot, the City of Los Angeles, the Board of Harbor Commissioners, or any of their officers or employees, by third parties, resulting from acts, omissions or negligence of the port pilot, excepting, however, such personal liability and rights over as may arise by reason of the willful misconduct or gross negligence of the pilot.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 369	Order No. 6875 Ordinance No. 177893	Adopted May 17, 2006 Adopted September 20, 2006	EFFECTIVE: October 30, 2006
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[C] LOS ANGELES PORT PILOTS – Continued

The vessel and her owners, master, operators, charterers and agents further covenant and agree that all damages to municipally owned or controlled facilities caused, directly or indirectly, by the vessel shall be paid promptly upon demand.

[C] If any vessel on whose behalf piloting services are requested and accepted is not owned by the person or company ordering piloting services, it is understood and agreed that such person or company warrants its' authority to bind the vessel and her owners, master, operators and charters to all the provisions of paragraphs (c), (d) and (e) of this Item 305, and that such person or company agrees to indemnify and to hold harmless the port pilot, the City of Los Angeles and the Board of Harbor Commissioners with respect to all losses, damages and/or expenses that may be suffered or incurred in consequence of such person's or company's not having such authority.

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[C] (f) The pilotage charges assessed for the services proffered or rendered by a port pilot under this Tariff have been computed and are assessed in accordance with and based upon each and every of the limitations, agreements, covenants, and conditions set forth in this Item 305. Said pilotage charges do not include marine insurance insuring the vessel, her owners, master, operators, charterers and agents, from the consequences of negligence of the port pilot. However, marine insurance may be provided on a "trip" basis as provided for in Item 330(c).

(g) All Persons providing piloting service in the Port of Los Angeles must hold a federal license for the Port of Los Angeles.

(h) Any vessel subject to pilotage that wishes to decline the use of a pilot provided by the City of Los Angeles shall before entering, leaving or shifting within the Port of Los Angeles:

(1) Obtain prior permission from the United States Coast Guard Captain of the Port.

(2) Any vessel having received the above permission from the Captain of the Port must notify the VTIS and the Los Angeles Pilot Station before arrival or commencement of any movement within the Harbor, and abide by all local rules and regulations.

(3) If for any reason a vessel's master or local representative permits the movement of a vessel without complying with regulations in this Section, he or she will be subject to misdemeanor penalty charges under Tariff Item 220.

See Item 10 for explanation of abbreviations and symbols.

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<p>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.
<p style="text-align: center;">AREA SUBJECT TO PILOTAGE</p> <p>A federally licensed pilot for the Port of Los Angeles, as specified in Item 305(g), is required on all vessels subject to pilotage when underway in any waters inside the federal breakwater.</p> <p>(a) Inbound vessels must take aboard such pilot within the designated pilot boarding area.</p> <p>(b) Pilots shall not debark outbound vessels inside the federal breakwater unless extreme weather conditions make it necessary for pilot safety.</p>	311
<p style="text-align: center;">PILOTAGE BASED UPON</p> <p>[C] (a) The charges for pilotage shall apply on the overall length and the gross tonnage except as otherwise specifically provided in this Tariff. The Lloyd's Register, when available, will be used to determine the length and tonnage of the vessel.</p> <p>* (b) All vessels for which the overall length and gross tonnage is not available in the register described in Paragraph (a) of this item, or on vessel documents, shall be measured and/or estimated by the Executive Director, otherwise, such vessels shall be denied the use of the wharves and other facilities of the Port of Los Angeles.</p> <p>+ (c) "Overall length" is the linear distance expressed in meters of the extreme length of a vessel. "Gross tonnage" is as defined in the Lloyd's Register of Shipping.</p>	320

See Item 10 for explanation of abbreviations and symbols.

Correction No. 137	Order No. 6619 Ordinance No. 172169	Adopted August 4, 1998 Adopted August 10, 1998	EFFECTIVE: September 26, 1998
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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, 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				
3/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030
\$0.00881	\$0.00938	\$0.00999	\$0.01064	\$0.01133

Overall Length of Vessel in Meters (See Item 320)

Dollars Per Movement

ENTERING OR LEAVING, INTRA, AND INTER HARBOR

OVER	BUT NOT OVER	3/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030
0	125	858	914	974	1037	1104
125	128	899	957	1020	1086	1156
128	131	939	1000	1065	1135	1208
131	134	982	1046	1114	1186	1263
134	137	1032	1099	1171	1247	1328
137	140	1094	1165	1241	1321	1407
140	143	1164	1240	1320	1406	1498
143	146	1224	1303	1388	1478	1574
146	149	1295	1379	1469	1564	1666
149	152	1357	1445	1539	1639	1745
152	155	1422	1514	1613	1717	1829
155	158	1491	1588	1691	1801	1918
158	161	1550	1650	1758	1872	1993
161	164	1616	1721	1832	1952	2078
164	167	1680	1789	1905	2029	2161
167	170	1742	1856	1976	2105	2241
170	173	1812	1929	2055	2188	2331
173	176	1872	1994	2124	2262	2409
176	179	1953	2080	2215	2359	2513

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See Item 10 for explanation of abbreviations and symbols.

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Item No.

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

ENTERING OR LEAVING, INTRA, AND INTER HARBOR - Continued

OVER	BUT NOT OVER	3/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030
179	182	2041	2173	2314	2465	2625
182	185	2125	2263	2410	2567	2733
185	188	2210	2354	2506	2669	2843
188	191	2298	2448	2607	2776	2957
191	194	2388	2543	2708	2884	3072
194	197	2475	2636	2807	2990	3184
197	200	2560	2727	2904	3093	3294
200	203	2647	2819	3002	3197	3405
203	206	2732	2909	3098	3300	3514
206	210	2819	3002	3197	3405	3627
210	214	2907	3096	3298	3512	3740
214	220	2994	3188	3396	3616	3851
220	226	3084	3285	3498	3726	3968
226	232	3165	3371	3590	3823	4072
232	238	3256	3467	3693	3933	4188
238	244	3341	3558	3789	4036	4298
244	250	3426	3649	3886	4139	4408
250	256	3515	3743	3986	4245	4521
256	262	3600	3834	4083	4348	4631
262	268	3693	3933	4189	4461	4751
268	274	3804	4051	4315	4595	4894
274	280	3863	4114	4381	4666	4969
280	286	3948	4205	4478	4769	5079
286	292	4033	4295	4575	4872	5189
292	298	4123	4391	4676	4980	5304
298	304	4207	4480	4771	5082	5412
304	310	4295	4574	4872	5188	5526
310	316	4381	4666	4970	5293	5637
316	322	4470	4760	5070	5399	5750
322	328	4559	4856	5171	5507	5865
328	334	4646	4947	5269	5612	5976
334	340	4729	5036	5363	5712	6083
340	346	4814	5127	5460	5815	6193

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See Item 10 for explanation of abbreviations and symbols.

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PILOTAGE - Continued

Item No.

Overall Length of Vessel in Meters (See Item 320)

Dollars Per Movement

ENTERING OR LEAVING, INTRA, AND INTER HARBOR – Continued

OVER	BUT NOT OVER	3/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030
346	352	4902	5221	5560	5922	6307
352	358	4992	5316	5662	6030	6422
358	364	5079	5409	5761	6135	6534
364	370	5167	5503	5861	6242	6648
370	376	5243	5584	5947	6333	6745
376	382	5336	5682	6052	6445	6864
382	388	5423	5775	6151	6551	6976
388	394 and over	5511	5870	6251	6657	7090

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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.

Correction No. 945

Order No. 26-7416 Adopted January 29, 2026
Ordinance No. 188895 Adopted March 24, 2026

EFFECTIVE: May 2, 2026

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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.

Correction No. 947

Order No. 26-7416 Adopted January 29, 2026
Ordinance No. 188895 Adopted March 24, 2026

EFFECTIVE: May 2, 2026

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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.)

Exception 2: 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 3: 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 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.

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See Item 10 for explanation of abbreviations and symbols.

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[A] (d) The minimum charge for pilotage shall be per the effective date as follows:

Effective Date				
3/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030
\$858.00	\$914.00	\$974.00	\$1037.00	\$1104.00

[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				
3/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030
\$804.00	\$856.00	\$912.00	\$971.00	\$1034.00

[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				
3/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030
\$804.00	\$856.00	\$912.00	\$971.00	\$1034.00

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(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				
3/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030
\$146.84	\$156.39	\$166.55	\$177.38	\$188.91

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

Effective Date				
3/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030
\$15.05	\$16.03	\$17.07	\$18.18	\$19.36

See Item 10 for explanation of abbreviations and symbols.

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

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DEFINITIONS

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

See Item 10 for explanation of abbreviations and symbols.

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

See Item 10 for explanation of abbreviations and symbols.

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

Correction No. 219	Order No. 6720 Adopted February 28, 2001	Ordinance No. 173867 Adopted March 27, 2001	EFFECTIVE: May 13, 2001
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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 Ordinance No. 173867	Adopted February 28, 2001 Adopted March 27, 2001	EFFECTIVE: May 13, 2001
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SECTION THREE – Continued PILOTAGE – Continued	Item No.	
<p style="text-align: center;">VESSEL TRAFFIC SERVICE (This rule not enforceable by the Federal Maritime Commission with whom this tariff is filed)</p>		
<p style="text-align: center;">VTS AREA</p> <p>The VTS Area, as authorized by California Harbors and Navigation Code (Section 445) and endorsed by the U.S. Coast Guard, will include the waters of San Pedro Bay and San Pedro Channel (outside the federal breakwater) and Santa Monica Bay that are encompassed within the arc of a circle having its center at Point Fermin Light, with a radius of twenty-five (25) nautical miles drawn from a position on the shore in the vicinity of Abalone Point to the south, (33 degrees – 33.8’N, 117 degrees – 49.5’W) clock wise to a point on the shore in the vicinity of Malibu Point to the north (34 degrees - 02.5’N, 118 degrees - 35.3’W).</p>	350	
<p style="text-align: center;">VTS “USER FEE” AUTHORIZATION</p> <p>Under the provisions of the State of California Harbors and Navigation Code, Section 446.5 and Government Code Section 8670.21 (f)(2), the Port of Los Angeles imposes "User Fees" upon all arriving covered vessels (see Item 340) transiting the VTS Area, for the purpose of anchoring or berthing at the Port of Los Angeles, (including anchorages outside the federal breakwater). As required by state law, these “User Fees” will pay the cost of operating the Vessel Traffic Service for the Ports of Los Angeles and Long Beach to facilitate safe, reliable, and efficient marine transportation, while protecting the environment.</p>	355	
<p style="text-align: center;">VTS “USER FEES” INVOICING AND PAYMENT PROCEDURES</p> <p>A. All Vessel Traffic Service “User Fees,” named in this Tariff (see Item 370,) shall be assessed against all <u>arriving</u> covered vessels (see Item 340 A), subject to the payment of the VTS “User Fees” under these rules. “User Fees” shall be paid by the vessel so assessed, through its master, owner, agent, charterers, or other person duly authorized to do so, upon each arrival to the Port of Los Angeles. In addition, any person responsible under this item (or, pursuant to a contract, the vessel, its owners, and charterers,) are jointly and severally responsible for payment of all VTS User Fees, and each agrees to guarantee such payment.</p> <p>* B. The Vessel Traffic Service User Fees under this section shall be invoiced by, and be paid to, the Marine Exchange of Los Angeles-Long Beach Harbor, Inc., P. O. Box 1949, San Pedro, CA 90733-1949. TELEPHONE: 310-519-3128; FAX: 310-241-0300.</p> <p>B. Non-payment or delinquent invoices may be subject to a late payment charge consisting of 1/30 of two percent of the invoice amount remaining unpaid each day.</p>	[C] 360	
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

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<p>VESSEL TRAFFIC SERVICE (This rule not enforceable by the Federal Maritime Commission with whom this tariff is filed)</p> <p>VESSEL TRAFFIC SERVICE USER FEES</p> <p>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:</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><u>OVER</u></th> <th style="text-align: center;"><u>BUT NOT OVER</u></th> <th style="text-align: center;"><u>4/1/2021</u></th> <th style="text-align: center;"><u>4/1/2022</u></th> <th style="text-align: center;"><u>4/1/2023</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">150</td> <td style="text-align: center;">\$261</td> <td style="text-align: center;">\$288</td> <td style="text-align: center;">\$318</td> </tr> <tr> <td style="text-align: center;">150</td> <td style="text-align: center;">190</td> <td style="text-align: center;">\$287</td> <td style="text-align: center;">\$317</td> <td style="text-align: center;">\$350</td> </tr> <tr> <td style="text-align: center;">190</td> <td style="text-align: center;">230</td> <td style="text-align: center;">\$334</td> <td style="text-align: center;">\$369</td> <td style="text-align: center;">\$408</td> </tr> <tr> <td style="text-align: center;">230</td> <td style="text-align: center;">270</td> <td style="text-align: center;">\$389</td> <td style="text-align: center;">\$430</td> <td style="text-align: center;">\$475</td> </tr> <tr> <td style="text-align: center;">270</td> <td style="text-align: center;">310</td> <td style="text-align: center;">\$438</td> <td style="text-align: center;">\$484</td> <td style="text-align: center;">\$535</td> </tr> <tr> <td style="text-align: center;">310</td> <td style="text-align: center;">335</td> <td style="text-align: center;">\$492</td> <td style="text-align: center;">\$544</td> <td style="text-align: center;">\$601</td> </tr> <tr> <td style="text-align: center;">335</td> <td style="text-align: center;">--</td> <td style="text-align: center;">\$553</td> <td style="text-align: center;">\$611</td> <td style="text-align: center;">\$675</td> </tr> </tbody> </table> <p>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.</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><u>4/1/2021</u></th> <th style="text-align: center;"><u>4/1/2022</u></th> <th style="text-align: center;"><u>4/1/2023</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">\$0.0035</td> <td style="text-align: center;">\$0.0039</td> <td style="text-align: center;">\$0.0043</td> </tr> </tbody> </table> <p>C. EXCEPTIONS:</p> <ol style="list-style-type: none"> 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. <p>(**) 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 <u>any</u> vessel (sail or power driven) 100 gross tons and over, carrying one or more passengers for hire.</p>	<u>OVER</u>	<u>BUT NOT OVER</u>	<u>4/1/2021</u>	<u>4/1/2022</u>	<u>4/1/2023</u>	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	<u>4/1/2021</u>	<u>4/1/2022</u>	<u>4/1/2023</u>	\$0.0035	\$0.0039	\$0.0043	<p>+ * [A] 370</p>
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SECTION THREE – Continued PILOTAGE – Continued		Item No.
<p>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>+ * [A] 370</p>
See Item 345		380
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 782	Order No. 21-7292 Adopted February 18, 2021 Ordinance No. 187182 Adopted August 31, 2021	EFFECTIVE: October 18, 2021

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