



RULE 23: PILOT FEES

**Under the Authority of TARIFF / SCHEDULE NO. 2
For
ALL JACKSON COUNTY PORT AUTHORITY FACILITIES
Mississippi Code of 1972 Section 59-1-39.
PORT PASCAGOULA TARIFF NO. 2 – HARBOR MANUAL**

A. The fees for piloting inward and outward, for boarding vessels, for docking, undocking, and for shifting within the harbor shall be determined and established by the Jackson County Port Authority in accordance with the requirements of Mississippi Code of 1972 Section 59-1-39.

B. **A pilotage fee of \$44.65** per draft foot will be assessed on all vessel movements for each pilot utilized. A minimum of 15 feet of mean draft shall apply to this fee.

C. **A tonnage surcharge of \$66.60** per thousand GRT (or any fractional part thereof) of the vessel, as listed on the vessel's Certificate of Registry will be assessed on all vessel movements for each pilot utilized. A minimum of four thousand gross metric tons shall apply to this surcharge.

D. **A pilot boat fee of \$251.70** per movement shall be assessed during any port call in which a pilot boat is utilized in conjunction with a vessel port call.

E. **A dispatch and pilot communication fee of \$125.00** per movement shall be assessed.

F. A fee for the supervision of vessels while shifting within the harbor between any two points within the East Harbor (Bayou Casotte), or within the West Harbor (Pascagoula River) will be assessed at **\$389.50 with power on vessel engines** and **\$642.25 without power on vessel engines** plus tonnage surcharge as stated above.

G. When a pilot is called to a vessel and the vessel is late for sailing for reasons other than weather, and the **pilot is detained for more than 30 minutes, there shall be a charge in addition to the regular pilotage of \$163.85 per hour** for each hour or fractional part thereof, for his detention or standby beyond 30 minutes,.

H. Application and exceptions:

i. A different rate of pilotage per pilot on all movements of vessels of unusual size or configuration shall be calculated and assessed on a unit/draft basis. i. A vessel is considered to be of unusual size or configuration if its maximum breadth (including large deck cargo) exceeds 40% of the vessel length.

ii. A unit shall be equal to the maximum length (in feet) times the maximum breadth (in feet) divided by 850 (LxB/850).

iii. The base pilotage rate for vessels of unusual size or configuration is: **\$66.60** per unit, not to exceed 100 units, plus a draft assessment of **\$44.65** per draft foot, with a minimum draft of 15 feet.

iv. All fees in this section are based on a maximum of four hours of pilot utilization. Should pilots be required to work for more than four hours, an additional surcharge of 25% of all applicable fees will be

2. When a pilot is called to a vessel to perform an activity such as dockside maneuvering, vessel holdings, or other special services specified in this section, there shall be a charge of **\$628.90 per hour** or fraction thereof per pilot.

I. Requests for pilot service may be canceled without penalty when notice of cancellation is received by the pilot dispatcher at least one hour prior to the original time requested. If notice of cancellation is not received within the above time limit, a **penalty charge of \$53.10** shall be assessed. This penalty charge shall be **\$266.75** in instances where the pilot boat has departed to take the pilot to the vessel.

J. For dry-docking or launching vessels there shall be a charge of **\$1,187.10 per operation.**

K. In arranging for pilots, the vessel or agent requesting such services shall provide complete and accurate information as required by the Harbormaster. The Port Authority assumes no responsibility for the acts or omissions of such persons arranging for pilots.

L. The rates and charges named in this Harbor Manual do not include any insurance, including marine insurance, insuring the vessel, its owners, agents, or operators from the consequences of negligence or errors in judgment of any pilot(s) supplying services. The Port Authority reserves the right to require additional insurance and/or be named additional insured on a vessel's insurance policy for any specialized operation, as determined by the Harbormaster.