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THE GENERAL ASSEMBLY OF PENNSYLVANIA

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HOUSE BILL

No. 1166 Session of  
2019

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INTRODUCED BY JOZWIAK, GALLOWAY, BARRAR, FARRY, NEILSON, GAYDOS,  
FRITZ, STAATS, TOEPEL, DIGIROLAMO, KINSEY, THOMAS, RADER,  
DRISCOLL AND T. DAVIS, APRIL 9, 2019

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REFERRED TO COMMITTEE ON COMMERCE, APRIL 9, 2019

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AN ACT

1 Amending the act of May 11, 1889 (P.L.188, No.210), entitled "A  
2 further supplement to an act, entitled 'An act to establish a  
3 board of wardens for the Port of Philadelphia, and for the  
4 regulation of pilots and pilotage, and for other purposes,'  
5 approved March twenty-ninth, one thousand eight hundred and  
6 three, and for regulating the rates of pilotage and number of  
7 pilots," further providing for rates of pilotage and  
8 computation, for pilotage fees and unit charge and for  
9 charges for services.

10 The General Assembly of the Commonwealth of Pennsylvania  
11 hereby enacts as follows:

12 Section 1. Sections 3.1, 3.2 and 3.3(1) of the act of May  
13 11, 1889 (P.L.188, No.210), entitled "A further supplement to an  
14 act, entitled 'An act to establish a board of wardens for the  
15 Port of Philadelphia, and for the regulation of pilots and  
16 pilotage, and for other purposes,' approved March twenty-ninth,  
17 one thousand eight hundred and three, and for regulating the  
18 rates of pilotage and number of pilots," are amended to read:

19 Section 3.1. For services rendered on and after January 1,  
20 1990, retroactively, the rates of pilotage for conducting a  
21 vessel from the Capes of the Delaware to a place on the Delaware

1 River or Bay no further upriver than the Delair Railroad Bridge  
2 between Philadelphia, Pennsylvania, and Delair, New Jersey, or  
3 from a place on the river Delaware no further upriver than the  
4 Delair Railroad Bridge between Philadelphia, Pennsylvania, and  
5 Delair, New Jersey, to the Capes of the Delaware, in either  
6 case, shall be computed as follows:

7 (a) A charge, to be known as a unit charge, will be made for  
8 each pilotage, determined by length overall (in feet) multiplied  
9 by the extreme breadth (in feet) of the vessel, divided by one  
10 hundred.

11 (a.1) For the purposes of this act, the following  
12 definitions shall be applied:

13 "Extreme breadth" shall be the maximum breadth between the  
14 outside of the shell platings of the vessel.

15 "Length overall" shall be the distance between the forward  
16 and after extremities of the vessel.

17 "Measurements" shall be in feet and inches (United States).

18 Inches shall be converted as follows:

|    |         |         |         |          |
|----|---------|---------|---------|----------|
| 19 | 1" = .1 | 4" = .3 | 7" = .6 | 10" = .8 |
| 20 | 2" = .2 | 5" = .4 | 8" = .7 | 11" = .9 |
| 21 | 3" = .3 | 6" = .5 | 9" = .8 |          |

22 (b) The charges per unit shall be as follows:

|    |  |                         |
|----|--|-------------------------|
| 23 | [(v) Effective January 1, 2016.....        | \$14.05 per unit        |
| 24 | (vi) Effective January 1, 2017.....        | \$14.05 per unit        |
| 25 | (vii) Effective January 1, 2018.....       | \$14.19 per unit]       |
| 26 | (viii) Effective January 1, 2019.....      | \$14.47 per unit        |
| 27 | <u>(ix) Effective January 1, 2020.....</u> | <u>\$14.61 per unit</u> |
| 28 | <u>(x) Effective January 1, 2021.....</u>  | <u>\$14.76 per unit</u> |
| 29 | <u>(xi) Effective January 1, 2022.....</u> | <u>\$14.91 per unit</u> |

30 (c) There shall be a minimum charge of two hundred units and

1 a maximum unit charge as follows:

|   |  |                    |
|---|--|--------------------|
| 2 | [(v) Effective January 1, 2016.....        | 1,400 units        |
| 3 | (vi) Effective January 1, 2017.....        | 1,450 units        |
| 4 | (vii) Effective January 1, 2018.....       | 1,500 units]       |
| 5 | (viii) Effective January 1, 2019.....      | 1,500 units        |
| 6 | <u>(ix) Effective January 1, 2020.....</u> | <u>1,550 units</u> |
| 7 | <u>(x) Effective January 1, 2021.....</u>  | <u>1,550 units</u> |
| 8 | <u>(xi) Effective January 1, 2022.....</u> | <u>1,550 units</u> |

9 Section 3.2. That every ship or vessel bound to the Delaware  
10 breakwater for orders shall be obliged to receive a pilot,  
11 provided she is spoken or a pilot offers his services, outside  
12 of a straight line drawn from Cape Henlopen Light to Cape May  
13 Light, and every ship or vessel bound to the breakwater for  
14 orders shall pay pilotage fees as follows: A sum equal to half  
15 the pilotage to the Port of Philadelphia, and she shall be  
16 obliged to take a pilot and pay the same pilotage fees when  
17 outward bound, from the breakwater, and if such ship or vessel,  
18 without discharging her pilot, proceed to the Port of  
19 Philadelphia or any other port or place on the bay or river  
20 Delaware, only one full pilotage fee as fixed by section 3.1 of  
21 this act, for the entire service, in addition to the fee for  
22 detention: Provided, however, That if the pilot bringing such  
23 ship or vessel to the breakwater be there discharged, and the  
24 ship or vessel afterward proceed to Philadelphia or any other  
25 port or place on the bay or river Delaware, she shall make the  
26 usual signal for a pilot and continue to make such signal till  
27 reaching Brandywine Light, and if spoken by, or offered the  
28 services of, a duly licensed Pennsylvania pilot before reaching  
29 Brandywine Light, shall be obliged to employ such pilot and pay  
30 him for services rendered on and after the effective date of

1 this act, a charge computed as follows:

2 (a) A charge, to be known as a unit charge, will be made for  
3 each pilotage, determined by length overall (in feet) multiplied  
4 by the extreme breadth (in feet) of the vessel, divided by one  
5 hundred.

6 (a.1) For the purposes of this act, the following  
7 definitions shall be applied:

8 "Extreme breadth" shall be the maximum breadth between the  
9 outside of the shell platings of the vessel.

10 "Length overall" shall be the distance between the forward  
11 and after extremities of the vessel.

12 "Measurements" shall be in feet and inches (United States).

13 Inches shall be converted as follows:

|    |         |         |         |          |
|----|---------|---------|---------|----------|
| 14 | 1" = .1 | 4" = .3 | 7" = .6 | 10" = .8 |
| 15 | 2" = .2 | 5" = .4 | 8" = .7 | 11" = .9 |
| 16 | 3" = .3 | 6" = .5 | 9" = .8 |          |

17 (b) The charges per unit shall be as follows:

|    |  |                         |
|----|--|-------------------------|
| 18 | [(v) Effective January 1, 2016.....        | \$14.05 per unit        |
| 19 | (vi) Effective January 1, 2017.....        | \$14.05 per unit        |
| 20 | (vii) Effective January 1, 2018.....       | \$14.19 per unit]       |
| 21 | (viii) Effective January 1, 2019.....      | \$14.47 per unit        |
| 22 | <u>(ix) Effective January 1, 2020.....</u> | <u>\$14.61 per unit</u> |
| 23 | <u>(x) Effective January 1, 2021.....</u>  | <u>\$14.76 per unit</u> |
| 24 | <u>(xi) Effective January 1, 2022.....</u> | <u>\$14.91 per unit</u> |

25 (c) There shall be a minimum charge of two hundred units and  
26 a maximum unit charge as follows:

|    |                                       |              |
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| 27 | [(v) Effective January 1, 2016.....   | 1,400 units  |
| 28 | (vi) Effective January 1, 2017.....   | 1,450 units  |
| 29 | (vii) Effective January 1, 2018.....  | 1,500 units] |
| 30 | (viii) Effective January 1, 2019..... | 1,500 units  |

1 (ix) Effective January 1, 2020..... 1,550 units  
2 (x) Effective January 1, 2021..... 1,550 units  
3 (xi) Effective January 1, 2022..... 1,550 units

4 Section 3.3. The following charges are hereby authorized for  
5 the services stated:

6 (1) Ship communication charge:  
7 Vessels transiting the Delaware River..... [\$235.00]  
\$265.00

8 \* \* \*

9 Section 2. This act shall take effect in 60 days.