

1 **REPORT OF AD HOC COMMITTEE ON BLUE CARD RATES**

2 As amended during the March 27, 2014 Board Meeting

3 **Plain English Definitions for each Blue Card Service Charge**

4 Blue Card Service Codes and charges refer to the description of services and fees applied when
 5 a San Francisco Bar Pilot pilots a vessel on a transit other than (1) an uninterrupted passage
 6 from sea to a port or berth in San Francisco or San Pablo Bay between the UPRR Bridge to the
 7 north and Hunter's Point to the south; or (2) an uninterrupted return of a vessel from one of
 8 these ports or berths to sea. Thus vessels proceeding to or from a berth that is beyond the
 9 UPRR Bridge to the north (e.g. berths at Avon, Port Chicago, Pittsburg, Antioch, or
 10 Stockton/Sacramento) or beyond Hunter's Point to the south (e.g. a berth in Redwood City)
 11 incur an additional charge as set forth in the Blue Card rates. Fees for moving a vessel within
 12 the Bay from one berth to another, or from a berth to an anchorage are also set forth in the
 13 Blue Card rates.

14 **Background:** Prior to the passage in 1984 of Assembly Bill No. 1768 (Papan) which
 15 amalgamated inland and bar pilotage, the minimum fees charged by Inland and Independent
 16 Pilots were set forth in a schedule entitled "*Ship Pilots' Fees, Pacific Maritime Region, San*
 17 *Francisco Bay and Tributaries*" and published by the local branch of the Masters, Mates and
 18 Pilots Union. This schedule was printed on blue paper and came to be known simply as the
 19 "Blue Card Rates."

20 As a result of the 1984 legislation, Harbors and Navigation Code ("HNC") Section 1191(a) was
 21 adopted, directing the Board of Pilot Commissioners to recommend that the Legislature adopt
 22 by statute a schedule of pilotage rates for ship movements or special operations that were not
 23 specified in Section 1190 (which applied only to bar pilotage.) Section 1191 (c) provided:

24 *"Until a schedule is adopted by the Legislature pursuant to subdivision (a), on and after January*
 25 *1, 1985, the minimum rates charged by pilots or inland pilots for ship movements and internal*
 26 *operations shall be the schedule of ship pilot fees, Pacific Maritime Region, San Francisco Bay*
 27 *and tributaries, then in effect."*

28 Legislation in 1988 deleted the introductory phrase "Until a schedule is adopted by the
 29 Legislature . . ." but otherwise referred to the same schedule and increased the fees that were
 30 in effect on December 30, 1988 by 20%.

31 Legislation in 1990 amended Section 1191(c) that changed the reference to "*the schedule of*
 32 *ship pilot fees published by the San Francisco Bar Pilots on January 1, 1990.*" In 1995, Section
 33 1191(c) was again amended to refer to "*the schedule of ship pilot fees recommended for*

34 *adoption by the board on June 22, 1995, and published by the San Francisco Bar Pilots.”* 1996
 35 and 1999 legislation changed the date of the board’s recommendation (to June 1996 and
 36 January 1999, respectively), but otherwise kept the same language.

37 Legislation in 2002 deleted the entire existing subsection (c), and with it, the reference to the
 38 schedule “published by the San Francisco Bar Pilots.” Instead, it simply referred to specified
 39 increases to “*the minimum rates imposed pursuant to this section that are in effect on [a*
 40 *specified date.]”*

41 This history may help put into context the individual rates and use of terms in the schedule that
 42 is currently in effect.

43 The “Blue Card” rates charged pursuant to Section 1191 are published on the SFBP’s website
 44 (www.sfbarpilots.com) and entitled “*San Francisco Bar Pilots - Service Code and Charge*
 45 *Listing,*” followed by the effective date.

46 A “Code” in the left hand column is used by the pilots to simplify computer entries. Each Code
 47 is followed by a service description, and the fee or rate charged. A further description of the
 48 Codes and definition of terms follow below.

49 **I. BAR PILOTAGE**

50 The first two Code entries, 891 IN and 891 OT are for bar pilotage, the rates for which are
 51 established by HNC Section 1190, and which are not part of the Blue Card rates.

52 Bar pilotage is defined in HNC Section 1190(b) as “pilotage that passes through the Golden Gate
 53 to or from the high seas to or from a berth within an area bounded by the Union Pacific
 54 Railroad Bridge to the north and Hunter’s Point to the south.”

55 Code 894 IN provides for a half-pilotage charge to a vessel entering a port in Monterey Bay or in
 56 the Bays of San Francisco, San Pablo or Suisun solely by reason of being in distress or requiring
 57 care, as authorized by HNC Section 1192. This too is not part of the Blue Card rates. [The rates
 58 are 50% of the rates set by HNC 1190(a).]

59 **II. ADDITIONAL CHARGES TO BAR PILOTAGE**

60 Codes 617 SC to 622 SC set forth the additional charge for a vessel proceeding from sea to a
 61 berth south of Hunter’s Point or to a berth north of the UPRR Bridge. The current reference to
 62 the “S P Bridge” is a holdover from the predecessor schedules in effect before the Union Pacific
 63 Railroad took over operation of the bridge. With the exception of “Martinez Terminal”
 64 (defined below), each of the six codes refers to a discrete geographic area, port or berth, which
 65 can be found on the nautical charts issued by the National Oceanic and Atmospheric

66 Administration (NOAA), a federal agency in the U.S. Department of Commerce, and in a
 67 publication entitled "United States Coast Pilot 7" also issued by NOAA. Both are standard
 68 references used by mariners. (Avon and Port Chicago are also described in the definitions
 69 section at the end of this Report.)

70 **III. BAY AND/OR RIVER MOVES/SHIP-SHIFTING CHARGES**

71 **(BM=Bay/River Move; BA=Flat Tow)**

72 The Service Descriptions for Codes 601 BM(BA) through 633 BM(BA) describe the geographic
 73 areas, terminals or ports between or within which the designated ship movements occur. Most
 74 terms are self-evident and found on navigational charts and in the Coast Pilot referenced
 75 above. Definitions of additional terms (noted in all capital letters) used in these Service Codes
 76 follow the descriptions below.

77 **Code 601 BM SF (SOUTH OF NORTH END OF T.I.) TO HUNTERS POINT:** Any move entirely
 78 within San Francisco Bay, including Oakland and Alameda, south of the north end of Treasure
 79 Island to Hunter's Point.

80 (601 BA would be used for a FLAT TOW within the same geographic area as 601 BM. "FLAT
 81 TOW" is defined below.)

82 **Code 602 BM SF AREA TO RICHMOND, PT. SAN PABLO:** Any move entirely within SF AREA
 83 exclusive of moves under Code 601 BM.

84 **Code 603 BM SF AREA TO SOUTH OF HUNTERS POINT:** Any move between SF AREA and points
 85 south of Hunter's Point.

86 **Code 604 BM SF AREA TO SEQUOIA, OLEUM:** Any move between SF AREA and OLEUM,
 87 including SEQUOIA and Selby terminal.

88 **Code 605 BM SF AREA TO AVON, MARTINEZ TERMINAL:** Any move between SF AREA and
 89 AVON, including the MARTINEZ TERMINAL.

90 **Code 606 BM BETWEEN OLEUM, S P BRIDGE AND AVON:** Any move from the area bounded by
 91 OLEUM, Mare Island and the UPRR BRIDGE, to MARTINEZ TERMINAL or AVON, and the reverse
 92 route.

93 **Code 607 BM BETWEEN AVON, PORT CHICAGO AND PITTSBURG:** Any move within the area
 94 bounded by AVON and Pittsburg, including PORT CHICAGO.

95 **Code 608 BM SF AREA TO NORTH EXTREMITY SUISUN BAY:** Any move between SF AREA and
 96 Pittsburg.

- 97 **Code 609 BM SF AREA TO MARE ISLAND, VALLEJO, MARTINEZ, BENICIA:** Any move between
 98 SF AREA and Mare Island, Vallejo and Carquinez Strait east of the Carquinez Bridge and west of
 99 the UPRR BRIDGE.
- 100 **Code 610 BM BETWEEN SEQUOIA, OLEUM, MARE ISLAND AND S P BRIDGE:** Any move within
 101 the area bounded by OLEUM (including the former SEQUOIA terminal), Mare Island and the
 102 UPRR BRIDGE.
- 103 **Code 611 BM BETWEEN OLEUM, S P BRIDGE AND NORTH SUISUN BAY:** Any move from the
 104 area bounded by OLEUM, Mare Island and the UPRR BRIDGE to Pittsburg, and the reverse
 105 route.
- 106 **Codes 612 BM – 614 BM** - not currently utilized.
- 107 **Code 615 BM SF AREA TO PORT CHICAGO:** Any move between SF AREA and PORT CHICAGO.
- 108 **Code 616 BM BETWEEN OLEUM, S P BRIDGE AND PORT CHICAGO:** Any move from the area
 109 bounded by OLEUM, Mare Island and UPRR BRIDGE to PORT CHICAGO, and the reverse route.
- 110 **Codes 617 BM – 622 BM** - not currently utilized for Bay Moves. See Section II above for Codes
 111 617 SC – 622 SC.
- 112
- 113 **Code 623 BM BETWEEN SAN FRANCISCO AND SACRAMENTO:** Any move between SF AREA
 114 and Sacramento.
- 115 **Code 624 BM BETWEEN SAN FRANCISCO AND STOCKTON:** Any move between SF AREA and
 116 Stockton.
- 117 **Code 625 BM SACRAMENTO TO STOCKTON:** Any move from Sacramento to Stockton.
- 118 **Code 626 BM STOCKTON TO SACRAMENTO:** Any move from Stockton to Sacramento.
- 119 **Code 627 BM SHIFTING AT SACRAMENTO OR STOCKTON:** Any intraport move at Sacramento
 120 or Stockton.
- 121 **Code 628 BM SF AREA AND ANTIOCH:** Any move between SF AREA and Antioch.
- 122 **Code 629 BM BETWEEN OLEUM, S P BRIDGE AND ANTIOCH:** Any move from the area bounded
 123 by OLEUM, Mare Island and UPRR BRIDGE to Antioch and the reverse route.

124 **Code 630 BM BETWEEN OLEUM, S P BRIDGE AND SACTO/STOCKTON:** Any move from the
 125 area bounded by OLEUM, Mare Island and UPRR BRIDGE to Sacramento or Stockton and the
 126 reverse route.

127 **Code 631 BM BETWEEN AVON, PORT CHICAGO AND ANTIOCH:** Any move from the area
 128 between AVON and PORT CHICAGO to Antioch and the reverse route.

129 **Code 632 BM BETWEEN AVON, PORT CHICAGO AND SACTO/STOCKTON:** Any move from the
 130 area between AVON and PORT CHICAGO to Sacramento or Stockton and the reverse route.

131 **Code 633 BM BETWEEN PITTSBURG, ANTIOCH AND SACTO/STOCKTON:** Any move from the
 132 area between Pittsburg and Antioch to Sacramento or Stockton, and the reverse route.

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134 **IV. VESSEL LENGTH CHARGE**

135 **Code 895 SC** describes the additional charge for vessels 600 feet or greater, and how that
 136 charge is calculated. The Base Rate is the applicable charge or charges from Sections II and III
 137 above.

138 "Length" is the Length Overall (LOA) as reported on the Vessel's General Particulars or Pilot
 139 Card or reported in Lloyd's Register of Ships, converted to feet.

140 "A" is the additional charge for ships from 600 feet in length up to but not including 625 feet in
 141 length and is 14% of the Base Rate.

142 "B" is the charge for ships from 625 feet in length up to but not including 650 feet in length and
 143 is the sum of the charge for A plus 4% of the charge for A.

144 "C" is the charge for ships from 650 feet in length up to but not including 675 feet in length and
 145 is the sum of the charge for B plus 4% of the charge for B.

146 "D" is the charge for ships from 675 feet in length up to but not including 700 feet in length and
 147 is the sum of the charge for C plus 4% of the charge for C.

148 For ships 700 feet in length and above, an additional 4% is charged for each increment of 25
 149 feet, computed as above.

150 **MISCELLANEOUS CHARGES**

151 **Code 817 DD DOCK TO DOCK, EXCLUDING ABOVE ANTIOCH:** BAY MOVES originating at a dock
 152 and terminating at a dock, excluding above Antioch. (This charge is doubled for a FLAT TOW.)

- 153 **Code 818 AD DOCK STERN-IN OR DOWN-TIDE (BM/BA):** Any move in which the vessel must be
 154 maneuvered stern-in to a berth or landed DOWN-TIDE. This charge is the higher of 14 percent
 155 of the applicable charge(s) from Sections II and III above or \$101. (The charge is doubled for a
 156 FLAT TOW.)
- 157 **Code 821 AD ADJUST COMPASS, RDF, RADAR - 1 SWING:** Ship maneuvers using a pilot to
 158 facilitate a compass adjustment, or adjustments to other navigation equipment that require a
 159 ship to be turned in various directions. One swing is changing the ship's heading by up to 360
 160 degrees.
- 161 **Code 822 AD ADJUST COMPASS, RDF, RADAR - 2 SWINGS:** Ship maneuvers using a pilot to
 162 facilitate a compass adjustment, or adjustments to other navigation equipment that require a
 163 ship to be turned in various directions. "Two swings" is changing the ship's heading by more
 164 than 360 degrees.
- 165 **Code 831 SB STANDBY TIME PER HOUR:** Hourly charge when a vessel fails to get underway
 166 within one hour of the time provided in its request for a pilot, or when a vessel fails to arrive
 167 within one hour of the time provided in its request for a pilot. This charge is charged in ½ hour
 168 increments for every half hour or portion thereof.
- 169 **Code 840 CP CANCEL SERVICE LESS THAN 4 HOURS:** Charge for cancelling an order for a pilot
 170 with less than four hours' notice prior to the time provided in its request for a pilot.
- 171 **Code 840 DT PILOT CARRIED AWAY, PER DAY:** Charge when a pilot is unable to safely
 172 disembark at the offshore pilot station (for example, due to weather or damage to the pilot
 173 ladder) and is forced to ride the ship to its next port. This charge was adopted by the
 174 Legislature subsequent to the adoption of HNC Section 1122 and is therefore the applicable
 175 charge. This charge is charged in 24-hour increments from the time the vessel arrives at the
 176 offshore pilot station until the pilot disembarks the ship at its next port. This charge is in
 177 addition to all expenses incurred in returning.
- 178 **Code 841 CN CANCEL AFTER PILOT REPORTS:** Charge for cancelling the pilot job order after the
 179 pilot reports on board the vessel.
- 180 **Code 845 EX PILOT ON BOARD EXCESS 8 HOURS, PER HOUR:** Hourly charge when a pilot is on
 181 board the same vessel for more than eight hours.
- 182 **Code 851 ET ENGINE OR DOCK TRIALS PER HOUR:** Hourly charge for pilotage service while
 183 vessel is conducting engine or dock trials.
- 184 **Code 853 AN ANCHORING AFTER DEPARTURE:** Additional charge for any bay or river move or
 185 transit to sea that results in anchoring the vessel. (This charge is doubled for a FLAT TOW.)
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186 **Code 871 DT DELAY ENROUTE, INCLUDING VTS ORDERED, PER HOUR:** Hourly charge
 187 whenever a vessel transit is interrupted, delayed, or slowed, for any cause (for example, due to
 188 berth congestion, weather, or directions by the U.S. Coast Guard Vessel Traffic Service), such
 189 that the net delay time exceeds ½ hour. Net delay time is the difference between how much
 190 time the job would have required without the delay and the actual time spent on the job. This
 191 charge is charged in ½ hour increments for every half hour or portion thereof, with a minimum
 192 charge of one hour.

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194

195 **Code 899 CM CREDIT MEMO** - This code is no longer in use.

196

197 **Code 899 DM DEBIT MEMO** - This code is no longer in use.

198

199 **Code TPINS TRIP INSURANCE COVERAGE (per move, if accepted):** Charge for trip insurance
 200 authorized by HNC Section 1198.

201

202 **Definitions of Terms used in Service Codes**

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204 **Avon** is located approximately 1.5 nautical miles east of the UPRR Bridge.

205 **"Bay Move"** is any move partially or wholly within the Bays of San Francisco, San Pablo or
 206 Suisun.

207 **"Down-tide"** is a term used in docking a vessel at a berth with a following current.

208 **"Flat Tow"** is the movement of a vessel without the use of its own means of propulsion - either
 209 a barge or a dead ship.

210 **"Dead ship"** is a vessel that has (or had) its own means of propulsion, but those means are not
 211 available for that movement.

212 **"Martinez Terminal"** is the first terminal upriver from the UPRR BRIDGE and adjacent to AVON.

213 **"North Extremity Suisun Bay"** is any berth in Pittsburg.

214 **"North Suisun Bay"** is any berth in Pittsburg.

215 **Oleum** is located at the western end of Carquinez Strait.

216 **Port Chicago** is located approximately 5 nautical miles east of the UPRR BRIDGE and is the site
217 of the former Naval Weapons Station.

218 **"Sequoia"** is a former terminal adjacent to OLEUM that was dismantled and is no longer
219 marked on the nautical charts.

220 **"SF Area"** is San Francisco Bay between Hunter's Point and Point San Pablo.

221 **SP Bridge/UPRR Bridge** is the lift bridge currently operated by the Union Pacific Railroad that
222 crosses the eastern end of Carquinez Strait.