

LAWS OF DELAWARE
VOLUME 83
CHAPTER 372
151st GENERAL ASSEMBLY
FORMERLY
HOUSE BILL NO. 365

AN ACT TO AMEND TITLE 23 OF THE DELAWARE CODE RELATING TO PILOTAGE RATES.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF DELAWARE:

Section 1. Amend Chapter 1, Title 23 of the Delaware Code by making insertions as shown by underline and by making deletions as shown by strike through as follows:

§ 131. Pilotage rates.

(a) For services rendered on and after January 1, 1990, the rates of pilotage for conducting a vessel from the Capes of the Delaware to a point on the Delaware River no further upriver than the Delair Railroad Bridge between Philadelphia, Pennsylvania and Delair, New Jersey, or from a point on the Delaware River no further upriver than the Delair Railroad Bridge between Philadelphia, Pennsylvania and Delair, New Jersey, to the Capes of the Delaware shall be, in either case, the charge resulting from the following computation:

(1) a. A charge, to be known as a unit charge, will be made for each pilotage, determined by length overall (in feet) multiplied by the extreme breadth (in feet) of the vessel, divided by 100.

(2) The charges per unit shall be as follows:

Effective January 1, ~~2019~~ \$14.47 per unit 2022 \$14.91 per unit.

Effective January 1, ~~2020~~ \$14.61 per unit 2023 \$15.66 per unit.

Effective January 1, ~~2021~~ \$14.76 per unit 2024 \$16.44 per unit.

Effective January 1, ~~2022~~ \$14.91 per unit 2025 \$17.26 per unit.

(3) There shall be a minimum charge of 200 units and a maximum unit charge as follows:

Effective January 1, ~~2019~~ 1,500 units 2022 1,550 units.

Effective January 1, ~~2020~~ 1,550 units 2023 1,550 units.

Effective January 1, ~~2021~~ 1,550 units 2023 1,550 units.

Effective January 1, ~~2022~~ 1,550 units 2023 1,550 units.

(b) Every such vessel bound to the breakwater for orders shall pay pilotage fees as follows: A sum equal to $\frac{1}{2}$ of the inward rates of pilotage to the port of Philadelphia, and the same fees when outwardbound from the breakwater; provided, however, if the pilot bringing such ship or vessel to the breakwater be there discharged, and the ship or vessel afterward proceed to Philadelphia or any other port or place on the Delaware Bay or River, it shall make the usual signal for a pilot, and continue to make such signal till reaching Brandywine Light, and if spoken by, or offered the services of, a duly licensed Delaware pilot before reaching Brandywine Light, shall be obliged to employ such pilot and pay such pilot for services rendered as follows: On and after January 1, 1990, the rates of pilotage for conducting a vessel from the Capes of the Delaware to a point on the Delaware River no further upriver than the Delair Railroad Bridge between Philadelphia, Pennsylvania and Delair, New Jersey, or from a point on the Delaware River no further upriver than the Delair Railroad Bridge between Philadelphia, Pennsylvania and Delair, New Jersey, to the Capes of the Delaware shall be, in either case, the charge resulting from the following computation:

(1) a. A charge, to be known as a unit charge, will be made for each pilotage, determined by length overall (in feet) multiplied by the extreme breadth (in feet) of the vessel, divided by 100.

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(3) There shall be a minimum charge of 200 units and a maximum unit charge as follows:

Effective January 1, ~~2019~~ 1,500 units 2022 1550 units.

Effective January 1, ~~2020~~ 1,550 units 2023 1,550 units.

Effective January 1, ~~2021~~ 1,550 units 2024 1,550 units.

Effective January 1, ~~2022~~ 1,550 units 2025 1,550 units.

Approved July 27, 2022