

(4) PUBLIC INTEREST IN MAINTAINING EFFICIENT AND RELIABLE PILOTAGE SERVICE;

~~(5) --PILOT-FATIGUE, AND~~

~~(6) (5) OTHER FACTORS RELEVANT TO THE DETERMINATION OF JUST AND REASONABLE RATES.~~

(D) A PILOT MAY NOT DEMAND OR RECEIVE ANY GREATER, LESSER, OR DIFFERENT COMPENSATION FOR RENDERING PILOTAGE SERVICE THAN THE RATES ESTABLISHED BY THE COMMISSION UNDER THIS SECTION.

(E) THE COMMISSION MAY SHALL IMPOSE AN ASSESSMENT ON THE ASSOCIATION OF MARYLAND PILOTS BASED ON ASSESSMENT GUIDELINES ESTABLISHED FOR PUBLIC SERVICE COMPANIES UNDER SECTION 88 OF THIS ARTICLE. THE ASSESSMENT IMPOSED UNDER THIS SUBSECTION MAY NOT BE LESS THAN \$25,000.

(F) ALL PILOTAGE FEES AND CHARGES PROVIDED BY APPLICABLE LAWS SHALL REMAIN IN EFFECT UNTIL CHANGED BY THE COMMISSION.

SECTION 4. AND BE IT FURTHER ENACTED, That this Act shall take effect ~~July-1~~ June 1, 1984.

Approved May 29, 1984.

CHAPTER 727

(Senate Bill 247)

AN ACT concerning

Licensing and Regulation of Maryland Pilots

FOR the purpose of altering the composition of the Board of Examiners of Maryland Pilots; providing that apprentice pilots be appointed by the Board; altering certain requirements relating to the qualifications and training of apprentice pilots; altering certain license fees; transferring the rate setting function of the Board to the Public Service Commission; identifying factors that the Public Service Commission should consider in determining rates; ~~allowing~~ requiring the Commission to impose a certain assessment on the Association of Maryland Pilots; extending to a certain date the termination provisions of the Board; providing for an effective date; and generally relating to the Board of Examiners of Maryland Pilots and rate setting of pilotage fees.

BY repealing