

General Instructions on the Amendment to the "Pilotage Tariff of Port of Hopping"

The Pilotage Tariff of Port of Hopping (the Pilotage Tariff) was made according to Article 10 of the Pilotage Law and effective from October 13, 2021. The previous amendment took place with reference to the pilotage tariffs adopted for other commercial ports. Such pilotage tariffs have not been amended for more than 20 years.

The Pilotage Tariff is now amended for the sake of meeting current practical demand, and the highlights of the new amendment are as follows:

- I. Addition of vessel gross tonnage range intervals.
- II. Adjustment of draft rate, tonnage rate, and waiting charge.
- III. Revision of wordings in notes.

Comparison Table of the Amendment to the "Pilotage Tariff of Port of Hoping"

Post-amendment requirement			Current requirement			Description
<div>Fee's item</div> <div>Gross tonnage</div>	Draft rate (Draft per foot) (NT\$/foot)	Tonnage rate (NT\$ for every 500 tons)	<div>Fee's item</div> <div>Gross tonnage</div>	Draft rate (Draft per foot) (NT\$/foot)	Tonnage rate (NT\$ for every 500 tons)	<div>I. In light of increased ship sizes, the range intervals for large vessels are added. For vessels whose gross tonnage is 60001 and above, the range intervals are divided into 60001 to 100000, 100001 to 150000, and 150001 and above.</div> <div>II. Both the draft rate and the tonnage rate are adjusted in light of inflation. For vessels whose gross tonnage is 60000 and below, the draft rate increased by 10% from the existing rate. For vessels whose gross tonnage is 60001 and above, based on the preceding rate, the draft rate increased by 8%, 5%, and 2%, respectively. Tonnage rate increased by 10% from the existing rate.</div> <div>III. Repeated descriptive wordings are deleted for Notes 2.</div> <div>IV. For the waiting charge in Notes 3 (1), in light of inflation, it increased by 10% from the existing rate.</div> <div>V. Cited text in Notes 4 (1) is revised. For (2), in light of the legitimacy in the fees collected, wordings about the fees to be collected for additional pilots hired are revised.</div>
Below 1,000	130	57	Below 1,000	118	52	
1,001-8,000	212	57	1,001-8,000	193	52	
8,001-10,000	289	57	8,001-10,000	263	52	
10,001-60,000	311	57	10,001-60,000	283	52	
60,001-100,000	336	57	60,001 and above	324	52	
100,001-150,000	352	57				
150,001 and above	359	57				
<div>Notes:</div> <div>I. Pilotage fee = draft rate × draft (foot) + tonnage rate × (gross tonnage/500).</div> <div>II. When the draft is less than 1 foot, it counts as 1 foot; when the gross tonnage is less than 500, it counts as 500.</div> <div>III. Terms and conditions of respective surcharges are as follows:</div> <div>(I) Waiting charge: For departing vessels, from the moment the pilot embarks the vessel, and for arriving vessels, from the moment the pilot embarks the harbor service boat (including a tugboat or a pilot boat that is used to transport the pilot), additional NT\$550 are to be collected for each half hour.</div>			<div>Notes:</div> <div>I. Pilotage fee = draft rate x draft (foot) + tonnage rate × (gross tonnage/500).</div> <div>II. When the draft is less than 1 foot, it counts as 1 foot; when the gross tonnage is less than 500, it counts as 500; and when the ending number of the gross tonnage is less than 500, it counts as 500.</div> <div>III. Terms and conditions of respective surcharges are as follows:</div> <div>(I) Waiting charge: For departing vessels, from the moment the pilot embarks the vessel, and for arriving vessels, from the moment the pilot embarks the harbor service boat (including a</div>			

Post-amendment requirement	Current requirement	Description
<p>(II) Cancellation charge: For departing vessels, once the pilot embarks the vessel, if the vessel in question is unable to depart and the waiting period has exceeded an hour, and for arriving vessels, once the pilot embarks the harbor service boat (including a tugboat or a pilot boat that is used to transport the pilot) that is on its way, if the vessel is unable to enter the port and piloting is canceled as such, the prescribed pilotage fee is to be collected.</p> <p>(III) Night voyage charge: From the sunset of the current day to the sunrise of the following day, additional 50% of the pilotage fee is to be collected.</p> <p>(IV) For a powerless vessel or a vessel whose main engine is not functioning to rely on towing, additional 100% of the pilotage fee is to be collected.</p> <p>(V) In case of taking the pilot outside the limit of the pilot boarding area. Additional 50% of pilotage fee is to be collected when one of the following conditions is fulfilled, and when multiple conditions are fulfilled at the same time, additional 50% of the pilotage fee shall apply to the performance of each task:</p> <ol style="list-style-type: none"> 1. The pilotage takes place from the pilot boarding area (where the pilot embarked the vessel) to inside breakwater or from inside breakwater to the pilot boarding area (where the pilot disembarked the vessel). 2. Considering the safety of the port and that of the vessel, vessel's operator/employer or the captain may agree to let the pilot 	<p>tugboat or a pilot boat that is used to transport the pilot), additional NT\$500 are to be collected for each half hour.</p> <p>(II) Cancellation charge: For departing vessels, once the pilot embarks the vessel, if the vessel in question is unable to depart and the waiting period has exceeded an hour, and for arriving vessels, once the pilot embarks the harbor service boat (including a tugboat or a pilot boat that is used to transport the pilot) that is on its way, if the vessel is unable to enter the port and piloting is canceled as such, the prescribed pilotage fee is to be collected.</p> <p>(III) Night voyage charge: From the sunset of the current day to the sunrise of the following day, additional 50% of the pilotage fee is to be collected.</p> <p>(IV) For a powerless vessel or a vessel whose main engine is not functioning to rely on towing, additional 100% of the pilotage fee is to be collected.</p> <p>(V) In case of taking the pilot outside the limit of the pilot boarding area. Additional 50% of pilotage fee is to be collected when one of the following conditions is fulfilled, and when multiple conditions are fulfilled at the same time, additional 50% of the pilotage fee shall apply to the performance of each task:</p>	

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<p>embarking the arriving vessel outside the pilot boarding area (where the pilot embarked the vessel).</p> <p>IV. Pilotage is to be performed by one pilot in principle. For the sake of safety, efficiency, and depending on market mechanisms, however, the vessel's operator/employer or the captain shall decide, based on their own necessity and feasibility, to hire additional pilots. Requirements for hiring two or more pilots are as follows:</p> <p>(I) Due to the narrow waterway and port, while piloting the following vessels, for the sake of safety of the port and that of the vessel, with the consent of the vessel's operator/employer, additional pilots may be hired:</p> <ol style="list-style-type: none"> 1.The vessel has a total length exceeding 200 meters, inclusive. 2.The vessel tows a non-powered boat with a total length exceeding 100 meters, inclusive, or a disabled ship. <p>(II) For each additional pilot, the pilotage fee is to be collected at 60% of the tabulated rate herein.</p> <p>V. For national vessels with domestic routes, one-third of the tabulated rate is to be collected as the pilotage fee.</p>	<ol style="list-style-type: none"> 1.The pilotage takes place from the pilot boarding area (where the pilot embarked the vessel) to inside breakwater or from inside breakwater to the pilot boarding area (where the pilot disembarked the vessel). 2.Considering the safety of the port and that of the vessel, vessel's operator/employer or the captain may agree to let the pilot embarking the arriving vessel outside the pilot boarding area (where the pilot embarked the vessel). <p>IV. Pilotage is to be performed by one pilot in principle. For the sake of safety, efficiency, and depending on market mechanisms, however, the vessel's operator/employer or the captain shall decide, based on their own necessity and feasibility, to hire additional pilots. Requirements for hiring two or more pilots are as follows:</p> <p>(I) Due to the narrow waterway and port, while piloting the following vessels, for the sake of safety of the port and that of the vessel, with the consent of the vessel's operator/employer, additional pilots may be hired:</p> <ol style="list-style-type: none"> 1.The vessel has a total length exceeding 200 meters, inclusive. 2.The vessel tows a non-powered boat with a total length exceeding 100 meters, inclusive, or a disabled ship. 	

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