

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

The Pilotage Tariff of the Port of Hualien (the Pilotage Tariff) was made according to Article 10 of the Pilotage Law, approved by the Ministry of Transportation and Communications on December 2, 1999, and effective from December 15, 1999. Except for the addition of the cancellation charge, waiting charge, deletion of the temporary nationality certificate requirement for vessels, and consistent wordings about surcharges, the fee's item format, and the editing sequence announced on October 13, 2021, the Pilotage Tariff has not been amended for more than 20 years.

In light of inflation and the fact that vessels are getting larger, and to meet practical demand, it is now amended, and the highlights of the current 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 Hualien"

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>
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</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 tugboat or a pilot</div>			

Post-amendment requirement	Current requirement	Description
<p>NT\$550 are to be collected for each half hour.</p> <p>(II) Cancellation charge:</p> <ol style="list-style-type: none"> 1. 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. 2. If pilotage is requested and then canceled due to reasons that cannot be attributed to the vessel's owner such as suspended access to the port because of special operations; due to the fact that the pilot is still on duty in the office; due to the fact that the vessel's operator/employer or the captain cancel it within the timeframe agreed upon, no cancellation charge will be collected; if the pilot has already begun pilotage but suspends it in light of undesirable weather conditions or for safety reasons, the prescribed pilotage fee is to be collected. <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>boat that is used to transport the pilot), additional NT\$500 are to be collected for each half hour.</p> <p>(II) Cancellation charge:</p> <ol style="list-style-type: none"> 1. 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. 2. If pilotage is requested and then canceled due to reasons that cannot be attributed to the vessel's owner such as suspended access to the port because of special operations; due to the fact that the pilot is still on duty in the office; due to the fact that the vessel's operator/employer or the captain cancel it within the timeframe agreed upon, no cancellation charge will be collected; if the pilot has already begun pilotage but suspends it in light of undesirable weather conditions or for safety reasons, the prescribed pilotage fee is to be collected. <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>	

Post-amendment requirement	Current requirement	Description
<p>IV. For national vessels with domestic routes, one-third of the tabulated rate is to be collected as the pilotage fee.</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>IV. For national vessels with domestic routes, one-third of the tabulated rate is to be collected as the pilotage fee.</p>	