

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

The Pilotage Tariff of Port of Mailiao (the Pilotage Tariff) was made according to Article 10 of the Pilotage Law, approved by the Ministry of Transportation and Communications on November 11, 2010, and effective from November 12, 2010. The Pilotage Tariff has not been amended for more than 10 years.

In light of inflation and to meet practical demand, it is now amended, and the highlights of the current amendment are as follows:

- I. Adjustment of draft rate, tonnage rate, and waiting charge.
- II. The wordings and item arrangement are adequately modified to reflect the tariff structure at each port.

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

Post-amendment requirement			Current requirement			Description
Fee's item Gross tonnage	Draft rate (Draft per foot) (NT\$/foot)	Tonnage rate (NT\$ for every 500 tons)	Fee's item Gross tonnage	Draft rate (Draft per foot) (NT\$/foot)	Tonnage rate (NT\$ for every 500 tons)	<p>I. 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%. As for the rate for vessels with a gross tonnage of 100,001 and above, it is higher than any other port. In light of the characteristics of vessels arriving at and departing the Port of Mailiao and the rate adjustment legitimacy, it will stay at the current rate. Tonnage rate increased by 10%. The unit and terminologies are modified to be more specifically defined.</p> <p>II. Note 1 is amended to define how pilotage fee is calculated.</p> <p>III. The Arabic numerals originally adopted in Notes 1 to 11 are changed to Chinese numbers and the required quantifying numbers to be adopted are indicated in Arabic numerals. The waiting charge in Note 4 increased by 10% and redundant wordings are deleted.</p>
Below 1,000	130	57	Below 1,000	118	\$52 for every 500 tons	
1,001-8,000	212	57	1,001-8,000	193	\$52 for every 500 tons	
8,001-10,000	289	57	8,001-10,000	263	\$52 for every 500 tons	
10,001-60,000	311	57	10,001-60,000	283	\$52 for every 500 tons	
60,001-100,000	336	57	60,001-100,000	324	\$52 for every 500 tons	
100,001-150,000	389	57	100,001-150,000	389	\$52 for every 500 tons	
150,001 and above	467	57	150,001 and above	467	\$52 for every 500 tons	
Notes: I. Pilotage fee = draft rate × draft (foot) + tonnage rate × (gross tonnage/NT\$500). 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. III. Cancellation charge: The complete pilotage fee is to be collected once. IV. For waiting, NT\$550 are to be collected for			Notes: 1. Pilotage fee = draft rate + tonnage rate. 2. When the draft is less than 1 foot, it counts as one foot. When the gross tonnage is less than 500, it counts as 500. 3. Cancellation charge: The complete pilotage fee is to be collected once. 4. For waiting, NT\$500 are to be collected for each half hour.			

Post-amendment requirement	Current requirement	Description
<p>each half hour.</p> <p>V. Additional 50% is to be collected for Night voyage from sunset to sunrise.</p> <p>VI. Additional 100% is to be collected for those arriving at or departing the dock or being piloted into the inner port from outside the breakwater or from the inner port to an area outside the breakwater.</p> <p>VII. Additional 100% is to be collected for non-powered boats or vessels whose engine has broken down and can only be towed by a tugboat.</p> <p>VIII. For national vessels with domestic routes, one-third of the tabulated rate is to be collected as the pilotage fee.</p> <p>IX. For super oil tankers and capsized vessels, additional 70% of the complete pilotage fee is to be collected when the pilot needs to embark the vessel off the pilot boarding area upon arrival at the port.</p> <p>X. Pilotage is to performed by one pilot in principle. For the sake of safety, however, the vessel's operator/employer or the captain shall decide at their discretion whether to hire additional pilots, and the pilotage fee is to be collected at 60% of the tabulated rate.</p> <p>XI. For vessels with a gross tonnage of 70,000 and above, vessels carrying hazardous goods with a gross tonnage of 40,000 and above, and non-powered vessels with 150 meters and above in length within the port, for the sake of safety, the pilot may hire a second pilot upon approval by the vessel's owner, and the pilotage fee is to</p>	<p>5. Additional 50% is to be collected for Night voyage from sunset to sunrise.</p> <p>6. Additional 100% is to be collected for those arriving at or departing the dock or being piloted into the inner port from outside the breakwater or from the inner port to an area outside the breakwater.</p> <p>7. Additional 100% is to be collected for non-powered boats or vessels whose engine has broken down and can only be towed by a tugboat.</p> <p>8. For national vessels with domestic routes, one-third of the tabulated rate is to be collected as the pilotage fee.</p> <p>9. For super oil tankers and capsized vessels, additional 70% of the complete pilotage fee is to be collected when the pilot needs to embark the vessel off the piloting boarding area upon arrival at the port.</p> <p>10. Pilotage is to performed by one pilot in principle. For the sake of safety, however, the vessel's operator/employer or the captain shall decide at their discretion whether to hire additional pilots, and the pilotage fee is to be collected at 60% of the tabulated rate.</p> <p>11. For vessels with a gross tonnage of 70,000 and above, vessels carrying hazardous goods with a gross tonnage of 40,000 and above, and non-powered vessels with 150 meters and above in length within the port (150 meters and above off port), for the sake of safety, the pilot may hire a second pilot upon approval by the vessel's owner, and the</p>	

Post-amendment requirement	Current requirement	Description
be collected at 60% of that applicable to the first pilot.	pilotage fee is to be collected at 60% of that applicable to the first pilot.	