

General Instructions on the Amendment to the "Pilotage Tariff of Ports of Keelung, Taipei and Suao"

The Pilotage Tariff of Ports of Keelung, Taipei, and Suao (the Pilotage Tariff) was made according to Article 10 of the Pilotage Law, approved by the Ministry of Transportation and Communications on January 7, 2010, and effective from January 9, 2010. Except for the amendment meant to apply 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 10 years.

It 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 Ports of Keelung, Taipei and Suao"

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 is increased by 10% from the existing rate.</div> <div>V. Cited text in Notes 4(1) are 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>(I) Waiting charge:<div>1. From the moment the pilot on board a vessel arrives at or departs from the port, additional NT\$550 are to be collected for each half hour.</div></div></div>			<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; 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>(I) Waiting charge:<div>1. From the moment the pilot on board a vessel arrives at or departs from the port,</div></div></div>			

Post-amendment requirement	Current requirement	Description
<p>2. If there is any other vessel waiting for pilotage at the same time, the pilot may disembark the vessel after having notified the captain and the employer and switch to pilot the other vessel and the waiting charge is to be collected based on the actual waiting time on board, and no cancellation charge is to be collected.</p> <p>3. If the vessel to be piloted is yet to complete the inspection by the respective port authorities, for those who embarked the vessel in question at the scheduled departure time, no waiting charge is to be collected.</p> <p>(II) Cancellation charge: If after the pilot has embarked, and the arriving or departing vessel is expected to complete preparations in more than an hour or the actual waiting period exceeds 30 minutes and the captain or the vessel's operator/employer is unable to prove that preparations will be completed as scheduled, the pilot may disembark the vessel after having notified the captain and the vessel's operator/employer, and 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</p>	<p>additional NT\$500 are to be collected for each half hour.</p> <p>2. If there is any other vessel waiting for pilotage at the same time, the pilot may disembark the vessel after having notified the captain and the employer and switch to pilot the other vessel and the waiting charge is to be collected based on the actual waiting time on board, and no cancellation charge is to be collected.</p> <p>3. If the vessel to be piloted is yet to complete the inspection by the respective port authorities, for those who embarked the vessel in question at the scheduled departure time, no waiting charge is to be collected.</p> <p>(II) Cancellation charge: If after the pilot has embarked, and the arriving or departing vessel is expected to complete preparations in more than an hour or the actual waiting period exceeds 30 minutes and the captain or the vessel's operator/employer is unable to prove that preparations will be completed as scheduled, the pilot may disembark the vessel after having notified the captain and the vessel's operator/employer, and 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>	

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<p>the boarding area, besides the additional 40% of the pilotage fee to be collected from vessels being piloted from outside the breakwater 1.5 miles from the north breakwater lighthouse until properly berthed at the Port of Taipei, when one of the following conditions is fulfilled, additional 100% of the pilotage fee applies:</p> <ol style="list-style-type: none"> 1. Vessels are piloted from outside the breakwater until properly berthed at the Ports of Keelung and Su'ao. 2. Vessels are piloted from 1.5 miles outside the north breakwater lighthouse until properly berthed at the Port of Taipei. <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) While piloting the following vessels, for the sake of safety, with the consent of the vessel's operator/employer or the captain, additional pilots may be hired, and the pilotage fee for each additional pilot is calculated by the principles below:</p> <ol style="list-style-type: none"> 1. For car carriers at the Ports of Keelung, Taipei, and Su'ao with a gross tonnage of 15,000 and above or bulk carriers with a vessel length of 200 meters and above, the Pilotage Tariff herein applies completely. 	<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 boarding area, besides the additional 40% of the pilotage fee to be collected from vessels being piloted from outside the breakwater 1.5 miles from the north breakwater lighthouse until properly berthed at the Port of Taipei, when one of the following conditions is fulfilled, additional 100% of the pilotage fee applies:</p> <ol style="list-style-type: none"> 1. Vessels are piloted from outside the breakwater until properly berthed at the Ports of Keelung and Su'ao. 2. Vessels are piloted from 1.5 miles outside the north breakwater lighthouse until properly berthed at the Port of Taipei. <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) While piloting the following vessels, for the sake of safety, with the consent of the vessel's operator/employer or the captain, additional pilots may be hired, and the pilotage fee for each additional</p>	

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<p>2. For passenger vessels with a length of 200 meters and above at the Ports of Keelung, Taipei, and Su'ao, the pilotage fee is to be collected at 60% of the tabulated rate.</p> <p>3. For container ships with a length of 200 meters and above at the Port of Keelung, besides those being berthed at Piers W19, W20, W21, W22, W23, and W24, the pilotage fee is to be collected at 60% of the tabulated rate.</p> <p>(II) Besides the requirement in the preceding paragraph, for vessels being piloted to the Port of Taipei, the pilotage fee for each additional pilot is to be collected at 60% of the tabulated rate.</p> <p>IV. For national vessels with domestic routes, one-third of the tabulated rate is to be collected as the pilotage fee.</p> <p>VI. Other specific terms and conditions of the pilotage fee are as follows: When the pilot disembarked the vessel that is leaving the port at the inner breakwater nearby, the pilotage fee is to be collected once.</p>	<p>pilot is calculated by the principles below:</p> <p>1. For car carriers at the Ports of Keelung, Taipei, and Su'ao with a gross tonnage of 15,000 and above or bulk carriers with a vessel length of 200 meters and above, the Pilotage Tariff herein applies completely.</p> <p>2. For passenger vessels with a length of 200 meters and above at the Ports of Keelung, Taipei, and Su'ao, the pilotage fee is to be collected at 60% of the tabulated rate.</p> <p>3. For container ships with a length of 200 meters and above at the Port of Keelung, besides those being berthed at Piers W19, W20, W21, W22, W23, and W24, the pilotage fee is to be collected at 60% of the tabulated rate.</p> <p>(II) Besides the requirement in the preceding paragraph, for vessels being piloted to the Port of Taipei, the pilotage fee for each additional pilot is to be collected at 60% of the tabulated rate.</p> <p>V. For national vessels with domestic routes, one-third of the tabulated rate is to be collected as the pilotage fee.</p> <p>VI. Other specific terms and conditions of the pilotage fee are as follows: When the pilot disembarked the vessel that is leaving the port at the inner breakwater nearby, the pilotage fee is to be collected once.</p>	

