

Pilotage Tariff of Port of Hoping

Fee's item Gross tonnage	Draft rate (Draft per foot) (NT\$/foot)	Tonnage rate (NT\$ for every 500 tons)
Below 1,000	130	57
1,001-8,000	212	57
8,001-10,000	289	57
10,001-60,000	311	57
60,001-100,000	336	57
100,001-150,000	352	57
150,001 and above	359	57

Notes:

- I. Pilotage fee = draft rate \times draft (foot) + tonnage rate \times (gross tonnage/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. Terms and conditions of respective surcharges are as follows:
 - (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.
 - (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.
 - (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.
 - (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.
 - (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:

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).

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:

- (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:

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.

- (II) For each additional pilot, the pilotage fee is to be collected at 60% of the tabulated rate herein.

V. For national vessels with domestic routes, one-third of the tabulated rate is to be collected as the pilotage fee.