

PILOTS

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SUPPLYING SOCIETY : Gruppo Piloti del Porto

AS PER: : Harbour Master's Decree no. 56/2004 dated 29th December 2004

EFFECTIVE AS FROM : 1st January 2005

TARIFFS AND REGULATIONS:

Art. 1 – The Tariffs for Pilot Service in the Port of Leghorn 2005-2006, are the following:

1) Services rendered on board:

1.1 - Tariffs for all vessels except tankers (see below)

Groups in G.T. of piloted vessels		€
Up to:	500	109,18
From	501 up to 1000	121,73
"	1001 " 2000	155,62
"	2001 " 3500	170,05
"	3501 " 5000	204,56
"	5001 " 7000	275,46
"	7001 " 10000	311,87
"	10001 " 15000	380,26
"	15001 " 20000	488,82
"	20001 " 25000	530,86
"	25001 " 30000	577,93
"	30001 " 40000	648,83
Over	40000	68,39 for each further group of 10000 G.T.

1.2 - Tariff for tankers with segregated ballast (S.B.T.) in conformity with regulation (CE) 2978/94

Groups in G.T. of piloted vessels:		
Up to	500	109,18
From	501 up to 1000	121,73
"	1001 " 2000	155,62
"	2001 " 3500	170,05
"	3501 " 5000	204,56
"	5001 " 7000	275,46
"	7001 " 10000	311,87
"	10001 " 15000	380,26
"	15001 " 20000	488,82
"	20001 " 25000	530,86
"	25001 " 30000	577,93
"	30001 " 40000	648,83
Over	40000	68,39 for each further group of 10000 G.T.

1.3 - Tariffs for tankers without segregated ballast (No S.B.T.) in conformity with regulation (CE) 2978/94

Groups in G.T. of piloted vessels:		
Up to	500	131,54
From	501 up to 1000	146,66
"	1001 " 2000	187,49
"	2001 " 3500	204,88
"	3501 " 5000	246,45
"	5001 " 7000	331,88
"	7001 " 10000	375,74
"	10001 " 15000	458,14
"	15001 " 20000	588,93
"	20001 " 25000	639,58
"	25001 " 30000	696,29
"	30001 " 40000	781,71
Over	40000	82,40 for each further group of 10000 G.T.

2) Pilot service effected by Radio Station (V.H.F.):

2.1 – Groups in G.T. of piloted vessels

For vessels that can make use of V.H.F Station , the basic tariff is as follows, as per Ministerial Decree regarding the Pilot service obligatoriness (Comma 1 art. 4) :

From	0	up to	500	.....	28,87
“	501	“	1000	.....	35,77
“	1001	“	2000	.....	41,42

2.2 – Groups in G.T. of piloted vessels

For vessels that, as per Ministerial Decree regarding Pilot Service obligatoriness (Comma 2 art. 4) can make use of V.H.F. Station – for sailing only – the basic tariff is as follows:

Up to	2001	up to	3500	.....	34,52
“	3501	“	5000	.....	41,42
“	5001	“	7000	.....	54,59
“	7001	“	10000	.....	62,75
“	10001	“	15000	.....	75,93

2.3 – Groups in G.T. of piloted vessels

For vessels , as per Ministerial Decree regarding Pilot service obligatoriness (Comma 3 art. 4) can make use of V.H.F. Station tariff is as follows:

From	0	up to	5000	4,40
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3) Service rendered on board of vessels calling wharf of VADA (where the pilots of Leghorn are nominated seamen qualified for pilotage as per Art. 96 C.d.N.):

3.1 – For the above mentioned service, the basic tariff to be applied is as per item 1 (1.1) multiplied by three (3)

Notes:

- a) For vessels provided with the international certificate of tonnage according to London Convention of 1969, the tariffs of pilotage services have to be considered on the value of the international gross tonnage (G.T.).
- b) For vessels not provided with such certificate, the tariffs must be adjusted to the value of gross tonnage (G.T.) obtained by making use of the formula that Registro Navale Italiano (R.I.Na.) has for the purpose arranged and that allows to obtain the values of G.T. as close as to those that would be determined applying the criteria for the calculation on the international gross tonnage foreseen by the aforesaid Convention:

$$GT = K \cdot 1 \cdot V \text{ (where } V = 2,832 \cdot VLT \text{ and } K1 = 0,2 + 0,002 \cdot \text{Log}_{10} V \text{)}$$

VLT = total gross volume deducible from the table of the calculation of national tonnage.

In case it would not be possible the enforcement of such a formula, owing to the impossibility to find the data therein included, it could be made reference to the following formula prepared by I.M.O. with circular 653/94 which allows, even if with an inferior approximation of the one obtainable with R.I.Na. formula, for the provisional calculation of the gross tonnage of the vessels not provided with the international certificate of tonnage.

$$G.T. = VE \cdot a, \text{ where } VE = L \cdot B \cdot H$$

L = Length in metres appearing from international certificate of freeboard

B = Extreme moulded breadth in metres as published on the registers or certified from the documents on board the vessel.

H = Height moulded depth in metres, as published on the registers or certified from the documents on board the vessel.

A = F(VE) to be calculated by linear interpolation according to the following table:

	VE	a
Up to	400	0,58
“	1000	0,43
“	5000	0,35
“	10000	0,34
“	25000	0,33
“	50000	0,32
“	100000	0,31
“	150000	0,30
“	200000	0,29
“	250000	0,28

- c) For the ferry-boats, the system of comparing the tariff will be articulated, in the limit of the single services, according to the formalities hereafter mentioned.

- d) The value of the tonnage (appearing from the international tonnage certificate or by the enforcement of one of the above mentioned formula) will be rectified enforcing the following coefficients:

Passenger RO-RO Cargo Ferries	0,75
RO-RO Cargo General cargo)	
RO-RO Cargo Container ships)	
RO-RO Cargo Ferries)	0,90
RO-RO Cargo & Vehicles Carriers)	

Art. 2 – Vessels belonging to or managed by the same Shipping Company, which make several calls during the calendar quarter:

To vessels belonging to or managed by the same Shipping Company, which make several calls during the calendar quarter, the following tariff will be applied:

From 1 st to 10 th call	100%)
From 11 th to 20 th call	85%)
From 21 st to 30 th call	70%) of basic tariff according to Art. 1
From 31 st to 40 th call	50%)
Over 40 th call	35%)

If the concerned Shipping Company assures and vouches for the whole calendar year and with at least one month in advance in respect to the beginning of the calendar year, a planning of regular liner traffics and fixes itineraries and schedules, moreover with periodic frequency in each calendar quarter of at least 75 calls, a tariff equal to 25% of the basic tariff as per item no. 1(Point 1) will be applied to vessels interested to the above mentioned planning.

Possible increases, expressed by percentage, will be calculated on the reduced basic tariff.

The Shipping Companies which have right to enjoy conditions contemplated under Comma 1 of this article, when requesting for Pilot service on the occasion of the first call and for every following vessel having right to enjoy the same conditions and, anyway, within and not later than time of staying of each vessel in the port, must ask in writing the Pilots' Corporation, directly or through the Shipping Agent who will act on behalf of the above mentioned Shipping Companies for the enforcement of conditions according to this article.

Such request must point out in any case the single vessels which can enjoy the conditions contemplated in the present article, similarly the grounds which give rights to enjoy the conditions according to the present article, must be properly pointed out, the same for the owning or managing relations between the requesting Shipping Company and the vessel.

The failure in performing the observance of conditions as provided by present article, will involve the enforcement of the whole tariff, according to art. 1.

Similarly, the Pilots' Corporation will not apply the tariffs according to this article if the pertinent request will be not received within the dead-lines and in accordance with the above mentioned procedures.

“Call” means a completed group of services, including an arrival and a sailing, with release of the sailing permission.

Consequently possible movements made between the arrival and the sailing are parts of the same call.

The “quarter of calendar” is calculated starting from the month of January.

Art. 3 – Ships of war - Omitted

Art. 4 – Services rendered out of working time, subjected to the following additional charges:

A – Service rendered out of working time - Additional charges on basic tariff (incl. VHF Service)	
1 - For service rendered from 20.00 to 06.00 hrs.	50%
2 - For service on holidays	50%
3 - For service on National Holidays, as foreseen by Art. 5 of law no. 260 of 27/5/1949, modified by laws no. 90 of 31/3/1954, no. 54 of 5/3/1977, no. 236 of 20/11/2000, plus the increase as from Point 2 and in case plus the increase of Point 1	100%
Additional charges are applied considering the starting hour of the service required to Pilot.	

B - Service on board of vessels with dangerous cargo: the basic tariff will be increased by:

1 – For service on board of vessels with inflammable cargo pertaining classes 2,3,4.1 of D.P.R. 9/5/1968 n° 1008 or assimilable to them with the flash point lower than 65° C., and on board of vessels appointed only occasionally to the transport of inflammable goods, provided the cargo loaded reaches 25% of the vessel DWT	16%
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2 - For service on board of vessels which have on board a lot of metric tons not lower than 5% of the vessel' DWT pertaining Class 1^A of D.P.R. 9/5/1968 no. 1008 or assimilated to them, or on board of empty vessels or not in possession of "Gas Free Certificate" valid at time of pilotage, appointed to transport dangerous cargo as per D.P.R. 9/5/1968 no. 1008: 20% on basic tariff

C – Service rendered by a second pilot on board:
For service rendered by a second pilot on board 50% on basic tariff

Art.. 5 – Extra compensations to be charged in the cases foreseen by Art. 130-132-133 of the enforcement regulations of C.d.N.:

1 – When pilot is ordered by Harbour Master's to go out of territorial limits foreseen by the local regulations for Pilotage Service and when requested by vessel:

1A – For service rendered within 3 (three) miles beyond the named limits:

Up to 2000 tons G.T. 22,84
Over 2000 tons G.T. 24,57

1B – For service rendered over 3 (three) miles beyond the named limits:

Up to 2000 tons G.T. 33,13
Over 2000 tons G.T. 34,84

2 - When the pilot is called on board only in order to transmit communications ashore for the vessel' account, or when he, with Harbour Master's authorization, has transmitted communications from ashore to vessel:
Up to 2000 tons G.T. 54,83
Over 2000 tons G.T. 59,40

3 - When the pilot stay on board longer than 3 hours for reasons not imputable to him, the 25% of the basic tariff per hour or fraction is applicable beyond the previous time of service. Should the pilot remain on board longer than 6 hours, he is further entitled, at vessel's expenses, to full board and lodging reserved to the Officers.

4 - When the pilot is requested to pilot a vessel to another place beyond the same ones included in the territorial area of the Corporation:

Up to 2000 tons G.T. 22,84
Over 2000 tons G.T. 24,57

Such compensation is due for each hour or fraction, for the time necessary to reach the port of destination or until the pilot of such port comes on board.

The reimbursement of expenses for the re-entry voyage is also due to the pilot.

5 - If once boarded pilot, shifting or sailing are interrupted, the 50% on the basic tariff for Porto Vecchio (Old Port) and 75% on the basic tariff for Canale Industriale and Porto Nuovo (New Port) are applicable. Shifting or sailing must be considered interrupted when the pilot remains on board until the maximum of half an hour without shifting or sailing being started, and 25% on basic tariff for each further half-hour waiting on board before beginning manoeuvre.

6 - Full basic tariff shall be applied (as per Art. 1) in case of delayed arrival or not arrival, when the pilot has received instructions from the concerned party to go and meet the vessel, compensation is due when pilot waited for the vessel one hour maximum.

7 - Full basic tariff shall be applied, in case after boarded pilot, vessel entering is suspended. Vessel entering must be considered suspended when pilot waited on board up to one hour maximum, without starting manoeuvre. In case pilot remains on board over one hour, 50% on basic tariff shall be applied for each further waiting hour on board before starting manoeuvre.

Art. 6 – For assistance to compass adjustments or sea-trials, radiogoniometer, etc, requested by vessel's master:

It will be charged, in addition to the basic tariff of pilotage:

Up to 2000 tons G.T. 54,83
Over 2000 tons G.T. 59,40

Art. 7 – The compensations of Art. 5 and 6 are lumpsum compensations and not subjected to the extra of Art. 4.

Art. 8 – The present Decree cancels the previous Decree no. 76/2002 with effect from 1st January 2005.

LIST OF VALUE B x L

GRT	VALUE	GRT	VALUE	GRT	VALUE
500	480	1000	762	1500	999
2000	1210	2500	1404	3000	1585
3500	1757	4000	1920	4500	2076
5000	2228	5500	2374	6000	2516
6500	2654	7000	2788	7500	2920
8000	3048	8500	3174	9000	3297
9500	3418	10000	3537	10500	3654
11000	3768	11500	3882	12000	3994
12500	4104	13000	4213	13500	4320
14000	4426	14500	4531	15000	4635
15500	4737	16000	4838	16500	4949
17000	5038	17500	5136	18000	5234
18500	5330	19000	5426	19500	5520
20000	5614	20500	5708	21000	5800
21500	5892	22000	5983	22500	6073
23000	6163	23500	6252	24000	6340
24500	6428	25000	6515	25500	6602
26000	6688	26500	6773	27000	6858
27500	6942	28000	7026	28500	7110
29000	7193	29500	7275	30000	7357
30500	7439	31000	7520	31500	7600
32000	7680	32500	7760	33000	7840
33500	7919	34000	7997	34500	8075
35000	8153	35500	8231	36000	8308
36500	8385	37000	8461	37500	8537
38000	8613	38500	8688	39000	8763
39500	8838	40000	8912	40500	8987
41000	9060	41500	9134	42000	9207
42500	9280	43000	9353	43500	9425
44000	9497	44500	9569	45000	9640
45500	9712	46000	9783	46500	9853
47000	9924	47500	9994	48000	10064
48500	10134	49000	10204	49500	10273
50000	10342	50500	10411	51000	10479
51500	10584	52000	10616	52500	10684
53000	10752	53500	10819	54000	10886
54500	10953	55000	11020	55500	11087
56000	11154	56500	11220	57000	11286
57500	11352	58000	11418	58500	11483
58000	11548	59500	11614	60000	11679

NOTE:

ORDINANCE NO. 47 OF HARBOUR MASTER DATED 11/11/1971
EFFECTIVE 16/11/1971

Art. 1

From the 00.00 hours of the 16th November 1971, in order to change the tariff of pilotage, the Pilots will have to make a correction to the G.R.T., stated on the Tonnage Certificate of the vessel, to fix the <STANDARD> G.R.T. From the Tonnage Certificate the Pilots will draw the Breadth (B) and the Length (L) in meters of the vessel, and multiplying (B) by (L) will obtain the value. In the enclosed list you may find the <STANDARD> G.R.T. which corresponds to the above mentioned value B x L.

Art. 2

The Pilots will compare the G.R.T. of the vessel stated on the Tonnage Certificate, with the <STANDARD> G.R.T. (corresponding to the value (B) x (L) mentioned in the previous art. 1, and will charge to the vessel the tariff on the bigger G.R.T.

Art. 3

The correction mentioned at the previous art. 1, will be charged to all Italian and foreign shelter deck vessel, with the exception of passenger vessels and vessels with a G.R.T. up to 500 tons or over 60000 tons.