

PILOTS

Tariff in force from 1st January 2007
(Decree No. 15/2006 dd 22.12.2006)

Article 1

a) Port of Venice-Marittima

Basic tariffs for piloting operations inward and seaward, in and from the port areas of Lido, Treporti, St. Mark's Basin, Marittima, Alberoni, Malamocco and Poveglia Canals, Canal Fisolo, Canal San Pietro, Canal Sant'Antonio, and also all traffic inside the same zones)

1) Services carried out on board

1.1 For all the ships, tankers ships with segregated ballast (S.B.T.), Rules CE No. 2978/94, included.

Gross Tonnage (G.T.)		€
0	1.000	164,68
1.001	1.500	210,36
1.501	2.000	276,90
2.001	3.000	347,40
3.001	4.000	447,22
4.001	6.000	539,14
6.001	8.000	643,48
8.001	10.000	768,11
10.001	12.000	888,81
12.001	16.000	1.019,64
16.001	20.000	1.111,57
20.001	25.000	1.214,77
25.001	30.000	1.342,23
30.001	40.000	1.533,41
for any further class of 10.000 GT		€ 142,12

1.2 Tanker ships having no segregated ballast (No S.B.T.)
Rules CE No. 2978/94

Gross Tonnage (G.T.)		€
0	1.000	198,41
1.001	1.500	253,44
1.501	2.000	333,61
2.001	3.000	418,55
3.001	4.000	538,81
4.001	6.000	649,56
6.001	8.000	775,27
8.001	10.000	925,42
10.001	12.000	1.070,83
12.001	16.000	1.228,46
16.001	20.000	1.339,22
20.001	25.000	1.463,56
25.001	30.000	1.617,12
30.001	40.000	1.847,45
for any further class of 10.000 GT		€ 171,23

1.3 Passengers Ro-Ro Cargo Ferries, Ro-Ro Cargo General Cargo Ships, Ro-Ro Container Ships, Ro-Ro Cargo Ferries, Ro-Ro Vehicles Carriers coming from or bound to one community port or Sicily or Sardinia

	Gross Tonnage (G.T.)	€
	0	159,70
	1.001	203,99
	1.501	268,53
	2.001	336,89
	3.001	433,69
	4.001	522,83
	6.001	624,01
	8.001	744,87
	10.001	861,91
	12.001	988,79
	16.001	1.077,94
	20.001	1.178,02
	25.001	1.301,62
	30.001	1.487,02
	40.001	1.487,02
	for any further class of 10.000 GT € 137,82	

2) Services carried out by means of VHF shore station:

Basic tariff for the small ships, without pilot on board, authorised to make use of the pilotage service by means of the VHF shore station, according to the article 4, sub. 1, of Ministry Decree concerning the use of compulsory pilotage:

	Gross Tonnage (G.T.)	€
	0	65,42
	1.001	76,13

b) Ports of Portomarghera and St. Leonardo

Basic tariffs for piloting operations inward and seaward, in and from the port areas of Marghera and San Leonardo, as well as for the traffic inside the same areas and for the ships which, in any case, use the entrance of the Malamocco Canal:

1) Services carried out on board

1.1 For all the ships, tankers ships with segregated ballast (S.B.T.), Rules CE No. 2978/94, included.

Gross Tonnage (G.T.)		€
0	1.000	249,83
1.001	1.500	314,13
1.501	2.000	425,23
2.001	3.000	518,84
3.001	4.000	671,68
4.001	6.000	814,35
6.001	8.000	973,96
8.001	10.000	1.161,76
10.001	12.000	1.342,23
12.001	16.000	1.528,33
16.001	20.000	1.678,35
20.001	25.000	1.818,77
25.001	30.000	1.999,81
30.001	40.000	2.253,03

for any further class of 10.000 GT € 210,36

1.2 Ships having no segregated ballast (No S.B.T.)
Rules CE No. 2978/94

Gross Tonnage (G.T.)		€
0	1.000	301,00
1.001	1.500	378,46
1.501	2.000	512,31
2.001	3.000	625,10
3.001	4.000	809,24
4.001	6.000	981,13
6.001	8.000	1.173,42
8.001	10.000	1.399,68
10.001	12.000	1.617,12
12.001	16.000	1.841,34
16.001	20.000	2.022,08
20.001	25.000	2.191,25
25.001	30.000	2.409,37
30.001	40.000	2.714,45

for any further class of 10.000 GT € 253,44.

1.3 Passengers Ro-Ro Cargo Ferries, Ro-Ro Cargo General Cargo Ships, Ro-Ro Container Ships, Ro-Ro Cargo Ferries, Ro-Ro Vehicles Carriers coming from or bound to one communitary port or Sicily or Sardinia

Gross Tonnage (G.T.)		€
0	1.000	242,27
1.001	1.500	304,63
1.501	2.000	412,36
2.001	3.000	503,14
3.001	4.000	651,35
4.001	6.000	789,72
6.001	8.000	944,49
8.001	10.000	1.126,61
10.001	12.000	1.301,62
12.001	16.000	1.482,09
16.001	20.000	1.627,57
20.001	25.000	1.763,74
25.001	30.000	1.939,30
30.001	40.000	2.184,86
for any further class of 10.000 GT		€ 203,99

2) *Services carried out by means of the VHF shore station:*

Basic tariff for the small ships, without pilot on board, authorised to make use of the pilotage service by means of the VHF shore station, according to the article 4, sub. 1, of Ministry Decree concerning the use of compulsory pilotage:

Gross Tonnage (G.T.)		€
0	1.000	78,95
1.001	1.500	104,33

- c) For the ships less than 500 G.T. and for those ones more than 500 G.T. exempted from piloting because designed to local traffic or assimilable (dredgers, push-boat, slurry/mud carriers, etc.) the Maritime Authority has the right to grant deductions for the service of pilotage by means of VHF communication according to the frequency of the same service in the Port of Venice or in the roadstead of Marghera and San Leonardo.

Article 2

The Maritime Management of Venice can exempt from compulsory service of pilotage all ships more than G.T. 500, often calling at the port (local traffic or similar). Pilot is not compulsory for all the ships shifting alongside the same pier, if the use of engine/propeller is not required.

Article 3

The tariff as per article 1 is applied to the warships and hospital ships requiring the pilotage services. Missing the datum of G.T., the Standard Tonnage will be considered.

Article 4

Surcharges to be added on the basic tariff of previous article 1 (tariffs of VHF services included), considering the right time when the pilot started his service:

A) - Overtime:

- 1) - Surcharge of 50% on the basic tariff for services between 20.00 and 06.00
- 2) - Surcharge of 50% for services on Sundays and public holidays
- 3) - Surcharge of 100% on 1st January, 6th January, 25th April, Easter Monday, 1st May, 2nd June, 15th August, 1st November, 21st November, 25th December, 26th December.
- 4) - Surcharge of 150% on 1st Sunday of November.

B) - Dangerous Goods:

- 1) - Surcharge of 16% on the basic tariff for services carried out on board ships transporting flammable goods belonging to class 2,3,4.1 and 4.3 of DPR 9th May 1968 No. 1008 or assimilable to them, or, in any case, having a flash point below 65° C. Same surcharge will be applied to ships occasionally transporting flammable products in the quantity more than 25% of the ship's deadweight.
- 2) - Surcharge of 20% on the basic tariff, for services carried out on board of:
 - a) ships transporting goods belonging to class 1 of DPR 9th May 1968 No. 1008 or assimilable to them, in the quantity less than 5% of the ship's deadweight.
 - b) ships empty and not supplied with "gas free" general certificate valid at the moment of piloting, which have been designed to carry dangerous goods as shown in DPR 9th May 1968 No. 1008.

C) - for services carried out with a second pilot (*):

- Surcharge of 50% for services with a second pilot on board.

(*): Abstract from Ordinance 18/93 of Venice Harbour Master:

Art. 1

The employment of a second pilot on board big ships passing through the ambit of the Lagoon is compulsory

- a) for the ships bound for or departing from San Leonardo, equal or above GT 35.000 if loaded, or above GT 45.000 if empty;
- b) for the ships, having LOA equal or above m. 180, bound for or departing from the North branch of Canale Ovest
- c) for all ships equal or above GT 30.000 (GT 25.000 if the ships are suitable for transportation of dangerous liquid or gaseous cargo in bulk).

Art. 2

- b) at Harbour Master discretion, when requested by particular circumstances (bad visibility, ebb tide, difficulty of manoeuvring, etc.)

Article 5

Extracharges:

1) for the pilotage out of the territorial boundaries stated by the local Rules for the Piloting Service:

a) 20% on the basic tariff if the service is carried out up to two miles out of the above mentioned boundaries;

b) a further 10% on the basic tariff every 2 miles or fraction exceeding the first 2 miles

2) for transmitting communications to the ships, after the authorisation of the Port Director, the fees are:

Gross Tonnage (G.T.)		€
0	2.000	64,84
2.001	more	71,06

3) when the pilot is obliged to remain on board the piloted ship due to circumstances for which he is not responsible for a period longer than 7 hours, he must be paid a fee equal to 25% of the basic tariff for each hour or fraction of an hour plus the previous period of service.

In case his permanence on board should last longer than 6 hours, the pilot must have the same treatment of board and lodging reserved to the officers, at ship's expenses.

4) When the pilot is requested to steer the ship to a place different from the one included in the territorial area of Pilot's Association, for each hour or fraction of an hour, for the time necessary to reach the port of destination or until the pilot of this port boards, the fee is the following:

Gross Tonnage (G.T.)		€
0	2.000	25,94
2.001	more	27,64

the pilot must be also refunded for his travelling expenses to return to his headquarters.

5) In case, after the pilot has boarded, the departure or the manoeuvring of the ship are cancelled, the fees due are as follows:

- 50% of the basic tariff in the areas as in paragraph A) of art. 1;
- 75% of the basic tariff in San Leonardo basin
- 100% of the basic tariff in Marghera basin

The departure or the manoeuvring of the ships are considered suspended when the pilot has been waiting on board up to one hour and the manoeuvring has not started yet. In case the pilot has been on board more than one hour, the fee will be equal to 25% of the basic tariff for each hour he has been waiting on board before the beginning of the manoeuvring.

6) When the pilot is asked by the concerned parties to meet a ship which arrives late or does not arrive at all, the fee is equal to the amount of the basic tariff.

This fee is due when the pilot has waited for the ship up to one hour since when the service has started.

7) In case, after the pilot has boarded, the entrance of the ship is suspended, the amount due is equal to the basic tariff. The ship's entrance is to be considered "suspended" when the pilot has waited on board up to one hour and the manoeuvre has not started yet. In case the pilot has been on board more than one hour, the fee will be equal to 50% of the basic tariff for each hour he has been waiting on board before the beginning of the manoeuvring.

8) For the assistance at sea trials or compass compensation, direction finders, etc., which have been expressly requested by the Captain, the following fee is due to the pilot besides the basic tariffs of pilotage:

Gross Tonnage (G.T.)		€
0	2.000	64,84
2.001	more	71,06

Article 6

The fees as in Art 5 points 2), 3), 4), 5), 6), 7), and 8) are to be considered on a flat rate (lump-sum) base and are not subject to any of the surcharges foreseen in art. 4

Article 7

The ships which arrive or leave their berth after 22.00 and before 06.00 must provide the transfer of the pilots from the berth of the ship to San Nicolo's Station or viceversa at their own expenses.

Article 8

To liner passenger ferry-boats belonging to or managed by the same shipping company, making at least one daily berthing operation a tariff equal to 35% of the basic tariff as in Art 1 comma 3 will be applied.

To the same ships which make five weekly landing operations a tariff equal to 38% of the basic one as in Art. 1 comma 3 will be applied.

To the ships belonging to or managed by the same shipping company, which make more operations in a three-month period, the tariff specified here below will be applied:

from the first to the 3rd operation: 100% of the basic tariff as in Art. 1

from the 4th to the 10th operation: 75% of the basic tariff as in Art. 1

from the 11th to the 20th operation: 55% of the basic tariff as in Art. 1.

over the 20th operation: 35% of the basic tariff as in Art. 1.

All possible surcharges, expressed in percentages, will have to be calculated on the reduced basic tariff.

The shipping companies which are entitled to the application of the conditions as in this article, on the occasion of the request of a piloting service for the berthing operation of the first ship and of every ship being entitled to, on the same terms, and in any case, within and not beyond the limit of calling at port of each ship, will have to request in writing the application of the terms as in this article from the Pilots' Associations directly, or through their own ship's agent who will act for them and in their names.

Such a requests will have to be expressed in any case , indicating the ships interested in the application of the term as in this article, in the same way it will be necessary to give a qualified proof of the reasons by which the ships interested have a right to the terms in this article, the title or bond of appurtenance or management between the requesting maritime company and the ship.

The non-observance of the conditions provided for in this article, for the application of the tariffs regarding them will imply the application of the whole tariff as in art. 1.

At the same time the Pilots' Association shall not be entitled to the application of the tariff level as in this article, in the event the requests concerned have not arrived within the terms and conditions as above stated.

By the term "Landing Operation" we mean a complex of services comprising an arrival and departure (with ship's clearance). Therefore, the possible manoeuvres carried out between the arrival and departure are to be considered as part of same "Landing Operations".

In the computations of these "landing operations" all services carried out by VHF Stations are not considered.

The "scheduled three months period" is determined starting from January.

Article 9

The tariffs of Piloting Service in the Port of Venice shall have to be applied by utilizing what follows below as a parameter of gross tonnage (G.T.):

1) for ships provided with an international tonnage measurement certificate, issued according to the London Convention in 1969, all tariffs of piloting, towing and berthing services shall have to be referred to the Gross Tonnage value given in the same certificate.

2) for ships which are not provided with such a certificate the tariffs are proportioned to the G.T. values obtained by using the formula that the R.I.N.A. has specially elaborated allowing to get G.T. values very similar to the ones which would be determined by applying the criteria for calculating the International Gross Tonnage foreseen in the above quoted Convention:

$$GT = K_1 V \quad (\text{where } V = 2,832 \times G. \text{ Vol. tot. in tons} \\ \text{and } K_1 = 0,2 + 0,02 \text{ Log}_{10} V)$$

Should it prove impossible to apply this formula because of the unavailability of the data included in it, one will be able to refer to the following formula elaborated by I.M.O. in its circular no. 653/94, which allows the temporary calculation of the gross tonnage of all ships not provided with an international tonnage measurement certificate - also with an approximation by defect less than one obtainable with R.I.N.A. formula:

$$GT = VE \times a \quad (\text{where } VE = L \times B \times X)$$

L = Length in metres resulting from the International Certificate of Load Line

B = Maximum width out of framework, in metres, as issued in the registers or certified by the documents on board.

H = Height at ship's side from the bottom to the highest upper deck, in metres, as issued in the registers or certified by the documents on board.

A = F(VE) to be calculated with the linear interpolation as in this table:

	VE	a
Uo 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
	250 on onwards	0,28

3) For ferryboats, the system of proportioning of tariffs will be subdivided as to the following terms shown here:
the value of tonnage (as appears from the international certificate of tonnage or from the application of one of the formulae pointed out in paragraph no. 2) will be corrected by applying the following coefficients:

Passengers Ro-Ro Cargo Ferries	0,75
Ro-Ro Cargo General cargo	0,87
Ro-Ro Cargo Container Ship	
Ro-Ro Cargo Ferries	
Ro-Ro Cargo Vehicles Carriers	

Article 10

The regulations which appear in this decree will come into force starting from 00.01 A.M. of 1st January 2007.