

**THE MINISTRY FOR TRANSPORT AND INFRASTRUCTURE
MARITIME DIRECTION
CAGLIARI**

DECREE NO. 3329/2006

The undersigned port officer, Head of The Maritime Department of Sardinia :

HAVING SEEN: the Dp. No DEM/15008 dated 18.12.2006 from the Ministry of Infrastructure and Transport – The Infrastructure Management for Navigation and Maritime Domain unit

HAVING SEEN: its own Decree no 3197/2004 dated 31 December 2004;

HAVING SEEN: the articles 91 of Navigation Code and 130, 131, 132, 133 and 134 of relative Regulation of Operation (Maritime Navigation);

DECREED

ART. 1. - With immediate effect from 01.01.2007 in the port of SANT'ANTIOCO e **PORTOVESME**, the proportioning tariffs for **piloting** of all ships, except ferryboats, are going to be as follows:

- 1) For ships with international tonnage certificate, issued according to The London Convention of 1969, the tariffs for piloting services should apply to tonnage international values (GT) resulting from the certificate itself.
- 2) For those without this certificate, the tariffs will be calculated on a tonnage values (GT) obtained by utilizing the formula the Italian Naval Record (R.I.Na.) elaborated in case of necessity, that allows obtaining the GT values relatively close to those that would have been determined applying the criteria to calculate international tonnage, foreseen in the above mentioned Convention:

ART. 2.- the tariffs for pilot services are as follows:

Units in G.T. for piloted ships	Base tariff € 2007-2008
0 - 500	90,09
501 - 1.000	105,32
1001 - 2.000	145,72
2.001 - 3.500	215,28
3.501 - 5.000	304,70
5.001 - 7.000	388,82
7.001 - 10.000	476,25
10.001 - 15.000	575,61

15.001 - 20.000	657,75
For each units over 5.000 G. T.	84,79

For oil tankers with segregated ballast (S.T.B.), Reg. CE No. 29787/94

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10.001 - 15.000	575,61
15.001 - 20.000	657,75
For each units over 5.000 G. T.	84,79

For oil tankers without segregated ballast (NO S.B.T.), No. 2978/94

Units in G.T. for piloted ships	Base tariff € 2007-2008
0 - 500	108,54
50 1 - 1.000	126,89
1.001 - 2.000	175,57
2.001 - 3.500	259,37
3.501 - 5.000	367,10
5.001 - 7.000	468,45
7.001 - 10.000	573,79
10.001 - 15.000	693,50
15.001 - 20.000	792,46
For each units over 5.000 G. T.	102,16

Service given by way of Radio Station Transmission (VHF):

2.1 For those ships which can avail themselves of Radio Station Transmission VHF regarding Art. 4, subsection 1, as decreed by the Ministry, the base tariff is as follows:

Units in G.T. for piloted ships	Base tariff € 2007-2008
0 - 500	25,83
501 - 1000	30,47
1001 - 2000	43,06

2.2 For those ships that can avail themselves, only on departure, of Radio Station Transmission VHF regarding Art. 4, subsection 2, as decreed by the Ministry, the base tariff will be as follows:

Units in G.T. for piloted ships	Base tariff € 2007-2008
0 - 2.200	8,61

ART. 3 - The base tariff laid out in Art.2 is increased, for services carried out in poor and/or dangerous conditions, according to the percentage indicated below:

-Additional Costs	Base tariff percentages
a- Additional costs for explosive cargoes	20%
b- Additional costs for inflammable cargoes	16%
c- Additional costs for night work	50%
d- Additional costs for work on holidays	50%
e- Additional costs for week-day holiday work	150%

ART.4. – the additional costs mentioned in art.3 are based as follows:

a) **ADDITIONAL COSTS FOR EXPLOSIVE CARGOES:** when the services carried out:

- ❖ To those ships that carry a quantity, in metric tonnage, of not less than 5% of the gross load of the ship, goods falling under class one of the D.P.R 9th May 1968 No. 1008, or to be assimilated;
- ❖ Empty ships, who are authorised to transport bulk inflammable liquids but who, at the moment of receiving the services, do not possess a “Gas Free” general certificate.

b) **ADDITIONAL COSTS FOR INFLAMMABLE CARGOES:** when the services are rendered to ships that are carrying inflammable goods coming from classes 2, 3, 4.1 and 4.3 from D.P.R.9th May 1968 N. 1008, to be assimilated or have a flash point of less than 61° centigrade.

The additional costs do not apply when the quantity of the inflammable goods on board at the moment of the service rendered, does not exceed , in metric tonnage, 25% of the ships dead weight capacity.

- c) ADDITIONAL COSTS FOR NIGHT WORK : when the services are rendered between the hours of 20.00 and 06.00.
- d) ADDITIONAL COSTS FOR HOLIDAY WORK :when services are rendered on Sundays.
- e) ADDITIONAL COSTS FOR WORK ON WEEK-DAY HOLIDAYS: When the services are rendered on days declared holidays under Legislation 27.05 1949, No. 260 and successive laws 31. 03 1954, No. 90, 05.03. 1977, No. 54 and No. 336 of 20.11.200.

For the correct application of the additional costs, previously stated in points c), d), e), costs are calculated from start of work.

The indicated additional costs are applied singly to the base tariff in accordance with Art.2 (comprising the cost of the VHF service) and are cumulative.

ART. 5 – For military ships, for both national and foreign hospital ships that request pilot services, the same tariffs apply as for merchant ships according to Art 2, calculated on the basis of G.T., in absence of this data it is necessary to refer to the tonnage according to Art. 1.

ART, 6.- For ships belonging to or managed by maritime navigation companies that make one or more landings within a three monthly period, the following tariffs will apply:

In accordance with the basic tariff laid down in Art 2 point 1;

From 1°.....3°	landings 100%
From 4°...10°	landings 70%
From 11°...20°	landings 60%
Over 20°	landings 50%

The eventual increase, expressed in percentages, should be calculated on reduced tariffs.

The maritime navigation companies that have the right to the conditions present in this Article, when requesting the pilot service for the first ship and for every successive ship having the right to the same conditions, and in any event before the end of each ship's stay in port, must request in writing to the Pilot's Corporation, either directly or through their shipping agents, the application of the conditions outlined in this article.

Such a request , in any case, should be formulated, indicating the single ships interested in the application of the conditions in the present article, specifying also the different conditions resulting integrated (type of traffic, frequency etc.); similarly, it must be demonstrated why each ship has the right to the conditions of the present article and also the title and/or the relationship between the maritime navigation company in question and the ship.

Not respecting the conditions laid down under the present Article for the application of the relative tariffs, will result in the application of the full tariff of Art, 2. Similarly, the pilot corps will not be obliged to apply the tariff levels referred to in this particular article if the time limits and method of requests as outlined above are not adhered to..

For landing, one intends a service which includes an arrival and a departure (with unloading of cargo). Thus, eventual movements between arrival and departure are to be considered part of the same landing.

In calculating the landing charges, services provided by means of VHF are excluded.

Three month periods are calculated from the beginning of January.

ART. 7- If during the services carried out by a pilot, a second pilot intervenes, the tariff laid out in article 2 will be increased by 50%.

ART. 8.- The remuneration due in the application of Articles 130, 131,132, and 133 of the regulations in carrying out the Navigation Code is determined by the following table

1) TABLE OF FIXED REMUNERATION

Nature of remuneration	Amount in Euros Ships up to 2000 G.T.	amount in Euros Ships over 2000 G.T.
a. Services within 3 miles of landing	38,33	41,72
b. Services beyond 3 miles of landing	56,45	61,55
c. For transmission of communication	91,57	98,92
d. Piloting in different localities	38,33	41,72
e. trial assistance	91,57	98,92

2) TABLE OF REMUNERATION IN PERCENTAGE

Nature of Remuneration	Percentage of basic tariff
f.-remuneration for extra time on board	25%
g.-remuneration for late departure or movement	
- in port	50%
- other charges	25%
h.- compensation for non arrival	100%
i.- compensation for non entry	100%
- other compensations	50%

ART 9.- In order to apply the charges as laid out in article no. 8, one intends:

a) REMUNERATION FOR SERVICES WITHIN 3 MILES OF LANDING PLACE

When the pilot is obliged to follow the orders of the Port Commander to go beyond the territorial limit defined by Local Piloting Laws but within 3 nautical miles if requested by the ship.

b) REMUNERATION FOR SERVICES BEYOND 3 MILES OF LANDING PLACE

When the pilot is obliged to follow the orders of the Port Commander to go beyond the territorial limit defined by Local Piloting Laws and beyond three nautical miles if requested by the ship.

c) REMUNERATION FOR COMMUNICATION TRANSMISSIONS

When the pilot is called only to transmit communications to land on behalf of the ship, or has, with the authorisation of the Port Commander, transmitted communications from land to a ship.

d) REMUNERATION FOR PILOTING IN DIFFERENT LOCALITIES

When a pilot is asked to guide a ship to a different locality to that of his home port, for the time it takes to arrive at the destination port or until the pilot from the destination port boards the ship. Furthermore, in addition to these charges, the pilot has the right to charge the expenses for returning to his home port.

e) REMUNERATION FOR TRIALASSISTANCE

When the pilot assists the ships Captain, on his explicit request, in tests at sea such as correcting the compass, radio goniometry, etc. The remuneration is due in addition to the pilots tariff;

f) REMUNERATION FOR EXTENDED STAY ON BOARD

When a pilot remains on board due to circumstances which are not his fault, for more than one and a half hours in port or 3 and a half hours in the industrial area. The remuneration is due for every hour or part of an hour over the normal service time.

g) COMPENSATION FOR LATENESS, SUSPENDED DEPARTURE OR MOVING

When the pilot is already on board and the departure or moving the ship is suspended. The departure or moving the ship are considered suspended when the pilot has waited a maximum of 30 minutes without beginning the manoeuvres. Should he remain on board more than the 30 minutes, compensation will be due for every extra half hour of waiting on board before beginning manoeuvring.

h) COMPENSATION FOR NON ARRIVAL

When the pilot is requested by interested parties to meet a ship but the ship arrives late or not at all. Compensation is due when the pilot has waited for the ship for a maximum of one hour from the moment in which the service started.

i) COMPENSATION FOR NON ENTRY

When, after the pilot has boarded, the entry of the ship in port is suspended. The entry of the ship in port is considered suspended once the pilot has waited on board for a maximum of 1 hour without commencing manoeuvres. If he remains more than one hour, compensation is due for every hour he waits on board prior to beginning manoeuvres.

The charges indicated in the present article are of a forfeit type and are not subject to any of the increases as laid down in Art. 3.

ART.10.- The Decree No. 3197/2004 dated 31.12.2004 effective from 01.01.2005 is repealed.