

# PILOTAGE

Decree n° 09/2016

Trieste 30.12.2016

## ARTICLE 1

Commencing from 1st January 2017 tariffs for pilotage service of the Pilots Corporation of the Gulf of Trieste within the ports of Trieste and Monfalcone are established as follows:

### a) Trieste port tariffs

1 - Service rendered on board:

1.1 For all ships, including tankers equipped with segregated ballast (S.B.T.), Reg. (CE) n° 2978/94:

Piloted ships Ranked by G.R.T.		Flat tariff Euro 2017-2018
0	500	126,72
501	1.000	151,57
1.001	2.000	205,40
2.001	3.500	253,45
3.501	5.000	302,31
5.001	7.000	360,29
7.001	10.000	412,47
10.001	15.000	528,42
15.001	20.000	651,83
20.001	25.000	749,55
25.001	30.000	851,44
30.001	40.000	988,92

For each further rank of 10.000 G.R.T. Euro 148,26

1.2 For ships without segregated ballast (NO S.B.T.), Reg. (CE) n° 2978/94 will be applied the tariff of the previous article 1.1 increased of the 20,48%.

1.3 For ferry boats "TR (ro-ro) cargo" and general cargo vessels planned and built to carry vehicles with loading/unloading on their own wheels and/or cargoes, placed on flats or containers, loaded and unloaded by wheels vehicles, coming from / with destination a continental E.C. port, including Sicily and Sardinia, the following tariff will be applied:

Piloted ships Ranked by G.T.		Flat tariff euro 2017-2018
0	500	93,82
501	1.000	112,21
1.001	2.000	152,07
2.001	3.500	187,64
3.501	5.000	223,82
5.001	7.000	266,74
7.001	10.000	305,38
10.001	15.000	391,22
15.001	20.000	482,58
20.001	25.000	554,94
25.001	30.000	630,37
30.001	40.000	732,16

For each further rank of 10.000 G.R.T. Euro 109,77

2 Service rendered through radio station (VHF)

2.1 For ships that are allowed to use the service through VHF station, in compliance with point 1 of art. 4 of Minister Decree defining its compulsoriness, the flat tariff is as follows:

Piloted ships Ranked by G.T.		Flat tariff euro 2017-2018
0	500	24,02
501	1.000	36,44
1.001	2.000	51,35

**b) Monfalcone port tariffs**

1 Service rendered on board:

1.1 For all ships, including tankers equipped with segregated ballast (S.B.T.), Reg. (CE) n° 2978/94:

Piloted ships Ranked by G.T.		Flat tariff euro 2017-2018
0	500	114,02
501	1.000	136,48
1.001	2.000	191,37
2.001	3.500	296,68
3.501	5.000	449,47
5.001	7.000	524,40
7.001	10.000	656,41

For each further rank of 5.000 G.R.T. Euro 97,17

1.2 For ships without segregated ballast (NO S.B.T.), Reg. (CE) n° 2978/94 will be applied the tariff of the previous article 1.1 increased of the 20,48%.

1.3 For ferry boats "TR (ro-ro) cargo" and general cargo vessels planned and built to carry vehicles with loading/unloading on their own wheels and/or cargoes, placed on flats or containers, loaded and unloaded by wheels vehicles, coming from / with destination a continental E.C. port, including Sicily and Sardinia, the following tariff will be applied:

Piloted ships Ranked by G.T.		Flat tariff euro 2017-2018
0	500	83,04
501	1.000	99,22
1.001	2.000	139,12
2.001	3.500	215,69
3.501	5.000	326,77
5.001	7.000	381,24
7.001	10.000	477,21

For each further rank of 5.000 G.R.T. Euro 70,64

2 Service rendered through radio station (VHF)

2.1 For ships that are allowed to use the service through VHF station, in compliance with point 1 of art. 4 of Minister Decree defining its compulsoriness, the flat tariff is as follows:

Piloted ships Ranked by G.T.	Flat tariff euro 2017-2018
0            500	31,90
501        1.000	38,58
1.001     2.000	53,40

**ARTICLE 2**

Still commencing from 1st January 2017:

- 1) For ships holding the International Tonnage Certificate, issued in accordance with the Convention of London of 1969, the tariffs for pilotage service are meant to be referred to the value of international gross tonnage (GT) as resulting from the aforesaid certificate.
- 2) For those ships that do not hold such certificate, tariffs are to be related to a value of gross tonnage (GT) obtained by using a formula that the Registro Italiano Navale (R.I.Na.) has specifically worked out, which enables to obtain GT figures very close to those that would turn out by using the principles of calculation of international gross tonnage provided by the aforementioned Convention:

**GT = K1V (where V = 2,832 VLT and K1 = 0,2 + 0,02 LOG 10 V).**

Whenever the application of such a formula turns to be impossible because of the unavailability of the wanted data, the following formula may be used, that was worked out by IMO in circular n. 653/94, that allows - although with less approximation than that obtainable by R.I.Na. formula - the provisional calculation of the gross tonnage of ships not holding the international tonnage certificate:

$$GT = VE \times a$$

where VE = L x B x H

L = length in metres as indicated by the international load-line certificate;

B = extended breadth in metres, as printed on records or evidenced by documents and certificates existing aboard;

H = ship's depth at the higher complete deck, in metres, as printed on records or evidenced by documents and certificates existing aboard.

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

VE	a
Up to 400	0,58
1.000	0,43
5.000	0,35
10.000	0,34
25.000	0,33
50.000	0,32
100.000	0,31
150.000	0,30
200.000	0,29
250.000 and over	0,28

For ferryboats the system of assessment of tariffs will be articulated - for pilotage service - in the following manner:

Tonnage figure (as resulting from international tonnage certificate or from the use of the aforesaid formula) shall be rectified by the application of the following coefficients:

Passenger Ferries (Passenger Ro-Ro Cargo Ferries)	0,75
General Cargo Ferries (Ro-Ro Cargo General Cargo (Ro-Ro Cargo General Cargo Ro-Ro Cargo Container Ships Ro-Ro Cargo Ferries Ro-Ro Cargo Vehicles Carriers)	0,75

### ARTICLE 3

Rates mentioned by art. 1 are applicable to inward and outward pilotage services and to shifting within port of Trieste, while within the port of Monfalcone rates mentioned by art. 1 are applicable to inward and outward from and to outer buoy that marks the canal access to the port itself.

### ARTICLE 4

To battleships and to hospital-ships, Italian and foreign, that require pilotage, tariffs are applied that are provided for merchant vessels at art. 1, assessed on the grounds of gross tonnage; in case gross tonnage datum is not available, reference will be made to "standard tonnage" reckoned in the manner stated by "circular" n° 545642 by Ministry of Merchant Marine, dated 27th October 1971, and specified by the tables enclosed to the circular itself (for ships between 500 and 60.000 GRT) and to circular n° 5203508 by Ministry of Merchant Marine dated 5th July 1990, title "Ports, series VII, n° 91" (for ships from 65.000 to 180.000 GRT).

### ARTICLE 5

To flat tariff indicated by the foregoing art. 1 (including tariffs for VHF service) the following increases are to be added:

a. **for overtime**

- 1) 50% of basic rates for services performed between 20.00 and 06.00;
- 2) 50% of basic rates for services performed on Sundays;
- 3) 150% of basic rates for services performed during the following holidays: 1st January, 6th January, Monday after Easter, 25<sup>th</sup> April, 1<sup>st</sup> may, 2<sup>nd</sup> June, 15<sup>th</sup> august, 1<sup>st</sup> November, 8<sup>th</sup> December, 25<sup>th</sup> and 26<sup>th</sup> December, Patron day. Such surcharge cannot be added to the one of previous item 2);
- 4) 100% of basic rates for services performer on the first Sunday of November (Italian Republic unity celebration day) to be eventually added to the one of previous item 3) whenever 1st November (All Saints day) should be on Sunday.

Such increases are charged taking into account the time of commencement of the service requested to pilot.

b. **for hazardous cargoes:**

- 1) 16% of flat tariff for services performed on board ships carrying flammable cargoes according with those indicated within the Ministry Decree 31.07.1934 in category A and B and D.P.R. 06.06.2005 n 134, or similar, having a flashpoint lower than 65 degrees C. Such an increase is applicable also to services performed on board of ships carrying flammable liquids occasionally, whenever the carried quantity reaches a 25% of ship's DWT.
- 2) 20% of flat tariff for services performed:
  - a) on ships having on board a quantity in metric tonnes not less than 5% of ship's DWT of goods of the 1st Class of D.P.R. 06.06.2005 n 134, or similar.
  - b) on empty ships not holding a "gas-free" certificate valid at the time of pilotage, that were used for the transport of hazardous cargoes indicated by D.P.R. 06.06.2005 n 134.

c. **services performed with an additional pilot:**

50% for services carried-out with an additional pilot on board.

d. **services performed to vessels without main engine power/shifting:**

- a) For manouvering rendered to vessels with out main engine power is applied a surcharge of 50% of the basis tarif of the art. 1.
- b) For manouvering for shifting from one berth to another which exceed the period of one hour is applied a surcharge of 50% of the basis tarif of the art. 1.

e. **pontoons with exceptional cargoes:**

For the pontoons carrying exceptional cargoes the total tonnage will be calculated adding to the tonnage of the convoy the one of the cargo calculated with the criteria of the specific notes for the calculation of values of present decree.

## ARTICLE 6

Rewards owed in cases provided by articles 130, 132 and 133 of the Regulation of Navigation Code (marine section) are ruled as follows:

- 1) when pilot is compelled to follow Harbour Master's order of going outside the territorial limits fixed by the "Local Regulation for Pilotage Service in the Gulf of Trieste", provided that ship herself is requesting this, the reward will be as follows:

- a) if the service is carried-out within three miles off aforesaid limit:

	TRIESTE	MONFALCONE
for ships up to 2.000 G.R.T.	Euro 35,83	Euro 45,57
for ships from 2.001 G.R.T. and over	Euro 37,34	Euro 51,65

- b) if the service is carried out at a distance bigger than three miles off aforesaid limit:

	TRIESTE	MONFALCONE
for ships up to 2.000 G.R.T.	Euro 51,83	Euro 70,42
for ships from 2.001 G.R.T. and over	Euro 56,40	Euro 73,79

- 2) when the pilot is applied for the mere delivery of messages to shore from a ship or, upon Harbour Master's authority, has delivered messages from shore to a ship, the reward will be as follows:

	TRIESTE	MONFALCONE
for ships up to 2.000 G.R.T.	Euro 88,43	Euro 116,03
for ships from 2.001 G.R.T. and over	Euro 96,11	Euro 124,08

- 3) Whenever pilot is compelled to remain aboard the piloted ship because of circumstances not ascribable to him, for a period longer than 3 hours, a reward is due equal to 25% of flat tariff for each hour or fraction of hour added to the aforesaid time of service. In case his stay on board lasts longer than 6 hours, pilot deserves also, on ship's account, the meals and accommodation reserved to officers.
- 4) When the pilot is requested to lead the ship to a destination outside the territory assigned to Trieste Pilot Corporation, for each hour or fraction wanted to reach the port of destination or till the moment when the pilot of such a port gets aboard, the reward is as follows:

	TRIESTE	MONFALCONE
for ships up to 2.000 G.R.T.	Euro 35,83	Euro 45,57
for ships from 2.001 G.R.T. and over	Euro 37,43	Euro 51,65

To the pilot also the refund is due of travelling expenses borne for returning to his own station.

- 5) Whenever after pilot got aboard, departure or shifting of vessel is cancelled, the extent of reward due to him is equal to the following amounts:

#### PORT OF TRIESTE

50% of base tariff, in port;

75% of base tariff for pilotage to - and from - the former "Alto Adriatico" shipyard of Muggia, the jetty of "Aquila" (now Silone), Industrial Port, San Sabba, SIOT jetty and former TERNI.

#### PORT OF MONFALCONE

50% of base tariff, in port;

Departure or shifting of vessel are considered cancelled when pilot has waited aboard up to a maximum of half-an-hour without manoeuvring started.

Whenever he remained aboard over half-an-hour, a reward is due to him equal to 25% of flat tariff for each additional half-an-hour on board, waiting for the manoeuvre to start.

- 6) When pilot is requested by the interested party to proceed towards an approaching ship and this one arrives late or doesn't arrive at all, the extent of reward due is equal to the amount of flat tariff. Such a reward is due when pilot waited up to a maximum of one hour since the moment the service commenced.
- 7) When ship's entrance is interrupted after the pilot got aboard, the extent of reward due is equal to the amount of flat tariff. Ship's entrance is considered as cancelled after pilot waited aboard up to a maximum of one hour for the manoeuvre to commence. Whenever pilot remains aboard over one hour, a reward will be due equal to 50% of flat tariff per each additional waiting hour before manoeuvring starts.

#### ARTICLE 7

For assistance to sea trials or to the correction of compass, of radio-direction-finders, etc., specifically requested by ship's Master, a reward is due to pilot, beside pilotage tariff, as follows:

	TRIESTE	MONFALCONE
for ships up to 2.000 G.R.T.	Euro 88,43	Euro 116,02
for ships from 2.001 G.R.T. and over	Euro 96,10	Euro 124,08

#### ARTICLE 8

For pilotage to and from formed "Alto Adriatico" shipyard of Muggia, the jetty of "Aquila" (now Silone), Industrial Port, San Sabba, SIOT, jetty and former TERNI, beside flat tariff, the following additional reward is due:

for ships up to 2.000 G.R.T.	Euro 60,23
for ships from 2.001 G.R.T. and over	Euro 70,87

#### ARTICLE 9

Rewards stated by art. 6, 7 and 8 are "lump sum" and are therefore not subject to any surcharge of those provided by art. 5.

#### ARTICLE 10

In the Port of Monfalcone the assistance for leading at anchorage beyond the limit fixed for pilotage by art. 1) of this Decree is rewarded as follows:

for ships up to 2.000 G.R.T.	Euro 82,49
for ships from 2.001 to 10.000 G.R.T.	Euro 101,74
For ships from 10.001 G.R.T. and over	Euro 198,57

#### ARTICLE 11

For ships owned or managed/chartered by the same company, assuming the management, individually or in association, that during the calendar quarter call more times the ports of Trieste and Monfalcone, the following tariff will be applied:

fm 1 <sup>st</sup> to 3 <sup>rd</sup> call	100%	of flat tariff per art. 1 point 1)
fm 4 <sup>th</sup> to 15 <sup>th</sup> call	80%	of flat tariff per art. 1 point 1)
fm 16 <sup>th</sup> to 25 <sup>th</sup> call	70%	of flat tariff per art. 1 point 1)
fm 26 <sup>th</sup> to 40 <sup>th</sup> call	60%	of flat tariff per art. 1 point 1)
over 40 <sup>th</sup> call	50%	of flat tariff per art. 1 point 1)

For ferry boats RO-RO PAX only, referred to art 1.3 owned or managed/chartered by the same company, assuming the management, individually or in association, carrying regular line service with fixed itinerary and time and regular frequency of calls that during the calendar quarter call more times the ports of Trieste and Monfalcone, the following tariff will be applied:

fm 1 <sup>st</sup> al 15 <sup>th</sup> call	65%	of flat tariff per art. 1 point 1)
fm 16 <sup>th</sup> al 30 <sup>th</sup> call	50%	of flat tariff per art. 1 point 1)
over 30 <sup>th</sup> call	35%	of flat tariff per art. 1 point 1)

Possible surcharges, expressed in percentage, shall be charged on the reduced flat tariff.

Shipping companies entitled to the application of the conditions mentioned in this article, when requesting pilotage service for the call of the first ship and for all further ships deserving the same conditions, and in any case within the time of stay of each ship in port, shall request in writing to Pilots Corporation, directly or by means of their shipping agent who will act in their name and behalf, the application of the conditions provided for by this article. The request shall be drawn up by indicating each ship involved by the application of the conditions provided by this article and the company owning, chartering them directly; it should also contain the full details of the company to whom invoices should be headed , which must be unique with same VAT / company registration numbers

Failure in obeying to the conditions stated by this article, for the enforcement of the relevant tariffs, will cause the application of the full tariff as indicated by art. 1).

The "call" includes arrival and one sailing (with delivery of port clearance). Any possible shifting carried out between arrival and departure will therefore be considered as part of the same "call" and for them will be applied the tarif which the vessel will have for that call.

When counting the calls, services rendered by VHF will not be considered..

The "calendar quarter" are the following periods : January-March, April-June, July-September, October-December.

#### **ARTICLE 12** **(terms for payment and consequences of their failure to comply with)**

The payment of invoices relating to the pilotage service must be in accordance with the provisions of current legislation to combat late payment in commercial transactions, and in particular of Legislative Decree No. 231 of 2002 as amended by Legislative Decree No. 192 of 2012 and taking into consideration that the Corporation of the pilots is entrusted of public service performed as a legal monopoly in the fulfillment by the latter of equal treatment in respect of service users.

The terms higher than 30 days established for the payment of invoices must be immediately notified to the Maritime Authority to monitor the compliance with the obligation of equal treatment.

Without prejudice to the consequences laid down by that legislation in the case of failure to meet deadlines, persons who, under Article 12 can take advantage of the reduced tariff for the frequency of the calls and they not provide for payment within 60 (sixty) days of receipt of the invoice, lose the benefit of the reduction beginning in the quarter following the one in which there has been failure to pay an invoice within the prescribed period and until the quarter following that in which the invoice is paid, unless the invoice is not paid in the same quarter in which the failure occurred.



Without prejudice to the consequences norms cited in the case of failure to meet deadlines, persons who, pursuant to Article 12 can take advantage of the reduced rate in the frequency of landing and reason do not provide for payment within 60 (sixty) days of receipt invoice, lose the benefit of the reduction beginning in the quarter following the year of expiry of the term of sixty days and regain from the quarter following that in which the payment is made.

### **ARTICLE 13**

Commencing from 1st January 2017 Decrees n° 25/2014 dated 30.12.2014 is abrogated.