

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	AMANAC (Mexico)
ENQUIRY DETAILS:	<p>In Mexico, the port authority has authorized the pilotage providers to include an additional charge in their tariffs of approximately US\$ 45 per hour when a ship advances a manoeuvre (either entering or leaving the port) by more than one hour from the time originally booked. In applying this extra charge, the authority claims that pilots in other ports in the region apply similar additional fees in these cases.</p> <p>We would like to know if this applies in other countries.</p>
REPLY TO:	admin@fonasba.com
COPY REPLY TO:	
CLOSING DATE FOR REPLIES:	Tuesday February 21st 2017

RESPONDING ASSOCIATION COMMENTS:

ALGERIA	<p>In the Algerian ports, the authority does not apply the same rules for pilotage services providers, and does not include any additional charges when the vessel is late by more than one hour from the time originally booked, whether it is leaving or entering the port, except when the vessel enters or leaves the port in overtime hours, the price is doubled.</p>
ARGENTINA	<p>In Argentina, the Pilotage Service is provided by private organizations. The State establishes the Regulations for its operation and in tariffs only intervenes in setting the maximum values.</p> <p>There is no fee in the Tariff used by the different companies or cooperatives that provide this service, for vessel's maneuvers before its scheduled time of departure.</p>
BELGIUM	<p>Next to the normal pilotage fees, in Belgium the operator will have to pay 180 euro if an active pilotage order is postponed, or an active pilotage order is expired or cancelled. For incoming vessels the pilotage order becomes active six hours before the first pilotage order time that the operator has provided via an electronic system, for outgoing vessels, three hours.</p> <p>Although meant in first instance for delays, this provision also theoretically applies for cases of advancing.</p> <p>In practice however, if the advance can still be fit in the greater planning of the pilotage services, there will be no problem and no extra charge for the operator. If the advance cannot be fit in the planning, the vessel will have to wait until the original pilot order time.</p>

BRAZIL	<p>It's always very difficult to say how it is in Brazil because in each port we face a different situation, which also leads to different rules, considering the peculiarity of each place.</p> <p>In general, we can say that no extra costs imposed due to cancelation of services required, if cancelled in 2 hours before manoeuvre, although penalty is imposed for delays when pilot already on board (pilot at order)</p> <p>In some ports there is an extra fee when manoeuvre is cancelled, consequently fixed for later or earlier.</p> <p>Average cost, if applied, is US\$ 370.00 (pilot at order) per hour.</p> <p>Pilotage services in Brazil performed by private companies and pilots are certified by Brazilian Navy.</p>
CROATIA	<p>In Croatia pilotage is charged per operation / service.</p> <p>As per tariff, when a pilot has to wait, on the spot agreed to be the place where the service will be provided, due to ship's delay in arrival/departure, when ship's arrival/departure hasn't been cancelled, due to waiting for weighing the anchor, unprepared installation or the berthing of the ship, due to delay in clearing customs duties and other formalities, the fee is 150 kunas (approx. 20 Euro) for each hour of waiting.</p>
DENMARK	<p>Pilotage to and from Danish ports can be conducted by different vendors but the majority of pilotages to and from Danish ports are conducted by the 100% state owned Limited company called DanPilot.</p> <p>They are publishing their prices for a given year, and please find a link to the Danish Shipbrokers' Association Dropbox Business to read or download DanPilot port pilotage fees for 2017. Their pricing consist of different elements as per their publication, and one of them relates to what is mentioned in the question, that extra fees occur if the pilot have extra waiting time from the originally booked time. However, this is not something that the designated authority (Danish Maritime Authority) has ordered.</p>
FRANCE	<p>In France Pilotage is a corporation and each pilot is a member of corporation. Each port in France has its own corporation which sets its own tariff and rules. Usually, Captain or agent named for operations must respect 2 to 3 hours pre-notice to announce port authorities of a change in original schedule.</p> <p>This is usually done via port system.</p> <p>In case of no respect of pre-notice an extra of 10% is charged on top official tariff.</p> <p>To leave the port, in case of change at the last moment not in time frame and pilots are not available, vessel is simply not authorised to cast off.</p> <p>This is the basics.</p> <p>Have asked the pilot union for more detailed info. Shall revert with additional piece of information if any upon their reply.</p>
HUNGARY	<p>We are not affected in this question</p>
ITALY	<p>In Italy there are service tariffs, which different from port to port, to include the whole of duration of the maneuver; therefore, in Italy there is not this additional charge.</p>
JAPAN	<p>Accord to Tariff of Pilotage Fees (authorized under limits),if the pilot is forced to stand by for a period exceeding 30 minutes-from the time he has reported to a point agreed upon till the time he disembarks from a vessel he has provided pilotage services-for causes attributable to the master of such a vessel, the pilotage fee shall be an amount equivalent to 105/100 of ¥5,400 (equivalent to</p>

	<p>US\$ 45-50 approx.) for each 30 minutes of each extra time incurred, in addition to the pilotage fees specified in these provisions.</p> <p>Please be advised accordingly.</p>
KENYA	<p>At Mombasa Port in Kenya, Kenya Ports Authority a state corporation operating offering pilot services among others if the ship is delayed for more than 30 minutes @ \$6 per 100 GT or part thereof.</p>
MALTA	<p>The Pilots in Malta do not apply a surcharge for pilotage services rendered in advance of the originally booked time.</p> <p>The reason for this is because it is actually the vessel command that order the pilotage service on arrival off-roads Malta and on notification of arrival to Valletta Port Control.</p> <p>A charge is only levied when the Pilot is already on board, but there is a delay of more than 30 minutes, for departure.</p>
NETHERLANDS	<p>In the Netherlands the pilots are a private company, only looked after by the Dutch Fair Competition Board, as they are monopolist. This means that there is no interference from the Port Authorities as far as their tariffs or surcharges is concerned. So no additional charges by the PA's nor the Competition Board.</p>
POLAND	<p>We have following tariff wording in Szczecin, Poland in that subject:</p> <p>7. The charge for the waiting time of the ordered pilot on board of the vessel, lasting more than 30 minutes, shall be applied in the amount of 50 euros for every 30 minutes. In case the waiting time lasts more than 2 hours the pilot service is cancelled. The Pilot can be ordered again in accordance with the general procedures. The charge for the waiting time of the ordered pilot at the pilot station in Swinoujscie, lasting over 2 hours, shall be applied in the amount of 100 euros for every 60 minutes.</p> <p>8. Cancellation of the pilot services less than 2 hours before ordered time will be charged with lump sum fee of 100 euros. Same fee will be charged for the cancellation of the pilot services less than 4 hours before ordered time for the inbound vessels from the sea. The ordered time of the pilot services can be postponed free of charge providing that the change is declared more than 1 hour before original time. If the next delay within the same order is required or the first one is declared less than 1 hour before original time, a lump sum fee of 100 euros will be charged.</p>
RUSSIA	<p>In our area the above mentioned is not applied. Any pilotage is to be ordered 2 hrs before this operation takes place and any advance of the operation is not possible.</p>
SPAIN	<p>There is not this kind of surcharge in Spain.</p> <p>They use to have a flat tariff based on the gross tonnage of the vessel.</p> <p>As per Spanish port law, the pilotage service is provided by a unique company in each port, due to safety reasons, so that's why any port authority approved the maximum tariff that the provider can charge to their clients.</p>
SWEDEN	<p>We have the same procedure in Sweden, if you change the time you have to pay extra!</p>
UKRAINE	<p>There is another practice in Ukrainian sea ports.</p> <p>In Ukraine Pilotage fee is fixed, and is subject only overtimes 25%,50%,100% depends on time of a day and whether its working day or not, when service was used.</p>
USA	<p>A number of our members have sent their pilotage tariffs in response to this inquiry:</p> <p>Tampa, FL</p> <p>Maryland Pilots</p>

Puget Sound Pilots - see page 2 of the attached.

Link to Pilot Tariffs on the Mississippi River:

<http://nordsudshipping.com/information/tariffs/>

Pacific Pilotage Authority, services all West Coast Canada Ports. Tariff attached.

There is a delay charge if the vessel does not begin transit within 40Mins of the time that the pilot was ordered for. The delay charge is 2x \$208.75 Time charge for every hour or part of an hour after the 40 mins expires and ends when the vessel departs.

If a pilot is required earlier than the ordered time, a short order charge maybe applied, section 15 of the Tariff. If the time has been advanced by 30min to an hour earlier, and the pilot assigned to the ship is available to arrive earlier, they will usually be dispatched without additional charges. But if the assigned pilot is not available for the earlier time and a different pilot is required to meet the time requirement, than a short order charge will apply.

New York Area Ports - tariff attached.