

Pilotage Fees

Fee Basis

The basis for the calculation of pilotage fees is the volume of the ship's live works at tropical draft:

$V = \text{Maximum length overall} \times \text{Maximum moulded breadth} \times \text{Tropical draft}$.

When a tropical draft is less than:

$0.15 \sqrt{\text{LOA} \times \text{Max. Breadth}}$, this figure substitutes for the tropical draft.

All rates are in francs CFP.

Definitions

1. SINGLE FEE:

the single fee for a given ship is the product of the volume V in cubic meters (m^3) by the rate of its range of length.

2. TRANSIT:

a transit is a journey from passage to port, from port to passage, from passage to passage or from port to port.

3. MANOEUVRE:

a manoeuvre is an operation consisting of:

- berthing or unberthing a vessel to or from a wharf; or
- mooring or unmooring a vessel to or from mooring buoys.

4. MOVEMENT:

a movement is the shifting of a ship within port limits, from anchorage to berth, from berth to anchorage, from berth to berth or from anchorage to anchorage.

5. TRANSIT FEE:

a transit fee equals a single fee or a multiple thereof, depending on the distance and the time of transit (day or night).

6. MINIMUM TRANSIT FEE:

a vessel will be charged, whatever her length in the range from 0 to 100 m, with the minimum transit fee when entering or leaving through Boulari, Dumbea or Havannah passage.

The minimum transit fee is increased by 50% when transit (or part of it) occurs at night.

In any case, a reduced rate cannot be less than the minimum transit fee.

7. MANOEUVRE FEE AND MOVEMENT FEE:

manoeuvre fees and movement fees are fixed for one range of length.

8. PILOTAGE CHARGE:

a ship entering or leaving a mandatory pilotage area will be charged one transit fee only or one transit fee + one manoeuvre fee. When a vessel remains at anchor, a manoeuvre fee does not apply.

9. NIGHT RATE:

fees are increased by 50% when part or all the transit or the manoeuvre is carried out during the night. For fee calculation purposes, the night starts 30 minutes after sunset and ends 30 minutes before sunrise at NOUMEA, whatever the position of the ship in New Caledonia. This provision applies to transit and manoeuvre separately.

10. CANCELLATION FEE:

when a pilot has been duly ordered by the captain, the consignee or the agent of a ship to carry out a manoeuvre, a movement or a transit, a cancellation fee is applied with a 50% night surcharge to the ship if the pilot is dismissed by the captain or his representative without any prior notice.

11. WAITING TIME:

the waiting time is the time elapsed between :

- The ship's ETA and her actual time of arrival at the pilot boarding ground (when a vessel does not turn up, a full transit fee will apply).
- The ship's ETD and her actual time of departure from a port and an anchorage.
- The time of arrival in a port or anchorage and the time of departure from the same port or anchorage when the pilot remains onboard.

One hour waiting time is surcharged 50% by night.

Over a period of 6 hours, the waiting time become a stay and is counted by 24 hours slot with 50% night surcharge.

12. PILOT TRANSFER:

a transfer fee will apply whenever a pilot travels between :

- Noumea and a port of the coast,
- Two ports of the coast.

The Syndicate of New Caledonia Pilots has the choice of the means of transport.

13. TRAVEL EXPENSES:

the pilot's travel expenses are charged to the ship.



Rate application

I. Southern area

The southern area is the part of the internal waters included between Saint Vincent Passage and Havannah passage (Isle of Pines excluded).

1/ VESSELS PILOTED FROM PASSAGE TO PORT OR FROM PORT TO PASSAGE

PILOTAGE	IN THE DAYTIME	BY NIGHT
DUMBEA to or from NOUMEA	1 single fee + 1 manoeuvre fee	1.5 single fee + 1.5 manoeuvre fee
DUMBEA through tanker fairway	1.5 single fee + 1 manoeuvre fee	2.25 single fees + 1.5 manoeuvre fee
BOULARI to or from NOUMEA	1.5 single fee + 1 manoeuvre fee	2.25 single fees + 1.5 manoeuvre fee
HAVANNAH to or from NOUMEA	1.5 single fee + 1 manoeuvre fee	2.25 single fees + 1.5 manoeuvre fee
PASSAGE to or from PORT <i>Distance less than 12 n.m</i>	1 single fee + 1 manoeuvre fee	1.5 single fee + 1.5 manoeuvre
PASSAGE to or from PORT <i>Distance more than 12 n.m</i>	1.5 single fee + 1 manoeuvre fee	2.25 single fees + 1.5 manoeuvre fee

A 50% rebate on above fees is granted : vessels calling at Noumea for clearance purpose only; and vessels bound to call at Noumea for safety reasons such as personal injury or illness, technical breakdown or weather conditions to seek safe harbor.

2/ VESSELS PILOTED THROUGH THE SOUTHERN AREA AND NOT CALLING AT ANY PORT

PILOTAGE	IN THE DAYTIME	BY NIGHT
From PASSAGE to PASSAGE	2 single fees	3 single fees

II. Other areas

PILOTAGE	IN THE DAYTIME	BY NIGHT
PASSAGE to or from PORT <i>Distance less than 12 nm</i>	1 single fee + 1 manoeuvre fee	1.5 single fee + 1.5 manoeuvre fee
PORT to PORT <i>Distance less than 12 nm</i>	1 single fee + 2 manoeuvre fees	1.5 single fee + 3 manoeuvre fees
PASSAGE to or from PORT <i>Distance more than 12 nm</i>	1.5 single fee + 1 manoeuvre fee	2.25 single fees + 1.5 manoeuvre fee
PORT to PORT <i>Distance more than 12 nm</i>	1.5 single fee + 2 manoeuvre fees	2.25 single fee + 3 manoeuvre fees

NB: Manoeuvre fees only apply when berthing or unberthing

Exceptions

I. CONVOYED SHIP AND SHIP UNDER TOW

A vessel is said to be convoyed when adverse weather conditions or quarantine regulations prevent the pilot from boarding. Such a vessel will then be piloted from the pilot launch. Convoyed or towing vessels and vessels under tow will be charged their full category rates.

II. PILOTAGE OF TWO VESSELS BY ONE SINGLE PILOT

When a pilot serves two ships at the same time, the ship carrying the pilot will be charged her full category rate and the following ship will pay half rate only, but not less than the minimum transit fee as per definition 6.

III. FRENCH NAVY VESSELS

French navy vessels, when they request a pilot, will be charged half of their category rate, but not less than the minimum transit fee as per definition 6.

IV. VESSELS BEING CLEARED IN A PORT OTHER THAN NOUMEA

Vessels proceeding directly to a port other than Noumea, will be charged an extra 1.55 times the single transit fee for an West Coast port or an extra 1.75 times the single transit fee for an East Coast port.

Payment of pilotage

Ship agents, consignees and brokers, or in their absence, captains, are personally responsible for the payment of all pilotage fees and expenses.

Ship agents, consignees and brokers, or in their absence, captains, are only liable to settle payment of pilotage operations when they have been duly recorded on a pilot's docket signed by the captain of the piloted ship.

Any vessel, even exempted from the pilotage obligation, is liable to pay her category fees when she requests a pilot's assistance.

Any vessel subject to pilotage obligation is liable to pay her category fees as long as the pilot is available, even if she does not use his services.