

APPENDIX "A" – PILOTAGE'S TARIFF - 2021

STATEMENTS AND CALCULATION

It refers to the pilotage service rendered per manoeuvre of the ships and, or, due indemnities since the moment when the service has been ordered, either the Pilot has boarded the vessel, or dismissed, or ended berthing, or anchoring, or mooring at a determined berth, or vice versa.

The value of the manoeuvre is calculated as below, being doubled (x 2) when necessary the employment of 2 Pilots, either when ruled by the Brazilian Maritime Authority, or in accordance with the terms of this formal agreement.

The total value (TV) of the manoeuvre will be obtained by the sum of the tables I (TAB 1), II (TAB 2) e III (TAB 3).

$$TV = TAB 1 + TAB 2 + TAB 3$$

GRT – Gross Register Tonnage: Is considered the one issued by the *Register of Ships, Lloyd's Register Shipping, London-UK*.

TAB. 1 : GRT / MANOUVER (IN OR OUT)

Remark : To obtain the final value for the ship's call (In & Out), you must multiply the above prices by two .

1.1 - FULL CONTAINER SHIPS

TAB / GRT	MUCURIBE (R\$)	PECÉM (R\$)
00 to 10,000	11.571,00	13.306,00
10,001 to 20,000	15.045,00	17.304,00
20,001 to 30,000	18.521,00	21.294,00
30,001 to 40,000	21.990,00	25.288,00
40,001 to 50,000	25.460,00	29.276,00
50,001 to 60,000	28.931,00	33.270,00
60,001 to 70,000	31.799,00	36.570,00
70,001 to 80,000	33.835,00	38.914,00
80,001 to 90,000	35.876,00	41.258,00
90,001 to 100,000	37.914,00	43.602,00
100,001 to 110,000	42.144,00	48.417,00
110,001 to 120,000	46.314,00	53.235,00
120,001 to 130,000	50.502,00	58.049,00



1.2 - SOLID BULK / GENERAL CARGO / PAX VESSELS / * OTHERS

TAB / GRT	MUCURIBE (R\$)	PECÉM (R\$)
00 to 10,000	11.921,00	13.709,00
10,001 to 20,000	15.501,00	17.827,00
20,001 to 30,000	19.081,00	21.938,00
30,001 to 40,000	22.656,00	26.052,00
40,001 to 50,000	26.230,00	30.162,00
50,001 to 60,000	29.806,00	34.276,00
60,001 to 70,000	32.761,00	37.676,00
70,001 to 80,000	34.858,00	40.091,00
80,001 to 90,000	36.961,00	42.506,00
90,001 to 100,000	39.061,00	44.921,00
100,001 to 110,000	43.420,00	49.882,00
110,001 to 120,000	47.714,00	54.845,00
120,001 to 130,000	52.029,00	59.805,00

*OTHERS : Any other vessels that do not match the specific tables of this tariff..

1.3 – LIQUID BULK AND GAS CARRIERS

TAB / GRT	MUCURIBE (R\$)	PECÉM (R\$)
00 to 10,000	12.031,00	13.835,00
10,001 to 20,000	15.643,00	17.991,00
20,001 to 30,000	19.256,00	22.139,00
30,001 to 40,000	22.863,00	26.292,00
40,001 to 50,000	26.470,00	30.439,00
50,001 to 60,000	30.763,00	35.377,00
60,001 to 70,000	34.542,00	39.749,00
70,001 to 80,000	36.777,00	42.298,00
80,001 to 90,000	38.996,00	44.845,00
90,001 to 100,000	41.212,00	47.394,00
100,001 to 110,000	45.809,00	52.681,00
110,001 to 120,000	50.341,00	57.891,00
120,001 to 130,000	54.893,00	63.127,00



The employment of 02 (two) Pilots is necessary when:		
Type of ship	MUCURIBE	PECEM
GNL	N. A.	GRT > 140,000 t
PAX	GRT > 140,000 t	N.A.
Bulk Carrier	GRT > 50,000 t	GRT > 80,000 t
Tanker	GRT > 40,000 t	GRT > 70,000 t
Full Container	LOA > 250 m	LOA > 310 m

* *Rmrk*: When it takes place, no additional charge (TAB 2) shall be applied.

TAB 2 : ADDITIONAL SERVICES

REFERENCES	ADD
1. Docking.	0.7 x TAB 1
2. Anchoring.	0.3 x TAB 1
3. Manoeuver when either main engine or rudder is not operative.	1.4 x TAB 1
4. Change of berth in the same port.	1.0 x TAB 1
5. Un-berthing followed by anchoring manoeuver.	0.3 x TAB 1
6. Berthing, but with the use of one of the anchors.	0.3 x TAB 1
7. Moving alongside by the use of mooring lines only. (* Please see to note 01)	0.5 x TAB 1
8. Berthing to receive bunkers, or due to route deviation, without cargo operation.	0.7 x TAB 1.2
9. Manoeuver of barges. Limited to 6 hours, when pilot must be relieved. Thereafter, charges will be per hour / "pro rata".	1.4 x TAB 1
10. Berthing manoeuver with ship's turn, due to the convenience of the ship or Shipping Agency.	0.3 x TAB 1
11. Berthing , unberthing , alongside other vessel (ship-to-ship manoeuvres).	0.6 x TAB 1
12. Manoeuver abortion (* Please see note 02)	0.8 x TAB 1
13. Additional due to technical restriction (* Please see note 03)	0.25 x TAB 1
14. Night additional for the ships with any technical restriction (refer to item 13).	0.50 x TAB 1

***Note 01:**

The manoeuver by the mooring lines will take place when vessels move alongside being pulled by the lines, with, or without, the use of the main engine, but always with one spring and one headline made fast ashore, fore and aft, at least, without tug boat assistance.

***Note 02:**

It takes place when, due to any reason (E.g: absence of linesmen, lack of space at the berth, tug boats, mooring boats, vessel's engine breakdown, sea condition or bad weather) the manoeuver has to be aborted when the vessel is already underway with the Pilot on board demanding the fairway inward or when already in the turning basin, then due to the mentioned reasons has to turn around and return to the Pilotage boarding ground.

***Note 03:**

It takes place when the vessel's particulars exceeds any of the port limits (E.g: DWT, LOA or Breadth), nevertheless due to favorable conditions , such as: ship's displacement, weather and sea conditions , upon arrival or departure , the manoeuver is considered technically feasible by the Pilotage , maritime and port authorities.

TAB 3: SPECIAL INDEMNITIES


REFERENCES	R\$
1. Pitot stand by (after the first 30 minutes)	2.849,00
2. Dismissal after the agreed time (<i>* Please see note 04</i>)	3.193,00
3. Dismissal due to bad weather and sea condition (e.g; abnormal swell)	2.554,00
4. Dismissal of the pilot when already on board the Pilot boat.	3.873,00
5. Dismissal after having boarded the ship, either due to ship's, or shipowner's convenience, followed by the cancellation of the port call.	7.827,00
6. Operational support rendered by the ATALAIA (Operation Station) , per hour, or fraction , in case of manoeuvres without Pilots on board.	569,00


***Nota explicativa 04:**

The dismissal of the Pilots will take place automatically, in case they consider not to have favorable technical conditions (E.g.: Breakdown or lack of any equipment considered as essential to achieve the manoeuver. Total absence or non-sufficient number of lineamen, non-readiness or unfitness of tug boats, bad weather and, or, sea condition that might endanger the vessel, the human lives, the port premises and, or, the environment)

The prices hereby agreed remunerate the service rendered by the Pilots since the boarding time at the Pilots' boarding ground, until berthing or anchoring at a determined berth, or anchorage area or vice versa.

Fortaleza - CE, february 10th, 2021.


SINDIPRÁTICOS – SINDICATO DOS PRÁTICOS DO ESTADO DO CEARÁ
 (THE SYNDICATE OF THE PILOTS OF THE STATE OF CEARÁ)
 Pedro Henrique Parente Albuquerque
President


SINDACE - SINDICATO DAS AGENCIAS DE NAVEGAÇÃO MARÍTIMA E DOS OPERADORES PORTUÁRIOS DO ESTADO DO CEARÁ
 (THE SYNDICATE OF THE MARITIME SHIPPING AGENCIES AND PORT OPERATORS OF THE STATE OF CEARÁ)
 Bruno Lughetti
President