

**PIROTAGE TABLE (Authorized Upper Limit )**

April 1, 2012

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Annexed Table

Pilotage Route	Pilotage Fee (Unit: Yen)						The case in which a pilotage service is rendered from sunset to sunrise
	The case in which a piloting service is rendered from sunrise to sunset					Towed Vessels	
	Vessels other than towed vessels			Multiple-deck vessels			
	Vessels equipped with two or more decks as prescribed in Paragraph 3, Article 5 of the Law of Tonnage Measurement of Ship (Law No.40, 1980), except those prescribed by the relevant Ministry of Transport Ordinance (hereinafter referred to as 'multiple-deck vessel')	Vessels with gross tonnage of 1,000 tons or below and with draft of 3 meters or below	Vessels with gross tonnage exceeding 1,000 tons, or with draft exceeding 3 meters				
	Basic ①	Basic ②	Additional	Amount computed by adding the additional pilotage rate for every increment of 1,000 gross tons (any fraction thereof shall be regarded as 1,000 gross tons), or for every increment of 30 cm of draft (any fraction thereof shall be regarded as 30cm)	Amount computed by adding the amount obtained by multiplying the special additional rate of pilotage by the amount corresponding to 100/100 of the amount (hereinafter referred to as "the amount of the basic pilotage rate") tabulated in the column of the basic pilotage rate or the column of vessels exceeding 1,000 gross tons or vessels with draft exceeding 3 meters to the basic pilotage rate or to the amount of the basic pilotage rate		
※Details are partly omitted for layout. For the full text, please contact the association.							
(A) URAGA CHANNEL				Amount computed by adding the additional pilotage rate for every increment of 1,000 gross tons (any fraction thereof shall be regarded as 1,000 gross tons), or for every increment of 30 cm of draft (any fraction thereof shall be regarded as 30cm)	Amount computed by adding the amount obtained by multiplying the special additional rate of pilotage by the amount corresponding to 100/100 of the amount (hereinafter referred to as "the amount of the basic pilotage rate") tabulated in the column of the basic pilotage rate or the column of vessels exceeding 1,000 gross tons or vessels with draft exceeding 3 meters to the basic pilotage rate or to the amount of the basic pilotage rate	Amount corresponding to 180/100 of the amount tabulated in the column for vessels other than those towed	Amount corresponding to 150/100 of the rate for the case in which a pilotage service is rendered from sunrise to sunset
Navigation between entrance to Tokyo Bay and vicinity of boundary of Tokyo Quarter, Keihin Port	83,830	46,341	1,836				
Navigation between entrance to Tokyo Bay and vicinity of boundary of Kawasaki Quarter or Yokohama Quarter, Keihin Port	65,681	28,192	1,156				
Navigation between entrance to Tokyo Bay and vicinity of boundary of Chiba Port	88,367	50,878	2,006				
Navigation from entrance to Tokyo Bay to vicinity of boundary of Kisarazu Port	64,830	27,341	1,122				
Navigation from vicinity of boundary of Kisarazu Port to entrance to Tokyo Bay	75,701	38,212	1,530				
Navigation between entrance to Tokyo Bay and vicinity of boundary of Yokosuka Port	56,607	19,118	816				
(B) SHIFTING IN TOKYO BAY							
Navigation between vicinity of boundary of Tokyo Quarter, Keihin Port and vicinity of boundary of Chiba Port	47,532	10,043	476				
Navigation between vicinity of boundary of Tokyo Quarter, Keihin Port and vicinity of boundary of Kisarazu Port	55,755	18,267	782				
Navigation between vicinity of boundary of Kawasaki Quarter or Yokohama Quarter, Keihin Port and vicinity of boundary of Tokyo Quarter, Keihin Port	58,497	21,008	884				
Navigation between vicinity of boundary of Kawasaki Quarter or Yokohama Quarter, Keihin Port and vicinity of boundary of Chiba Port	62,089	24,600	1,020				
Navigation between vicinity of boundary of Kawasaki Quarter or Yokohama Quarter, Keihin Port and vicinity of boundary of Kisarazu Port	46,681	9,192	442				
Navigation between vicinity of boundary of Chiba Port and vicinity of boundary of Kisarazu Port	63,034	25,545	1,054				
Navigation between vicinity of boundary of Yokosuka Port and vicinity of boundary of Tokyo Quarter, Keihin Port	71,163	33,675	1,360				
Navigation between vicinity of boundary of Yokosuka Port and vicinity of boundary of Kawasaki Quarter or Yokohama Quarter, Keihin Port	51,219	13,730	612				
Navigation between vicinity of boundary of Yokosuka Port and vicinity of boundary of Chiba Port	79,293	41,804	1,666				
Navigation between vicinity of boundary of Yokosuka Port and vicinity of boundary of Kisarazu Port	52,069	14,580	646				
Navigation in other routes than those specified above				Amount calculated according to the rate of ¥1,810 for every nautical mile of pilotage	Amount calculated according to the rate of ¥68 for every nautical mile of pilotage		
(C) HARBOR							
Entering or leaving Tokyo Quarter, Keihin Port	40,658	31,204	1,230				
Shifting in Tokyo Quarter, Keihin Port	36,953	27,499	1,090				
Entering or leaving Section 2 of Kawasaki Quarter or entering Yokohama Quarter (excluding Section 4 and 5) of Keihin Port (including entering Section 2 of Kawasaki Quarter or Yokohama Quarter (excluding Section 4 and 5) from Section 1 of Kawasaki Quarter, or Section 4 or 5 of Yokohama Quarter for the purpose of shifting) This excludes entering or leaving Section 3 of Yokohama Quarter (specifically in Northwest water area), (including entering Section 3 of Yokohama Quarter (specifically in Northwest water area) from Section 1 of Kawasaki Quarter, or Section 4 or 5 of Yokohama Quarter for the purpose of shifting.	33,349	25,868	1,030				
Entering or leaving Section 3 of Yokohama Quarter, Keihin Port (specifically in Northwest water area), (including entering Section 3 of Yokohama Quarter (specifically in Northwest water area) from Section 1 of Kawasaki Quarter, or Section 4 or 5 of Yokohama Quarter for the purpose of shifting)	46,996	39,515	1,540				
Entering or leaving Section 1 of Kawasaki Quarter or Section 4 of Yokohama Quarter, Keihin Port (including entering Section 1 of Kawasaki Quarter or Section 4 of Yokohama Quarter from Section 2 of Kawasaki Quarter or each section of Yokohama Quarter except Section 4 for the purpose of shifting)	46,996	39,515	1,540				

Entering or leaving Section 5 of Yokohama Quarter, Keihin Port (excluding water areas near Minami Honmoku Pier and Koshibasaki water area), (including entering Section 5 of Yokohama Quarter (excluding water areas near Minami Honmoku Pier and Koshibasaki water area) from Kawasaki Quarter, each section of Yokohama Quarter except Section 5, or Koshibasaki water area for the purpose of shifting).	38,885	31,404	1,236			
Entering or leaving Section 5 of Yokohama Quarter, Keihin Port (specifically in water areas near Minami Honmoku Pier), (including entering Section 5 of Yokohama Quarter (specifically in water areas near Minami Honmoku Pier) from Kawasaki Quarter, each section of Yokohama Quarter except Section 5, or Koshibasaki water area for the purpose of shifting)	33,349	25,868	1,030			
Shifting inside Section 2 of Kawasaki Quarter or the entire Yokohama Quarter, Keihin Port (except Section 3 (specifically in Northwest water area) and Section 4) (This shall not be applied for in relation to Section 5 of Yokohama Quarter).	33,349	25,868	1,030			
Shifting inside Section 1 of Kawasaki Quarter and Section 4 of Yokohama Quarter, Keihin Port (including shifting inside Section 2 of Kawasaki Quarter and Yokohama Quarter (except Section 4 and 5) in relation to Section 3 of Yokohama Quarter (specifically in Northwest water area)	44,420	36,939	1,442			
Shifting inside Section 5 of Yokohama Quarter, Keihin Port (excluding Koshibasaki water area) in relation to Section 5 of Yokohama Quarter, Keihin Port (excluding the water area around Minami Honmoku Pier and Koshibasaki water area)	38,885	31,404	1,236			
Shifting inside Section 5 of Yokohama Quarter, Keihin Port (specifically in the water area around Minami Honmoku Pier)	33,349	25,868	1,030			
Berthing to the sea berth in Section 5 of Yokohama Quarter, Keihin Port (specifically in the Koshibasaki water area) or departure therefrom	63,601	26,112	1,070			
Entering or leaving Chiba Port (excluding Section 4)	38,598	31,117	1,225			
Entering or leaving Section 4 of Chiba Port	35,067	27,586	1,095			
Shifting inside Chiba Port	33,349	25,868	1,030			
Entering or leaving Kisarazu Port	66,343	28,854	1,172			
Shifting inside Kisarazu Port	63,601	26,112	1,070			
Entering or leaving Yokosuka Port	63,601	26,112	1,070			
Shifting inside Yokosuka Port	63,601	26,112	1,070			

Remarks

- In the column of pilotage fee in this table, application of “the case in which a pilotage service is rendered from sunrise to sunset” and “the case in which a pilotage service is rendered from sunset to sunrise” shall be limited to the period of pilotage service in the provision from the time when a pilot starts the preparations necessary for piloting the vessel after embarkation (hereinafter referred to as the “time pilotage service started”) to the time when a pilotage service for the vessel is completed (hereinafter referred to as the “time pilotage service completed”).
- The draft in this table shall be construed as the largest draft read as from time pilotage service started to time pilotage service completed. For vessels whose measurements are expressed by their displacements, the tonnage corresponding to 3/5 of the displacement shall be regarded as the gross tonnage of such vessel.
- Special additional pilotage rate shall be calculated in accordance with the equation below.

$$K = \{ ( 3.5 / 1,000 ) \times L^3 - T \times 1.2 \} / 1,000$$

Where

K: constant of additional pilotage rate. In case of minus value, it shall be made 0.

L: length of vessel in meters

T: gross tonnage (In case of tonnage below 1,000 tons, it shall be regarded as 1,000 tons.)

- When there are Basic ① and ② in the column of Basic pilotage rate in this table, Basic ① shall be applied for vessels over 10,000 gross tons and Basic ② shall be applied for vessels under 10,000 gross tons.
- When pilotage was carried out based on the contract by designation of the subscriber of “Pilotage Fee Large Discount Plan”, the “amount computed by adding the additional pilotage rate for every increment of 1,000 gross tons (any fraction thereof shall be regarded as 1,000 gross tons), or for every increment of 30 cm of draft (any fraction thereof shall be regarded as 30cm) respectively to the basic pilotage rate” on this table shall be replaced with “when the gross tonnage is 40,000 tons or less, the amount computed by adding the additional pilotage rate for every increment of 1,000 gross tons (any fraction thereof shall be regarded as 1,000 gross tons), when exceeding 40,000 gross tons, the additional pilotage rate for every increment of 1,000 gross tons to the part of under 40,000 gross tons, as to the part exceeding 40,000 gross tons and less than 60,000 gross tons, the amount corresponding to 70/100 of the additional pilotage rate for every increment of 1,000 gross tons (any fraction thereof shall be regarded as 1,000 gross tons), as to the part exceeding 60,000 gross tons, the amount corresponding 60/100 for every increment of 1,000 gross tons (any fraction thereof shall be regarded as 1,000 gross tons), and for every increment of 30 cm of draft (any fraction thereof shall be regarded as 30cm) respectively to the basic pilotage rate”.

- The pilotage fees shall be the amount corresponding to 105/100 of the pilotage fee tabulated in the attached table.
- Notwithstanding the provisions of the preceding paragraph, the amount of pilotage fee when pilotage services given in the left column of the following table are rendered shall be equivalent to 105/100 of the respective amount given in the right column of the table.

Left Column			Right Column	
1	Piloting for trial run, adjustment of compass, measurement of direction finder deviation, or other similar purposes	Piloting inside the port	When the time of piloting is less than two hours	The amount of pilotage calculated according to the rate for shifting berth as mentioned in the Annexed Table
			When the time of piloting exceeds two hours	In addition to the amount of pilotage calculated according to the rate for shifting berth in the Annexed Table, 50 percent shall be added for every additional hour (or fraction thereof) exceeding the first two hours.
		Piloting in the area including both inside and outside port, or outside area only	When the time of piloting is less than two hours	The amount of pilotage calculated according to the rate for entering or leaving port as mentioned in the Annexed Table
			When the time of piloting exceeds two hours	In addition to the amount of pilotage calculated according to the rate for entering or leaving port as mentioned in the Annexed Table, 50 percent of pilotage calculated according to the rate for shifting berth as mentioned in the same table, shall be added for every additional hour exceeding the first two hours.

2	When piloted for entering or leaving port, to or from a remarkably distant position from the pilot's usual boarding or disembarking place	In addition to the amount as calculated according to the rate for entering or leaving port in the Annexed Table, the amount not exceeding 50 percent agreed upon with the ship owner or the captain for the extra distance piloted, shall be added.
3	When piloted in the waters remarkably distant from the port when the pilot office is located	Amount obtained by adding travel expenses, lodging charges and boat fares for boarding or leaving a vessel, to the amount of pilotage fee as calculated according to the rate in the Annexed Table

3. Notwithstanding the provisions of the preceding paragraph 2, the pilotage fee when pilotage services shown below are rendered shall be the pilotage fee tabulated in the Annexed Table (when pilotage services shown in the left column of the table of the preceding paragraph are rendered, the amount shown in the right column of the same table).
- ① Piloting service rendered for the vessels engaged in carrying passengers or cargo in exclusive domestic trade, extending to waters beyond the coastal seas, or ports outside the coastal seas, which are operated by persons doing the shipping business prescribed by Paragraph 2, Article 2 of the Maine Transportation Law (Law No.187, 1949) or the chartering business prescribed by Paragraph 7 of the same Article.
- ② Aside from the above, pilotage services rendered for the non-residents prescribed by sub-paragraph 6, Paragraph 1 of Article 6 of the Foreign Exchange and Foreign Trade Act (Law No.228, 1949).
4. When two pilots are jointly engaged in pilotage service (except cases where they provide such services on board a ship with a wheelhouse located on either side), notwithstanding the provisions of the preceding paragraph 3, the pilotage fees for each shall be an amount calculated by deducting from the pilotage fees specified in accordance with these paragraphs (excluding the additional fees specified in Table 2 and 4 of Paragraph 2), an amount corresponding to 15/100 (25/100 in the case of pilotage services in a pilotage section of a port or waters where the pilotage service is compulsory pursuant to Article 35 of the Law) of the said amount.
5. In case a vessel is subject to compulsory pilotage pursuant to Article 35 of the Law (limited to the vessels used for foreign passenger liner business prescribed by Paragraph 1, Article 19-4 of the Maine Transportation Law) and the number of its daily voyage in the same pilotage section once or more in a year on average (excluding a day which the vessel temporarily does not work for navigation for the reasons of maintenance, inspection and the like), notwithstanding the provisions of the preceding four paragraphs, the pilotage fee shall be an amount calculated by deducting from the pilotage fee (excluding the additional fees specified in Table 2 and 4 of Paragraph 2) specified in accordance with these paragraphs, an amount corresponding to 30/100 of the said amount.
6. The amount of pilotage fees in the event of waiting for a period exceeding 30 minutes during the time from the pilot's arrival at a specified place till disembarkation from a vessel piloted, if such waiting is attributable to the master of the side vessel, shall, regardless of the provisions of the preceding paragraphs, be a total of the amount calculated according to such provisions plus an amount corresponding to 105/100 of ¥5,400 for every 30 minutes of such excess time (¥5,400 for every 30 minutes of such excess time in the case of pilotage services for vessels enumerated in respective subparagraphs in 3 above).
7. When a pilot is jointly engaged in pilotage service with a trainee pilot or a trainee pilot is jointly engaged in pilotage service with other pilot, notwithstanding the provisions of the preceding paragraphs (excluding Paragraph 4), the pilotage fee shall be an amount calculated by deducting from the pilotage fee specified in accordance with these provisions, an amount corresponding to 50/100 of the said amount.