

TARIFF FOR MARITIME PILOTAGE

1. article

(1) Tariff scale according to gross tonnage:

| Class | Categories in gross tonnage range (GT) | Tariff in EUR |
|-------|--|---------------|
| 1 | 0-500 | 124 |
| 2 | 501-1.000 | 143 |
| 3 | 1.001-2.000 | 171 |
| 4 | 2.001-3.000 | 194 |
| 5 | 3.001-4.000 | 219 |
| 6 | 4.001-5.000 | 242 |
| 7 | 5.001-7.000 | 290 |
| 8 | 7.001-10.000 | 337 |
| 9 | 10.001-15.000 | 413 |
| 10 | 15.001-20.000 | 508 |
| 11 | 20.001-30.000 | 590 |
| 12 | 30.001-40.000 | 708 |
| 13 | 40.001-50.000 | 826 |
| 14 | 50.001-60.000 | 944 |
| 15 | 60.001-70.000 | 1.061 |
| 16 | 70.001-80.000 | 1.180 |
| 17 | 80.001-90.000 | 1.298 |
| 18 | 90.001-100.000 | 1.416 |
| 19 | 100.001-110.000 | 1.534 |
| 20 | 110.001-120.000 | 1.651 |
| 21 | 120.001-130.000 | 1.770 |
| 22 | 130.001-140.000 | 1.888 |
| 23 | 140.001-150.000 | 2.006 |
| 24 | 150.001-160.000 | 2.124 |
| 25 | 160.001-170.000 | 2.241 |

(2) For each further category in the range of 10.000 GT the tariff increases for additional 117 EUR.

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2. article

(1) Pursuant to the Tariff, the ships shall be charged according to the gross tonnage, as determined in accordance with the International Tonnage Certificate (1969), issued under the International Tonnage Convention (London, 1969).

(2) For ships not holding an International Tonnage Certificate, the Gross Tonnage Tariff shall be calculated according to the formula:

$$GT = V_E \times a$$

where is:

$$V_E = L \times B \times H$$

L = length according to the International Load Line Certificate (1966) in metres; *

B = moulded breadth, in metres;*

H = height at side from the bottom up to the uppermost complete deck, in metres; *

a = f (V_E) to be determined 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 |

* according to published registers or statutory documents on board of the ship

3. article

(1) For the working time on working days, from Monday from 04.00 till 22.00 hrs. and from Tuesday till Friday, from 05.00 till 22.00 hrs. and on Saturdays from 05.00 till 14.00 hrs., the Tariff charged is the base Tariff.

(2) For the working time on working days from 22.00 till 05.00 hrs, except on Mondays from 04.00 till 05.00 hrs, the Tariff is increased by 50%.

(3) On Saturdays from 14.00 till 22.00 hrs., the Tariff is increased by 75%,

(4) From Saturdays from 22.00 hrs. till Mondays till 05.00 hrs., the Tariff is increased by 100%.

(5) For work on the day preceding a national holiday from 22.00 till 24.00 hrs., and for work on the national holidays and the days following a national holiday from 24.00 till 05.00 hrs. The Tariff is increased by 150%.

4. article

The Tariff is increased by 20% for vessels carrying:

- dangerous goods of class 1, IMDG Code,
- compressed gases, liquefied gases and gases dissolved under pressure classified to Class 2, IMDG Code, in excess of 25% capacity of the ship,
- inflammable substances classified to Class 3, IMDG Code, in excess of 25% capacity of the ship,
- inflammable substances classified to Class 4, IMDG Code, in excess of 25% capacity of the ship,
- oil derivatives (tankers),
- chemical substances in liquid or gaseous state (tankers),
- the same applies to empty tankers not possessing a "Gas-Free Certificate", which had been carrying dangerous goods under IMDG Code, and other.

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5. article

If the manoeuvre, due to circumstances that are out of the Pilot's control, takes more than 3 hours, the Tariff is increased by 25% for each commenced subsequent hour of the manoeuvre.

6. article

Should the manoeuvre fail to start within 30 minutes after the Pilot's arrival on board, duly called by the Master or the Agent reps., because of the unpreparedness of the ship, the pilot leaves the ship and the vessel is charged with the Tariff increased by 50%. If the Pilot is requested by the Master to stay on board, the vessel shall pay additional 25% for each commenced subsequent half an hour of the Pilot's idle time before the manoeuvre has finally started.

7. article

For pilotage of the ship or vessel without its own drive, or with its rudder equipment in average, or without anchor windlass or mooring winches, the Tariff is increased by 50%.

8. article

The shifting of the vessel from berth to berth, or turning the vessel around along the berth, shall be counted as two manoeuvres.

9. article

For ships draft over 16,70 m, the Tariff is increased by 10%.

10. article

(1) For the vessels of an individual Shipowner, whose ships have made several entries in a calendar quarter, the following reduced Tariff shall apply:

- from 1 to 5 vessel's entries into the Port the percentage for the calculation is 100% of the base Tariff,
- from 6 to 15 vessel's entries into the Port the percentage for the calculation is 90% of the base Tariff,
- from 16 to 25 vessel's entries into the Port the percentage for the calculation is 85% of the base Tariff,
- over 25 vessel's entries into the Port the percentage for the calculation is 75% of the base Tariff.

(2) In order to exercise the Tariff from the preceding paragraph, the Shipowner shall file an application in writing to the company KOPP d.o.o. no later than by the time of vessel's departure from the Port. The Shipowner must prove its entitlement to these privileged Tariff conditions and attach the proof on ownership of the respective vessel to the application.

(3) If the Shipowner fails to file the application in compliance with the preceding paragraph the Tariff shall fully apply.

(4) The month of January shall be the commencement of the calendar quarter.

(5) An entry of the ship comprises an aggregate of services: one arrival and one departure of the ship (with the formalities of the port authorities), eventual shifting performed between the arrival and departure are regarded as an integral part of that particular entry into the Port. All services must be performed within the same quarter.

(6) The privileged tariff shall apply only to vessels of shipowners who are punctual in the payment and do not have any expired outstanding invoices for the pilotage services.

11. article

VAT is not included in the price of the service and shall be invoiced to the users in accordance with applicable law.

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12. article

The deadline for payment for the service is within 15 days from the service provided.

13. article

The Tariff becomes effective on January 1st 2024.

Koper, 21th of December 2023