

高雄港船舶使用錨地錨泊管理費計收方案

錨泊管理費：

自船舶下錨起計，止於起錨最終之錨泊型態，並按型態向對象收取管理費。

| 對象 | | 入港船舶 | | 其他船舶 | |
|------|--------------|--|-------------------|---|-------------------|
| 型態 | | 1. 進港下錨：進港預報許可且於錨地等待船席。 2. 移泊下錨：出港後因業務需要於錨地錨泊且仍需進港。 | | 1. 出港下錨：出港後因業務需要於錨地錨泊。 2. 到港下錨：因業務需要不進出港，僅於錨地錨泊。 | |
| 計費方式 | 船舶總噸位 | 錨泊時間 | 計費單位 (元/總噸/小時) | 錨泊時間 | 計費單位 (元/總噸/小時) |
| | 未滿 10,000 總噸 | 36 小時內 | 免計 | 6 小時內 | 免計 |
| | | 超過 36 小時 至 7 日 | 0.03 | 超過 6 小時 至 7 日 | 0.2 |
| | | 超過 7 日 | 0.05 | 超過 7 日 | 0.4 |
| | 10,000 總噸以上 | 36 小時內 | 免計 | 6 小時內 | 免計 |
| | | 超過 36 小時 至 7 日 | 0.03 | 超過 6 小時 至 7 日 | 0.1 |
| | | 超過 7 日 | 0.05 | 超過 7 日 | 0.2 |

附註：

1. 錨泊管理費每次以 1 小時為基本計費單位，不足 1 小時以 1 小時計，金額以新臺幣「元」為單位。
2. 其他船舶未滿 10,000 總噸者之計費方式，均按 5,000 總噸計收。
3. 入港船舶辦理移泊下錨者，其錨泊管理費按次給予前 36 小時免費期。

4. 入港船舶於 110 年 12 月 31 日前，因等候中島商港區之公用碼頭進行貨物裝卸作業而於錨地錨泊者（第 27 號至 58 號碼頭），入港船舶前 48 小時免計，其錨泊管理費扣除免費期後，最高以 24 小時計收。
5. 經營國內航線之入港船舶，按入港船舶費率給予錨泊管理費 4 折優惠。
6. 入港船舶因等候第 71 至 75 號碼頭進行貨物裝卸作業而於錨地錨泊者，其錨泊管理費扣除免費期後，最高以 24 小時計收。
7. 入港船舶（未含經營國內航線船舶）因等候第 59、60、61、62、102、103、104、105 及 107 號碼頭進行貨物裝卸作業而於錨地錨泊者，其錨泊管理費扣除免費期後，最高以 24 小時計收。
8. 其他船舶得事先申請「超過 6 小時至 24 小時以定額方式（最低新臺幣 15,000 元）」計收錨泊管理費，超過 24 小時者，每 24 小時以新臺幣 20,000 元計收（按實際錨泊時數核算），超過 336 小時部分恢復以其他船舶費率（超過 7 日）計收，遇特殊個案得另行協議。
9. 其他船舶因等候興達發電廠外海卸煤碼頭（設備代號：8499）進行貨物裝卸作業而於錨地錨泊者，得事先申請「超過 6 小時至 24 小時以定額方式（最低新臺幣 15,000 元）」計收錨泊管理費，超過 24 小時者，每 24 小時以新臺幣 20,000 元計收（按實際錨泊時數核算），最高以 120 小時計收。
10. 船舶因故取消進港者，視為其他船舶。
11. 移泊下錨因故直接離港，該錨泊時數視同其他船舶計收。
12. 符合下列情形之一者，免計收錨泊管理費：
 - (1) 因高雄港口管制致船舶延長之錨泊時間部分。
 - (2) 高雄市政府宣佈高雄市全區停班，自生效日（時）起，免計入港船舶該航次自停班時間起之錨泊管理費。

(3) 本分公司公告高雄港公用散雜貨碼頭裝卸停止作業時間。

(4) 符合本公司當年度客製化行銷獎勵措施—「全船卸空獎勵」或「港內移泊獎勵」之項目。

(5) 入港船舶該航次已收取優先靠泊費或優先指泊費者。

13.符合下列情形之一者，得另行協議錨泊管理費：

(1) 我國籍航商（持有我國籍船舶運送業許可證者）、我國籍船舶或超大型船舶，如海岬型散裝船(Cape Size Bulk Carrier)、超大型油輪(Very Large Crude Carrier, VLCC & Ultra Large Crude Carrier, ULCC)以及超大型貨櫃船(Ultra Large Container Ship, ULCS)等。

(2) 船舶運送人營運之入港船舶於高雄港前一年度到港艘次達 800 艘次以上者。

(3) 經本分公司認定係因碼頭整建或維修致使無法提供替代船席，且不可歸責於船方者。

(4) 從事海事工程船舶或海難救護業自備船舶所需使用錨地者。

14.若有未盡事宜，本分公司得修訂之。

錨泊管理費/The Management Fee of Anchorage :

(一) 自船舶於下錨起計，止於起錨最終之錨泊型態，並按型態向對象收取管理費。

對象：入港船舶

型態：

1、進港下錨：經進港預報許可且於錨地等待船席。

2、移泊下錨：出港後因業務需要於錨地錨泊且仍需進港。

計費方式（元/總噸/小時）：

1、未滿 10,000 總噸：

(1)36 小時內：免計

(2)超過 36 小時至 7 日：0.03

(3)超過 7 日：0.05

2、10,000 總噸以上：

(1)36 小時內：免計

(2)超過 36 小時至 7 日：0.03

(3)超過 7 日：0.05

對象：其他船舶

型態：

1、出港下錨：出港因業務需要於錨地錨泊。

2、到港下錨：因業務需要不進出港，僅於錨地錨泊。

計費方式（元/總噸/小時）：

1、未滿 10,000 總噸：

(1) 6 小時內：免計

(2)超過 6 小時至 7 日：0.2

(3)超過 7 日：0.4

2、10,000 總噸以上：

(1)6 小時內：免計

(2)超過 6 小時至 7 日：0.1

(3)超過 7 日：0.2

The management fee of anchorage is calculated from the vessel anchoring and referring to the latest type of anchoring before unmooring. The vessel is charged based on the type of anchoring.

Object: Vessels for entrance (including shifting)

Type of anchoring: The vessel with approval of prior notice for entry, and enters the port as a matter of fact or anchor for shifting.

Billing rules:

1. 36hours < accumulated anchoring time ≤ 7 days: NT\$0.03/GRT/hour.
2. Accumulated anchoring time > 7 days: NT\$0.05/GRT/hour.

Object: Other vessels

Type of anchoring:

1. The vessel with approval of prior notice for departure, and departs the port as matter of fact.
2. The vessel anchoring on arrival.

Billing rules:

1. For vessel's GRT < 10,000 GRT:
6hours < accumulated anchoring time ≤ 7 days: NT\$0.2/GRT/hour.
Accumulated anchoring time > 7 days: NT\$0.4/GRT/hour.
2. For vessel's GRT ≥ 10,000 GRT:
6hours < accumulated anchoring time ≤ 7 days: NT\$0.1/GRT/hour.
Accumulated anchoring time > 7 days: NT\$0.2/GRT/hour.

(二) 附註:

Notes:

- 1、錨泊管理費每次以 1 小時為基本計費單位，不足 1 小時以 1 小時計，金額以新臺幣「元」為單位。
1. The billing time unit of management fee of anchorage is 1 hour. If the period is less than 1 hour, it will be charged with 1 hour. The currency is NT\$.
- 2、其他船舶未滿 10,000 總噸者之計費方式，按 5,000 總噸計收。
2. The object of other vessels whose gross tonnage is less than 10,000 GRT will be charged as 5,000 GRT.
- 3、入港船舶辦理移泊下錨者，其錨泊管理費按次給予前 36 小時免費期。
3. For vessels for entrance applying anchor for shifting, no management fee per anchorage is charged for the first 36 hours .
- 4、入港船舶於 110 年 12 月 31 日前，因等候中島商港區之公用碼頭進行貨物裝卸作業而於錨地錨泊者（第 27 號至 58 號碼頭），入港船舶前 48 小時免計，其錨泊管理費扣除免費期後，最高以 24 小時計收。
4. Prior to December 31, 2021, the vessels for entrance at anchorage, awaiting cargo handling at the wharves (No. 27 to 58) in the Zhongdao District, the maximum of management fee of anchorage for which is 24 hours, after deducting the free period of 48 hours.
- 5、經營國內航線之入港船舶，按入港船舶費率給予錨泊管理費 4 折優惠。
5. For vessels for entrance operating domestic lines, a 60% off discount on the management fee of anchorage will be offered.
- 6、入港船舶因等候第 71 至 75 號碼頭進行貨物裝卸作業而於錨地錨泊者，其錨泊管理費扣除免費期後，最高以 24 小時計收。

6. The vessels for entrance at anchorage, awaiting cargo handling at the wharves (No. 71 to 75), the maximum of management fee of anchorage for which is 24 hours, after deducting the free period of 36 hours.
- 7、入港船舶（未含經營國內航線船舶）因等候第 59、60、61、62、102、103、104、105 及 107 號碼頭進行貨物裝卸作業而於錨地錨泊者，其錨泊管理費扣除免費期後，最高以 24 小時計收。
7. The vessels for entrance at anchorage (excluding those operating domestic lines), awaiting cargo handling at the wharves (No. 59, 60, 61, 62, 102, 103, 104, 105 & 107), the maximum of management fee of anchorage for which is 24 hours, after deducting the free period of 36 hours.
- 8、其他船舶得事先申請「超過 6 小時至 24 小時內以最低新臺幣 15,000 元計收」，超過 24 小時者，每 24 小時以新臺幣 20,000 元計收（按實際錨泊時數核算），超過 336 小時部分恢復以其他船舶費率（超過 7 日）計收，遇特殊個案得另行協議。
8. For the object of other vessels, the management fee of anchorage is calculated on NT\$15,000 minimum for over 6 hours to 24 hours. For those over 24 hours, the rate will be NT\$20,000 per 24 hours (calculated on the actual anchorage hours). For those over 336 hours, the management fee of anchorage is referred to the original rule (over 7 days). Aforesaid term is required to apply in advance and negotiable for special cases.
- 9、其他船舶因等候興達發電廠外海卸煤碼頭（設備代號：8499）進行貨物裝卸作業而於錨地錨泊者，得事先申請「超過 6 小時至 24 小時以定額方式（最低新臺幣 15,000 元）」計收錨泊管理費，超過 24 小時者，每 24 小時以新臺幣 20,000 元計收（按實際錨泊時數核算），最高以 120 小時計收。
9. For the object of other vessels at anchorage, awaiting cargo handling at the Offshore Coal Unloading Terminal of Xingda Power Plant (Facility Code: 8499), the management fee of anchorage is calculated on NT\$15,000 minimum for over 6 hours to 24 hours. For those over 24 hours, the rate will be NT\$20,000 per 24 hours (calculated on the actual anchorage hours). The maximum of management fee of anchorage is 120 hours. Aforesaid term is required to apply in advance.
- 10、船舶因故取消進港者，視為其他船舶。
10. The vessel canceling port entry is regarded as the object of other vessels.
- 11、移泊下錨因故直接離港，該錨泊時數視同其他船舶計收。
11. The vessel canceling port shifting is regarded as the object of other vessels.
- 12、符合下列情形之一者，免計收錨泊管理費：
12. The management fee of anchorage will be exempted for conditions as follows:
 - (1) 因高雄港口管制致船舶延長之錨泊時間部分。
 - (1) For the vessel's anchoring extension period due to harbor control at Kaoport.
 - (2) 高雄市政府宣佈高雄市全區停班，自生效日（時）起，免計入港船舶該航次自停班時間起之錨泊管理費。

- (2) When the Kaohsiung City Government calls off work for the entire district of Kaohsiung City, the management fee of anchorage for the voyage of vessels for entrance from the time of suspension will be excluded.
- (3) 本分公司公告高雄港公用散雜貨碼頭裝卸停止作業時間。
- (3) The period of no loading and unloading time in the common-user bulk and general cargo terminal announced by Port of Kaohsiung.
- (4) 符合本公司當年度客製化行銷獎勵措施—「全船卸空獎勵」或「港內移泊獎勵」之項目。
- (4) Achieving the items of “Vessels Phase-out Incentive” or “Berth-Shifting Incentive” of TIPC Incentive Scheme in the current year.
- (5) 入港船舶該航次已收取優先靠泊費或優先指泊費者。
- (5) For the voyage of vessels for entrance with the priority berthing fee charge or priority berth designation charge paid.
- 13、符合下列情形之一者，得另行協議錨泊管理費：
- (1) 我國籍航商（持有我國籍船舶運送業許可證者）、我國籍船舶或超大型船舶，如海岬型散裝船(Cape Size Bulk Carrier)、超大型油輪(Very Large Crude Carrier, VLCC & Ultra Large Crude Carrier, ULCC)以及超大型貨櫃船(Ultra Large Container Ship, ULCS)等。
- (2) 船舶運送人營運之入港船舶於高雄港前一年度到港艘次達 800 艘次以上者。
- (3) 經本分公司認定係因碼頭整建或維修且無法提供替代船席，且不可歸責於船舶方者。
- (4) 從事海事工程船舶或海難救護業自備船舶所需使用錨地者。
13. The management fee of anchorage is negotiable for conditions as follows:
- (1) The carriers with nationality of the Republic of China (holding the permit of “Vessel Carrier” with nationality of the Republic of China), the vessels with nationality (register) of the Republic of China, or ultra large vessels, such as Cape Size Bulk Carrier, Very Large Crude Carrier (VLCC), Ultra Large Crude Carrier (ULCC) and Ultra Large Container Ship (ULCS).
- (2) Ship operators deploying vessels for entrance to call at Kaoport with a minimum of 800 voyages in the previous year.
- (3) Construction or repair of wharf without substitute berth, as well as not attributable to the vessel, is recognized by Port of Kaohsiung.
- (4) Anchorage demand from the operating vessels for maritime engineering or the self-prepared vessels for salvage at sea.
- 14、若有未盡事宜，本分公司得修訂之。
14. Port of Kaohsiung may revise the rules for matters not mentioned herein.

注意事項/Notice：

(一) 大陸船舶除經核准直航高雄港外，不得進入錨區水域錨泊。

Chinese vessels are not allowed to anchor in anchorage, provided that they have been approved to call at the port of Kaohsiung directly.

(二) 錨泊期間須有足夠船員留守，並全程開啟 AIS。駕駛台日夜均須有人當值並確實守聽無線電 VHF 11 頻道。

Vessels at anchor shall have enough crew on board, and keep AIS working all the time. There should be crew member on duty at bridge and stand by on channel 11 for further information day and night.

(三) 錨泊期間非經 VTC 塔台同意不得任意拆卸主機，須保持動力備便，以配合颱風警報發布後隨時可駛離錨區。

Vessels at anchorage shall not dismantle the main engine without the permission of VTS, and keep engine standing by for leaving anchorage immediately if the warning of typhoon is announced.

(四) 錨泊期間不得丟棄垃圾（含廚餘），排放廢油水及壓艙水，船舶之廢油水、廢棄物或其他污染物質，應留存船上或排洩於岸上收受設施。違反者將依商港法第 37、38 及 63 條規定移送航港局處分。

Vessels at anchorage shall not discard garbage, or discharge slop, bilge water and ballast into the waters including the left over. Waste oil, garbage, or other pollutants of ships within the commercial port area should be kept on the boat or discharge to the reception facilities on shore. According to the Commercial Port Law Article 37, 38 & 63, transgressors shall be punished by Maritime Port Bureau.

(五) 錨泊任務結束後須立即駛離錨區，如不聽從 VTC 塔台指揮者，將依商港法第 33 條及第 67 條規定移送航港局處分。

Anchored vessels shall leave the anchorage right after her task has been fulfilled. According to the Commercial Port Law Article 33 & 67, transgressor shall be punished by Maritime Port Bureau.

(六) 錨位不足時，VTC 依船舶位置及申請次序請船長於錨區範圍外等候。

Vessels shall keep waiting outside the anchorage by the order of applying for anchoring if anchor position is not available yet.

(七) 船舶於錨泊期間應確實守值並注意航行安全，如因疏忽致造成意外事件，應自負相關責任。Crew members of vessels shall be on duty and attentive to navigation safety, and bear the responsibility for any accidental event from negligence.

(八) 進入錨區之各種船舶，應依本分公司之指揮行駛及靠泊至指定之錨泊區位；如有違反且情節

嚴重者，取消錨泊資格。

Vessels in anchorage shall comply with the rules of Port of Kaohsiung for navigating and anchoring at the designated positions. The application of anchoring will be canceled if vessels violate the rules with serious circumstances.

(九) 錨區僅提供船舶錨泊使用，本分公司不負任何保管及損壞賠償之責。

Port of Kaohsiung provides anchorage only for vessel's anchoring, and take no responsibility for safekeeping and damage compensation.

備註/ Remark :

(一) 商港法第 33 條：船舶在商港區域內停泊或行駛，應受商港經營事業機構、航港局或指定機關之指揮。

The commercial of port of article 33 : A ship, which is navigating or berthing in a commercial port area, shall comply with the rules of prevention of collision and other relevant regulations provided by the commercial port authority.

(二) 商港法第 67 條：違反第 33 條由航港局或指定機關處船舶所有人或船長新臺幣十萬元以上五十萬元以下罰鍰。

The commercial of port of article 67 : Violation of Article 33 , a fine ranging from one hundred thousand New Taiwan Dollars (NT\$100,000) to five hundred thousand New Taiwan Dollars(NT\$500,000) can be issued by .

(三) 商港法第 37 條第 1 款：商港區域內，不得為下列污染港區行為：船舶排洩有毒液體、有毒物質、有害物質、污油水或其他污染物之行為。

The commercial of port of article 37, Paragraph 1 : The following acts that pollute the commercial port are prohibited within a commercial port area :

Ships that emit toxic liquids, toxic substances, harmful substances, sewage, oil and water or other contaminants.

(四) 商港法第 38 條：商港區域內，船舶之廢油水、廢棄物或其他污染物質，應留存船上或排洩於岸上收受設施。

The commercial of port of article 38 : Waste oil , waste, or other pollutants of ships within the commercial port area should be kept on the boat or emission to the reception facilities on shore.

(五) 商港法第 63 條：違反第 37 條第 1 款及第 38 條規定，由航港局處船舶所有人或船長新臺幣三十萬元以上一百五十萬元以下罰鍰，並令其限期改善，屆期未完成改善者，按次處罰。

The commercial of port of article 63 : Violation of Article 37, Paragraph 1 and Violation of Article 38, a fine ranging from three hundred thousand New Taiwan Dollars (NT\$300,000) to one point five million New Taiwan Dollars(NT\$1,500,000) can be issued to the master or ship owner by commercial port authorities or Designated Agency. An order to make improvements within a limited of time may also be granted. If no improvements have been made by then, they will be fined per violation. When the degree of violation is serious, a suspension shall be ordered.