



FORTH PORTS LIMITED

Marine Rates and Charges

Operative from 1st January 2019

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INTRODUCTION

This booklet sets out the charges of Forth Ports Limited as statutory harbour authority and competent harbour authority in respect of pilotage services, the granting of pilotage exemption certificates, conservancy and anchorage.

The terms and conditions set out at the end of this booklet determine the basis upon which Forth Ports Limited's facilities and anchorages may be used and Forth Ports Limited's marine services are provided. The terms and conditions also set out the circumstances under which payments are due to Forth Ports Limited and establish liability for payment of these charges.

The charges shall apply for the period from 1st January 2018 to 31st December 2019.

Details of other port charges are contained in the published port charges booklets for each port, copies of which are available from Forth Ports Limited, 1 Prince of Wales Dock, Edinburgh EH6 7DX.

All initial bookings will be required to be confirmed in writing in the form of a **NOTICE OF PROPOSED VESSEL MOVEMENT** before the services are required. This form can be found on the Forth Ports website at www.forthports.co.uk

The agency making the booking and confirming it in writing will be the sole agency responsible for the payment of invoices relating to the services booked and provided.

By making the confirmed booking the agency are confirming that they have sufficient funds from their principle to cover the cost of the services provided.

Should there be a dispute as to the accuracy of the invoice, the agency shall raise this concern with Forth Ports immediately and certainly within the 30 days payment period. Such notification shall clearly state the reason for disputing the invoice.

In the event of the above conditions not being met or invoices not being paid in full within the stipulated time as stated on the invoice the agency concerned may have future bookings for Marine Operations refused.

DEFINITIONS AND INTERPRETATION

Bunkers	Any fuel for the use in main engines or auxiliary motors
CHA	competent harbour authority in terms of the Pilotage Act 1987.
Chargeable Tonnes	<ul style="list-style-type: none">(a) in the case of dry cargo vessels/barges and oil, chemical and gas tankers shall be the vessel's DWT;(b) in the case of passenger vessels, replenishment vessels and other non-cargo carrying vessels shall be the Gross Tonnage x 1.54;(c) in the case of warships shall be the loaded displacement tonnage x 1.54; and(d) in the case of ro-ro vessels shall be the Gross Tonnage x 0.5.
Compulsory Pilotage Area	the area designated as such by Pilotage Directions issued by Forth Ports Limited as CHA from time to time.
Docking/Undocking	piloting vessels into or out of all tidal or closed docks, harbours, basins, piers, alongside other vessels and to and from mooring buoys.
DWT	the weight in metric tonnes of cargo, stores, fuel, passengers and crew carried by a vessel when loaded to her maximum summer loadline.
Eastern Limits	the eastern limits of the Forth.
EE/WW	EE a sailing from one port to another where both ports are either east of the Forth Rail Bridge or both west of the Forth Rail Bridge. EW refers to one port being east of the Forth Rail Bridge and the other west of the Forth Rail Bridge or vice versa.
ETA	estimated time of arrival.
ETD	estimated time of departure
Firth Stage 1	from the Eastern Limits to any roadstead or anchorage east of the Forth Rail Bridge and vice versa.
Firth Stage 2	from the Eastern Limits to any roadstead or anchorage west of the Forth Rail Bridge and vice versa.

Firth Stage 1 and Docking/Undocking

from the Eastern Limits to berth in any dock, harbour, terminal or mooring buoy east of the Forth Rail Bridge and vice versa.

Firth Stage 2 and Docking/Undocking

from the Eastern Limits to berth in any dock, harbour, terminal or mooring buoy west of the Forth Rail Bridge and vice versa.

Forth

means the Forth under the jurisdiction of Forth Ports Limited, described in Schedule 1 to the Forth Ports Authority Order Confirmation Act 1969 as amended from time to time.

GDN

general directions for navigation as issued from time to time by Forth Ports Limited.

GT

gross tonnage (ICT1969).

ICT1969

International Tonnage Certificate 1969.

Interport

a vessel sailing from one port in the Compulsory Pilotage Area to another port in the Compulsory Pilotage Area provided a pilot is engaged from berth to berth.

offshore rig

a rig consisting of an off-shore platform (floating or fixed to the sea-bed).

PEC

a pilotage exemption certificate.

Replenishment vessel

a naval auxiliary ship with fuel tanks and dry cargo holds which can supply fuel, dry stores and armaments to warships.

Ro-ro

roll on roll off

Semi-submersible

a platform that floats supported by underwater pontoons.

SHA

harbour authority in terms of the Harbours Act 1964.

Shift

shifting within the harbours and docks of Leith, Granton, Rosyth, Grangemouth, Burntisland, Methil and any other harbour and between anchorages within the Compulsory Pilotage Area.

Solely trading	a conservancy charge applied to vessels which are carrying cargo to be loaded or discharged between Ports in the Forth Ports SHA.
vessel	every description of watercraft, however propelled or moved, and includes a hovercraft, a hydrofoil vessel and anything (whether in or under water) constructed or used to carry person or goods by water and a seaplane on or in the water and includes any dracone or floating dock, crane rig or other floating plant, offshore rig or semisubmersibles.
Warship	A ship belonging to the armed forces of a nation bearing the external markings distinguishing the character and nationality of such ships, under the command of an officer duly commissioned by the government of that nation, whose name appears in the appropriate service list of officers, and is manned by a crew that is under regular armed forces discipline.

In this document:

- (a) Reference to boarding and landing shall be to the use of a pilot boat to transport a pilot to or from any vessel. A trip from the pilot station to the vessel or from the vessel to the pilot station shall be deemed to be a single trip and charged accordingly.
- (b) Reference to charges are exclusive of value added tax (if applicable) at the applicable rate from time to time.

PILOTAGE

Pursuant to Section 10 of the Pilotage Act 1987, Forth Ports Limited as CHA for the Compulsory Pilotage Area hereby make the following list of pilotage charges:

Sections 1 – 3	-	Pilotage Rates
Section 4	-	Boarding & Landing Charges
Section 5	-	Pilotage Charges for Additional Duties
Section 6	-	Braefoot Bay Marine Terminal – Standby Pilot
Section 7	-	Cruise Vessels Anchored – Standby Pilots
Section 8	-	Attendance at Planning Meetings
Section 9	-	Tool Box Talks
Section 10	-	Attendance & Detention Charges & Surcharges
Section 11	-	Boat Fees
Section 12	-	Miscellaneous
Section 13	-	Over carriage
Section 14	-	Bridge Simulator
Section 15	-	Pilotage Exemption Certificates

These rates and charges will come into force on 1st January 2019.

Forth Ports Limited as CHA reserves the right to review and amend pilotage charges and conditions whenever deemed necessary.

Forth Ports Limited and the Association of Forth Pilots will endeavour to provide pilots at the time ordered for, however will not accept any liability whatever for any delay, loss or damage arising directly or indirectly as a result of the inability for the pilot to board the vessel.

PILOTAGE RATES SECTION 1

ALL VESSELS OTHER THAN THOSE TO/FROM HOUND POINT AND GAS TANKERS - 2019

CHARGES PER PILOTAGE ACT

DEADWEIGHT TONNES			F1+D/UN	F2+D/UN	FIRTH 1	FIRTH 2	DOCK/UN	SHIFT	INT EE/WW	INTER EW	SHIFT ANCHOR
			£	£	£	£	£	£	£	£	£
0	to	1,200	321	505	150	334	171	133	391	555	133
1,201	to	1,600	342	536	160	354	182	140	431	605	140
1,601	to	2,000	366	573	167	374	199	149	475	661	149
2,001	to	2,400	394	609	179	394	215	155	513	706	155
2,401	to	2,800	412	638	194	420	219	160	554	755	160
2,801	to	3,300	441	678	207	443	235	170	609	826	165
3,301	to	4,000	467	706	220	459	248	192	643	857	170
4,001	to	4,800	503	760	235	492	268	199	694	924	175
4,801	to	5,600	541	802	256	517	285	214	746	982	193
5,601	to	6,400	566	845	273	552	293	222	777	1025	200
6,401	to	7,200	591	877	288	575	302	224	803	1063	210
7,201	to	8,000	614	912	307	605	307	231	833	1099	217
8,001	to	8,800	657	945	338	626	319	243	874	1137	224
8,801	to	9,600	681	974	361	653	321	252	905	1165	234
9,601	to	10,400	718	1014	380	676	338	263	950	1216	243
10,401	to	11,200	749	1043	404	698	346	269	986	1251	253
11,201	to	12,000	785	1077	431	723	354	273	1025	1288	263
12,001	to	12,800	813	1112	452	751	361	284	1058	1328	268
12,801	to	13,600	849	1147	480	778	369	293	1098	1364	272
13,601	to	14,400	879	1174	504	799	376	302	1127	1392	280
14,401	to	15,200	913	1204	529	820	384	307	1165	1427	288
15,201	to	16,000	943	1241	552	850	391	323	1197	1466	297
16,001	to	17,500	972	1271	563	862	409	338	1244	1514	306
17,501	to	19,000	997	1306	570	879	426	354	1281	1560	321
19,001	to	20,500	1019	1339	576	896	443	369	1316	1604	341
20,501	to	22,000	1043	1375	583	915	460	384	1355	1652	356
22,001	to	23,500	1068	1405	592	929	476	398	1389	1691	371
23,501	to	25,000	1091	1446	596	950	495	420	1426	1745	388
25,001	to	26,500	1119	1477	609	967	510	434			403
26,501	to	28,000	1145	1509	618	982	527	453			420
28,001	to	29,500	1166	1544	623	1001	543	469			438
29,501	to	31,000	1193	1581	629	1017	564	485			453
31,001	to	32,500	1217	1608	643	1033	575	501			469
32,501	to	34,000	1241	1643	653	1055	588	517			485
34,001	to	35,500	1272	1679	663	1070	609	535			501
35,501	to	37,000	1293	1708	670	1085	623	555			516
37,001	to	38,500	1324	1749	676	1101	648	572			533
38,501	to	40,000	1344	1785	682	1123	662	584			554
40,001	to	41,500	1370	1817	694	1141	676	605			570
41,501	to	43,000	1392	1849	702	1159	690	621			583
43,001	to	44,500	1423	1883	714	1173	709	634			596
44,501	to	46,000	1445	1913	718	1186	727	657			612
For each additional 1,500 DWT or part thereof, an additional charge of :-			27	39	8	20	20	20	0	0	20

PILOTAGE RATES SECTION 2

GAS TANKERS - 2019

CHARGES PER PILOTAGE ACT-

DEADWEIGHT TONNES			F1 +D/UN	F2 +D/UN	FIRTH 1	FIRTH 2	DOCK/UN	SHIFT	SHIFT ANCHOR
			£	£	£	£	£	£	£
0.00	to	1200.00	321	504	150	333	171	134	134
1201.00	to	1500.00	337	531	160	354	177	140	140
1501.00	to	1800.00	354	561	167	374	187	146	146
1801.00	to	2100.00	378	593	179	394	199	152	152
2101.00	to	2400.00	405	632	194	420	211	171	158
2401.00	to	3000.00	442	678	207	443	235	181	161
3001.00	to	3600.00	467	706	219	459	247	192	166
3601.00	to	4200.00	503	760	235	492	268	202	176
4201.00	to	4800.00	542	802	257	517	286	212	193
4801.00	to	5400.00	566	846	273	553	293	223	197
5401.00	to	6000.00	591	877	289	575	302	233	210
6001.00	to	6600.00	613	911	306	605	306	243	215
6601.00	to	7200.00	657	945	339	626	319	254	219
7201.00	to	7800.00	681	974	359	652	322	264	224
7801.00	to	8400.00	718	1015	380	676	339	274	238
8401.00	to	9000.00	750	1044	404	698	346	285	243
9001.00	to	9600.00	785	1078	431	724	354	295	263
9601.00	to	10200.00	813	1112	452	752	360	305	267
10201.00	to	10800.00	850	1148	480	779	370	316	272
10801.00	to	11400.00	880	1175	504	799	376	326	280
11401.00	to	12000.00	913	1204	529	820	384	336	289
12001.00	to	13200.00	944	1242	553	851	391	343	311
13201.00	to	18000.00	1008	1324	575	890	434	350	331
18001.00	to	22800.00	1107	1458	608	959	499	360	395
22801.00	to	27600.00	1206	1594	638	1026	568	379	462
27601.00	to	32400.00	1310	1730	673	1093	637	394	529
32401.00	to	37200.00	1405	1870	699	1164	706	412	588
37201.00	to	42000.00	1501	1998	736	1233	765	427	664
For each additional 4,800 DWT or part thereof, an additional charge of :-			104	136	39	71	64	23	69

PILOTS RATES SECTION 3

HOUND POINT-TANKERS TO/FROM HOUND POINT MARINE TERMINAL - 2019

CHARGES PER PILOTAGE ACT-

DEADWEIGHT TONNES			F1 +D/UN £	FIRTH 1 £	D/UN	SHIFT ANCHOR £
50,000	To	60,000	1,549	759	790	682
60,001	To	70,000	1,675	801	874	764
70,001	To	80,000	1,801	838	963	847
80,001	To	90,000	1,933	886	1,047	934
90,001	To	100,000	2,057	930	1,127	1,014
100,001	To	110,000	2,182	972	1,210	1,098
110,001	To	120,000	2,311	1,012	1,299	1,183
120,001	To	130,000	2,442	1,052	1,391	1,267
130,001	To	140,000	2,561	1,095	1,466	1,348
140,001	To	150,000	2,693	1,142	1,551	1,429
150,001	To	160,000	2,818	1,183	1,635	1,514
160,001	To	170,000	2,946	1,221	1,724	1,591
170,001	To	180,000	3,132	1,290	1,842	1,715
180,001	To	190,000	3,263	1,333	1,931	1,801
190,001	To	200,000	3,393	1,373	2,019	1,886
200,001	To	210,000	3,518	1,422	2,095	1,971
210,001	To	220,000	3,656	1,460	2,195	2,057
220,001	To	230,000	3,785	1,503	2,282	2,145
230,001	To	240,000	3,914	1,549	2,366	2,225
240,001	To	250,000	4,045	1,593	2,452	2,311
250,001	To	260,000	4,176	1,626	2,550	2,399
260,001	To	270,000	4,309	1,676	2,633	2,485
270,001	To	280,000	4,440	1,721	2,719	2,567
280,001	To	290,000	4,573	1,765	2,808	2,657
290,001	To	300,000	4,703	1,804	2,899	2,741
300,001	To	310,000	4,842	1,853	2,989	2,829
310,001	To	320,000	4,981	1,901	3,080	2,919
320,000	Over		5,138	1,952	3,186	3,012

SECTION 4-BOARDING AND LANDING RATES

BOARDING AND LANDING CHARGES FOR ALL VESSELS

DEADWEIGHT TONNES			BOARDING/ LANDING VESSEL £
0	to	5,000	235
5,001	to	7,500	275
7,501	to	10,000	350
10,001	to	12,500	400
12,501	to	15,000	430
15,001	to	20,000	465
20,001	to	25,000	555
25,001	to	30,000	590
30,001	to	35,000	660
35,001	to	40,000	725
40,001	to	45,000	790
45,001	to	50,000	850
50,000	to	60,000	900
60,001	to	70,000	940
70,001	to	80,000	980
80,001	to	90,000	1,020
90,001	to	100,000	1,060
100,001	to	110,000	1,100
110,001	to	120,000	1,143
120,001	to	130,000	1,210
130,001	to	140,000	1,285
140,001	to	150,000	1,357
150,001	to	160,000	1,428
160,001	to	170,000	1,498
170,001	to	180,000	1,569
180,001	to	190,000	1,644
190,001	to	200,000	1,716
200,001	to	210,000	1,786
210,001	to	220,000	1,860
220,001	to	230,000	1,931
230,001	to	240,000	2,005
240,001	to	250,000	2,073
250,001	to	260,000	2,145
260,001	to	270,000	2,220
270,001	to	280,000	2,293
280,001	to	290,000	2,361
290,001	to	300,000	2,438
300,001	to	310,000	2,512
310,001	to	320,000	2,584
320,000	Over		2,660

SECTION 5 – PILOTAGE CHARGES FOR ADDITIONAL DUTIES

When a pilot is employed for the purpose of a trial trip, adjusting compasses, standing by a vessel at anchor or any such similar duties a charge of £138 per hour or part thereof will be payable, subject to a minimum charge of £414. Should the pilot be replaced by another pilot due to the length of time involved in the standby then the £414 minimum charge will only be applied once.

SECTION 6 – BRAEFOOT TERMINAL – STANDBY PILOT

The operations procedures for the Braefoot Bay Marine Terminal require a pilot to be on board a vessel berthed at the terminal when actual sustained wind speed reaches 40 knots. The pilot remains on board the vessel until the sustained wind speed drops below this level. The charge for this service is £414 for the first three hours, thereafter at £138 per hour or part thereof until disembarkation. The provision of a standby pilot at Braefoot Bay Marine Terminal shall not incur a surcharge as laid down in paragraph (c) of Section 9.

SECTION 7 – CRUISE VESSELS ANCHORED – STANDBY PILOT

The operations procedures for cruise vessels anchored off Hound Point require a pilot to be on board the vessel throughout the vessel's time at anchor. The charge for this service is £138 per hour or part thereof. This charge is also applied to vessels anchored at Newhaven should they wish to have a Pilot on board whilst at anchor.

SECTION 8 – ATTENDANCE AT PLANNING MEETINGS

When a pilot is required to attend a planning meeting/s in advance of an actual act of pilotage a charge of £104 per hour or part thereof is payable, subject to a minimum charge of £312 in respect of the time the pilot is in attendance.

A charge for travel expenses of £0.80 pence per mile from the Pilot Station at Granton to and from the location of the meeting will be applied.

SECTION 9 – TOOL BOX TALKS

When a pilot is required to attend earlier than the time the pilotage act has been booked, in order to participate in a tool box talk or safety briefing, a charge of £138 per hour or part thereof is payable in respect of the time the pilot is in attendance.

SECTION 10 – ATTENDANCE AND DETENTION CHARGES AND SURCHARGES

a) **Attendance Charges**

When ETA/ETD procedures as laid down in the GDN published by Forth Ports Limited have been complied with and a Master then fails to use the services of the pilot within one hour of the time for which the pilot was booked then a full charge for the intended act will be payable.

b) **Cancellation**

If an order for a pilot is cancelled not less than two hours before sailing/boarding then no charge is payable.

If an order for a pilot is cancelled within two hours of the sailing/boarding time then a full charge for the intended act will be payable.

c) **Detention Charges**

When a pilot cannot be landed or the vessel is in an unsafe position and the Master requires the pilot to remain on board a detention fee of £138 per hour or part thereof shall be payable. In circumstances where a pilot is carried over to another port, the Master shall be responsible for detention fees, accommodation and travelling costs incurred by the pilot to ensure his timely repatriation.

d) **Short Notice Surcharges**

If a Master fails to provide ETAs/ETDs as laid down in the GDN there may be a delay in the provision of pilotage services. However, on occasions and dependent solely upon availability, a pilot may be provided. Under such circumstances there will be a surcharge of £208 on the applicable pilotage rates.

SECTION 11 - BOAT FEES

Forth Ports Limited may give permission for their pilot boats to be used for purposes other than the boarding/landing of pilots/port officials.

This includes the conveying of orders, mail or correspondence to or from the ship, services at the request of Government Agencies and other appropriate services at the discretion of Forth Ports Limited. The charge shall be £199 per hour or part thereof for each occasion a boat is used but Forth Ports Limited cannot be held responsible for the correct delivery of such orders or mail or correspondence nor for any delay or failure in delivery. Forth Ports Limited accepts no responsibility for any injury, damage or loss as a result of the use of their pilot boats.

The use of Forth Ports Limited pilot boats for the above purpose is not to prejudice the boarding and landing of pilots.

SECTION 12 – MISCELLANEOUS

Small objects or structures such as pontoons, lock gates, caisson gates, etc. which do not have a Chargeable Tonnage but which require the services of a pilot, will be subject to a charge of £138 per hour or part thereof subject to a minimum charge of £414 will be payable.

SECTION 13 – OVER-CARRIAGE

During periods when the pilot boat service is suspended due to adverse weather, it may be possible for a pilot to be over carried out with the Compulsory Pilotage Area to the vessel's next port or other suitable disembarkation point. This must be by arrangement prior to the vessel's sailing, and cannot occur without the pilot's consent and approved by Forth Ports as SHA and CHA. Written confirmation must be provided by the Master, that all costs related to over-carriage will be met by the vessel. Over-carriage is charged at £100 per hour or part thereof, from the time that the vessel departs the CPA until the time that the pilot is returned to either his home address or the port/installation that the vessel sailed from. The vessel is liable for all travel costs in returning the pilot to home or departure port, and the vessel's master/agent must assume responsibility for arranging all necessary onward travel and or accommodation, to ensure the pilots timely repatriation. Over-carriage charges will be billed directly to the vessel's agent by Golden Lion Pilotage & Marine Services Co. Ltd.

SECTION 14 – BRIDGE SIMULATOR

When the Bridge Simulator at South Tyneside College is used for planning purposes and projects there will be a charge of £3,050 + VAT per day for 2 pilots, plus £1100 + VAT for use of the simulator software. These charges do not include any costs for travel or subsistence or any charges levied by South Tyneside College for the use of the simulator.

SECTION 15 - PILOTAGE EXEMPTION CERTIFICATES

Fees related to the issue, examination, renewal and replacement of -

- | | | |
|----|--|------|
| a) | Examination for and issue of a PEC for part of, or whole of the Compulsory Pilotage Area: | £364 |
| b) | Assessment trips for PEC's will be charged at 50% of the published pilotage charge for the vessel. This charge for an assessment is in addition to the published pilotage charge for the vessel. | |
| c) | Re-examination for a PEC for part of, or whole of, the Compulsory Pilotage Area: | £364 |
| d) | Renewal of a PEC for part of, or whole of, the Compulsory Pilotage Area: | £132 |

- e) Replacement of a PEC for part of, or whole of, the Compulsory Pilotage Area, or any amendment to a PEC certificate: £ 47
- f) Re-validation of PEC for part of, or whole of the Compulsory Pilotage Area, required at four yearly intervals: £585
- g) A vessel using a PEC shall pay 10% of the Pilotage charge which would have otherwise been applicable to such vessel.

CONSERVANCY

Pursuant to the Harbours Act 1964 and the Forth Ports Authority Confirmation Order Act 1969 as amended from time to time, Forth Ports Limited as SHA for the Forth hereby makes the following list of charges:

- Section 1 Conservancy Charges
- Section 2: Charges for lay-up anchorages
- Section 3: Charges for vessels working at anchorages
- Section 4: Charges for vessels bunkering at anchorages
- Section 5: Charges for attending meetings
- Section 6: Charges for Consultancy work
- Section 7: Charges for carrying out audits and inspections
- Section 8: ISPS charges

SECTION 1: CONSERVANCY

CHARGEABLE TONNES	Price
0 – 200	Exempt
201 – 3,000	Fixed £207
3,001 – 6,000	Fixed £389
6,001 – 10,000	7.1 pence per Chargeable Tonnes
10,001 – 35,000	7.8 pence per Chargeable Tonnes
35,001 – 70,000	8.4 pence per Chargeable Tonnes
70,001 – 100,000	9.7 pence per Chargeable Tonnes
100,001- 150,000	14.8 pence per Chargeable Tonnes
150,001-250,000	15.2 pence per Chargeable Tonnes
250,001 and above	15.6 pence per Chargeable Tonnes

Vessels crossing the limits of the Forth regardless of whether they eventually berth at a port/terminal on the river will be charged Conservancy, vessels having crossed the limits of the Forth and then trading solely within the Forth will also be charged Conservancy for each passage.

The charges set out above include a stay at anchorage for a period not exceeding 14 days for all vessels other than offshore rigs and semisubmersibles. Any stay at anchorage beyond 14 days shall be subject to the charges set out in Section 2.

SECTION 2: CHARGES FOR LAY UP ANCHORAGES

The following charges apply to all vessels and rigs requiring lay up at the outer anchorages, which are outside the Compulsory Pilotage Area. Vessels requiring to utilise these such anchorages for lay up or extended stay should contact Forth Ports Limited to ascertain availability of anchorage.

The charges are per day or part of a day.
The following charges apply to any vessel.

Vessels (other than offshore rigs and semisubmersibles) (Chargeable Tonnage)	<u>Daily Charge (£)</u>
<25000	307 (Per Day for first 90 days) 181 (Per day after 90 days)
<50000	362 (Per Day for first 90 days) 214 (Per day after 90 days)
<100000	419 (Per Day for first 90 days) 248 (Per day after 90 days)
<200000	478 (Per Day for first 90 days) 292 (Per day after 90 days)
>200000	543 (Per Day for first 90 days) 331 (Per day after 90 days)

offshore rig/semi-submersible £248 per day (Regardless of length of stay)

Conditions

The use of anchorages for lay up or extended stay are subject to the following conditions:

1. Availability and allocation of anchorages is at the sole discretion of Forth Ports Limited.
2. To ensure the highest levels of safety Forth Ports Limited will issue procedures to vessels utilising these facilities which must be adhered to.
3. Vessels must maintain full anchor watches, have engines ready for immediate use and must be ready to sail at short notice if required by Forth Ports Limited.
4. Vessels must be aware of and adhere to all local Byelaws, GDN's and Notices to Mariners.
5. All rates quoted above are aimed at medium-long term anchorage periods and inclusive of conservancy.

SECTION 3: CHARGES FOR VESSELS WORKING AT ANCHORAGES

Any vessels or rig anchored in any of the anchorages which are transferring cargo is charged as follows:

Dry bulk cargo	£1.20 per tonne
All other cargo	contact the Harbour Master.

Any vessel, barge or rig being loaded on or discharged from a semi-submersible heavy lift vessel will be charged an additional fee as per the rate for conservancy in Section 1 for that size and type of vessel in addition to any Conservancy or Pilotage charges that may apply.

SECTION 4: CHARGES FOR VESSELS BUNKERING AT ANCHORAGES

Charges for any vessels or rigs anchored in any of the anchorages for bunkers is £1.81 per tonne. This is in addition to any Conservancy or Pilotage charges that may apply.

SECTION 5: CHARGES FOR ATTENDING MEETINGS

Where any of the Harbour Masters, Deputies or Marine Managers are required to attend a meeting outside normal operational duties a charge of £138 per hour or part thereof may be charged.

SECTION 6: CHARGES FOR CONSULTANCY WORK

Any work outside normal operational duties which is deemed to be of a consultancy nature will be charged as per the scope and nature of the work required. Please contact the Harbour Master for a quotation.

SECTION 7: CHARGES FOR CARRYING OUT AUDITS OR INSPECTIONS

Where any Marine staff have to attend a vessel to carry out an audit or inspection duties a charge of £138 per hour or part thereof may be charged.

SECTION 8: INTERNATIONAL SHIP AND PORT FACILITY SECURITY CHARGE

Vessels entering limits of the Forth and not calling at a Forth Ports owned facility will be charged a fixed sum of £171 in respect of the International Ship and Port Facility Security Charge

GENERAL TERMS AND CONDITIONS

These terms and conditions are without prejudice to any rights and remedies or defences or limitations of liability available to Forth Ports Limited under any statutory provision in force, or under any bye-law published by Forth Ports Limited, from time to time.

1. Payment of Charges

- 1.1 Charges shall be in accordance with this booklet.
- 1.2 Charges shall be paid immediately against the invoice issued by Forth Ports Limited. Forth Ports Limited may require payment prior to the removal of goods and/or a vessel.
- 1.3 Interest shall accrue on any sum not paid within 30 days of the date of the invoice, at 5% over the Bank of Scotland base unsecured lending rate from the date of invoice until payment.
- 1.4 All charges shall be paid in full without any retention or set-off and notwithstanding any claim or counter claim against Forth Ports Limited.
- 1.5 Forth Ports Limited may require a deposit or other financial security in respect of any charges relating to facilities or marine services to be provided.

2. Lien

Forth Ports Limited shall have a general lien on goods and/or vessels for payments of all charges due in respect of such goods or vessel.

3. Persons Liable for Charges

- 3.1 The following persons are liable for the payment of the charges set out in this booklet:
 - (a) the owner of ship (including the owner, agent, charterer or consignee or other person in charge of the vessel);
 - (b) the shipper of the goods;
 - (c) the owner of the goods;
 - (d) the consignee of the goods; and
 - (e) anyone shipping or taking delivery of goods on behalf of the owner, supplier or consignee.

4. Liability

Forth Ports Limited shall be exempt from all liability whatever for any delay, loss or damage arising directly or indirectly as a result of any of the following:

- (a) Act of God, storm, tempest or flood;
- (b) Fire, explosion or impact by aircraft;

- (c) The failure of the Entrance Lock mechanism serving impounded dock systems;
- (d) Non-availability of pilots;
- (e) Strikes, combinations, lockouts, go-slows, stoppages or other industrial action or dispute by any person, whether official or unofficial;
- (f) Civil commotion;
- (g) Restrictions imposed by Her Majesty's Government or by any person acting under statutory powers;
- (h) Acts of Foreign Governments or Her Majesty's enemies;
- (i) Theft or wilful damage, howsoever caused; or
- (j) Late receipt of Customs entries or landing orders, or other documents, disputes in respect of documents, or declarations made for entry purposes by or on behalf of any person, delay in passing Customs entries or obtaining clearance of goods.

5. Jurisdiction

These terms and conditions shall be governed by and construed in accordance with Scots law.