



# **FORTH PORTS LIMITED**

## Marine Rates and Charges

Operative from 1<sup>st</sup> January 2021

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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 1<sup>st</sup> January 2021 to 31<sup>st</sup> December 2021.

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](http://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.

Tonnages used for calculations are taken from the latest HIS Maritime database. Any discrepancies should be raised with the CHM and evidence in the form of copies of certificates to support supplied.

## **DEFINITIONS AND INTERPRETATION**

<b>Bunkers</b>	Any fuel for the use in main engines or auxiliary motors
<b>Car Carrier</b>	Any vessel which carries unaccompanied cars or trucks as cargo
<b>CHA</b>	competent harbour authority in terms of the Pilotage Act 1987.
<b>Chargeable Tonnes</b>	<ul style="list-style-type: none"><li>(a) in the case of dry cargo vessels/bulk carriers and oil, chemical and gas tankers shall be the vessel's DWT.</li><li>(b) in case of barges, Jack-up rigs and pontoons vessel's DWT. If no DWT available rate will be Gross Tonnage x 1.54</li><li>(c) in the case of passenger vessels, and other non-cargo carrying vessels shall be the Gross Tonnage x 1.54;</li><li>(d) in case of Offshore Construction vessels, PSV, OSV, AHTS, Crane Vessel, Wind Installation vessel and replenishment vessels shall be the Gross Tonnage x 1.54;</li><li>(e) in the case of warships shall be the loaded displacement tonnage x 1.54; and</li><li>(f) in the case of Car Carriers and ro-ro/ro pax vessels shall be the Gross Tonnage.</li></ul>
<b>Compulsory Pilotage Area</b>	the area designated as such by Pilotage Directions issued by Forth Ports Limited as CHA from time to time.
<b>Docking/Undocking</b>	piloting vessels into or out of all tidal or closed docks, harbours, basins, piers, alongside other vessels and to and from mooring buoys.
<b>DWT</b>	the weight in metric tonnes of cargo, stores, fuel, passengers and crew carried by a vessel when loaded to her maximum summer loadline.
<b>Eastern Limits</b>	the eastern limits of the Forth.
<b>EE/WW</b>	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.
<b>ETA</b>	estimated time of arrival.
<b>ETD</b>	estimated time of departure
<b>Firth Stage 1</b>	from the Eastern Limits to any roadstead or anchorage east of the Forth Rail Bridge and vice versa
<b>Firth Stage 2</b>	from the Eastern Limits to any roadstead or anchorage west of the Forth Rail Bridge and vice versa.
<b>Firth Stage 1 and Docking/Undocking</b>	from the Eastern Limits to berth in any dock, harbour, terminal or mooring buoy east of the Forth Rail Bridge and vice versa including Methil and Kirkcaldy Harbours and Methil Energy Park
<b>Firth Stage 2 and Docking/Undocking</b>	from the Eastern Limits to berth in any dock, harbour, terminal or mooring buoy west of the Forth Rail Bridge and vice versa.
<b>Forth</b>	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.
<b>GDN</b>	general directions for navigation as issued from time to time by Forth Ports Limited.
<b>GT</b>	gross tonnage (ICT1969).
<b>ICT1969</b>	International Tonnage Certificate 1969.
<b>Interport</b>	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.
<b>Offshore structure</b>	a fixed or floating jacket or topside structure related to offshore wind or oil and gas.
<b>PEC</b>	a pilotage exemption certificate.
<b>Replenishment vessel</b>	a naval auxiliary ship with fuel tanks and dry cargo holds which can supply fuel, dry stores and armaments to warships.

<b>Ro-ro</b>	roll on roll off, includes Ro PAX
<b>Semi-submersible</b>	a platform that floats supported by underwater pontoons.
<b>SHA</b>	harbour authority in terms of the Harbours Act 1964.
<b>Shift</b>	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.
<b>Solely trading</b>	a conservancy charge applied to vessels which are carrying cargo to be loaded or discharged between Ports in the Forth Ports SHA.
<b>vessel</b>	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.
<b>Warship</b>	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 1<sup>st</sup> January 2021.

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- 2021**

**CHARGES PER PILOTAGE ACT**

CHARGEABLE TONNES			FIRTH 1	FIRTH 2	DOCK/UN	SHIFT	INT EE/WW	INTER EW
			£	£	£	£	£	£
0	to	2,800	230	437	240	432	577	786
2,801	to	3,300	240	462	255	432	634	860
3,301	to	4,000	250	478	270	432	669	892
4,001	to	4,800	260	512	279	432	723	962
4,801	to	5,600	267	538	297	432	777	1022
5,601	to	6,400	285	575	305	432	809	1067
6,401	to	7,200	300	599	315	432	836	1108
7,201	to	8,000	319	630	319	432	868	1145
8,001	to	8,800	352	652	332	432	910	1184
8,801	to	9,600	376	680	334	432	943	1213
9,601	to	10,400	396	704	352	432	990	1267
10,401	to	11,200	420	726	360	432	1027	1303
11,201	to	12,000	448	753	369	432	1067	1342
12,001	to	12,800	471	782	376	432	1102	1383
12,801	to	13,600	500	810	384	432	1143	1420
13,601	to	14,400	525	832	391	432	1174	1449
14,401	to	15,200	550	854	400	432	1213	1486
15,201	to	16,000	575	886	407	432	1247	1527
16,001	to	17,500	586	898	426	432	1296	1577
17,501	to	19,000	594	916	444	432	1334	1624
19,001	to	20,500	600	933	462	432	1371	1670
20,501	to	22,000	608	953	479	432	1411	1721
22,001	to	23,500	617	967	495	432	1446	1761
23,501	to	25,000	621	990	516	437	1485	1817
25,001	to	26,500	634	1007	531	452	1561	1911
26,501	to	28,000	643	1022	549	472	1598	1959
28,001	to	29,500	649	1043	565	489	1636	2007
29,501	to	31,000	655	1059	587	506	1674	2055
31,001	to	32,500	669	1076	599	521	1750	2151
32,501	to	34,000	680	1099	612	538	1787	2199
34,001	to	35,500	691	1114	634	557	1825	2247
35,501	to	37,000	697	1130	649	578	1863	2295
37,001	to	38,500	704	1147	675	595	1938	2392
38,501	to	40,000	711	1169	689	609	1976	2440
40,001	to	41,500	723	1188	704	630	2014	2488
41,501	to	43,000	731	1207	719	647	2052	2536
43,001	to	44,500	743	1222	739	660	2127	2632
44,501	to	46,000	748	1235	757	684	2165	2680

**For each additional 1,500 DWT  
or part thereof, an additional  
charge of :-**

<b>8</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>
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**PILOTAGE RATES SECTION 2**

**GAS TANKERS - 2021**

**CHARGES PER PILOTAGE ACT-**

DEADWEIGHT TONNES			F1 +D/UN	F2 +D/UN	FIRTH 1	FIRTH 2	DOCK/UN	SHIFT	SHIFT ANCHOR
			£	£	£	£	£	£	£
0.00	to	2400.00	475	658	255	438	220	432	432
2401.00	to	3000.00	500	706	255	461	245	432	432
3001.00	to	3600.00	514	736	256	478	258	432	432
3601.00	to	4200.00	537	789	260	512	277	432	432
4201.00	to	4800.00	565	836	267	538	298	432	432
4801.00	to	5400.00	590	881	285	576	305	432	432
5401.00	to	6000.00	616	913	301	598	315	432	432
6001.00	to	6600.00	638	949	319	630	319	432	432
6601.00	to	7200.00	685	984	353	652	332	432	432
7201.00	to	7800.00	709	1014	374	679	335	432	432
7801.00	to	8400.00	749	1057	396	704	353	432	432
8401.00	to	9000.00	780	1087	420	727	360	432	432
9001.00	to	9600.00	818	1123	449	754	369	432	432
9601.00	to	10200.00	846	1158	471	783	375	432	432
10201.00	to	10800.00	885	1196	500	811	385	432	432
10801.00	to	11400.00	916	1223	525	832	391	432	432
11401.00	to	12000.00	951	1254	551	854	400	432	432
12001.00	to	13200.00	984	1294	576	886	408	432	432
13201.00	to	18000.00	1050	1379	598	927	452	432	432
18001.00	to	22800.00	1153	1518	633	998	520	432	432
22801.00	to	27600.00	1256	1660	664	1068	592	432	481
27601.00	to	32400.00	1364	1802	701	1139	663	432	551
32401.00	to	37200.00	1463	1947	728	1212	735	432	612
37201.00	to	42000.00	1564	2081	767	1284	797	444	691
<b>For each additional 4,800 DWT or part thereof, an additional charge of :-</b>			<b>105</b>	<b>138</b>	<b>40</b>	<b>73</b>	<b>65</b>	<b>23</b>	<b>71</b>

**PILOTS RATES SECTION 3**

**HOUND POINT-TANKERS TO/FROM HOUND POINT MARINE TERMINAL - 2021**

**CHARGES PER PILOTAGE ACT-**

<b>DEADWEIGHT TONNES</b>			<b>F1 +D/UN</b>	<b>FIRTH 1</b>	<b>D/UN</b>	<b>SHIFT ANCHOR</b>
			<b>£</b>	<b>£</b>		<b>£</b>
50,000	To	60,000	<b>1,614</b>	<b>792</b>	<b>822</b>	<b>710</b>
60,001	To	70,000	<b>1,744</b>	<b>834</b>	<b>910</b>	<b>795</b>
70,001	To	80,000	<b>1,875</b>	<b>873</b>	<b>1,002</b>	<b>882</b>
80,001	To	90,000	<b>2,014</b>	<b>923</b>	<b>1,091</b>	<b>972</b>
90,001	To	100,000	<b>2,143</b>	<b>969</b>	<b>1,174</b>	<b>1,056</b>
100,001	To	110,000	<b>2,272</b>	<b>1,012</b>	<b>1,260</b>	<b>1,144</b>
110,001	To	120,000	<b>2,407</b>	<b>1,054</b>	<b>1,353</b>	<b>1,232</b>
120,001	To	130,000	<b>2,544</b>	<b>1,095</b>	<b>1,449</b>	<b>1,319</b>
130,001	To	140,000	<b>2,666</b>	<b>1,140</b>	<b>1,526</b>	<b>1,403</b>
140,001	To	150,000	<b>2,805</b>	<b>1,189</b>	<b>1,616</b>	<b>1,489</b>
150,001	To	160,000	<b>2,935</b>	<b>1,232</b>	<b>1,703</b>	<b>1,577</b>
160,001	To	170,000	<b>3,068</b>	<b>1,272</b>	<b>1,796</b>	<b>1,657</b>
170,001	To	180,000	<b>3,262</b>	<b>1,343</b>	<b>1,919</b>	<b>1,786</b>
180,001	To	190,000	<b>3,399</b>	<b>1,388</b>	<b>2,011</b>	<b>1,875</b>
190,001	To	200,000	<b>3,533</b>	<b>1,430</b>	<b>2,103</b>	<b>1,964</b>
200,001	To	210,000	<b>3,664</b>	<b>1,482</b>	<b>2,182</b>	<b>2,052</b>
210,001	To	220,000	<b>3,807</b>	<b>1,521</b>	<b>2,286</b>	<b>2,142</b>
220,001	To	230,000	<b>3,942</b>	<b>1,565</b>	<b>2,377</b>	<b>2,233</b>
230,001	To	240,000	<b>4,078</b>	<b>1,614</b>	<b>2,464</b>	<b>2,317</b>
240,001	To	250,000	<b>4,212</b>	<b>1,659</b>	<b>2,553</b>	<b>2,407</b>
250,001	To	260,000	<b>4,349</b>	<b>1,693</b>	<b>2,656</b>	<b>2,499</b>
260,001	To	270,000	<b>4,487</b>	<b>1,745</b>	<b>2,742</b>	<b>2,588</b>
270,001	To	280,000	<b>4,624</b>	<b>1,792</b>	<b>2,832</b>	<b>2,673</b>
280,001	To	290,000	<b>4,762</b>	<b>1,838</b>	<b>2,924</b>	<b>2,767</b>
290,001	To	300,000	<b>4,898</b>	<b>1,879</b>	<b>3,019</b>	<b>2,854</b>
300,001	To	310,000	<b>5,042</b>	<b>1,929</b>	<b>3,113</b>	<b>2,946</b>
310,001	To	320,000	<b>5,188</b>	<b>1,980</b>	<b>3,208</b>	<b>3,040</b>
320,000	Over		<b>5,351</b>	<b>2,033</b>	<b>3,318</b>	<b>3,137</b>

## SECTION 4-BOARDING AND LANDING RATES

### BOARDING AND LANDING CHARGES FOR ALL VESSELS

DEADWEIGHT TONNES		BOARDING/ LANDING VESSEL 2021 £	
0	to	5,000	<b>251</b>
5,001	to	7,500	<b>290</b>
7,501	to	10,000	<b>368</b>
10,001	to	12,500	<b>420</b>
12,501	to	15,000	<b>452</b>
15,001	to	20,000	<b>503</b>
20,001	to	25,000	<b>585</b>
25,001	to	30,000	<b>638</b>
30,001	to	35,000	<b>694</b>
35,001	to	40,000	<b>762</b>
40,001	to	45,000	<b>830</b>
45,001	to	50,000	<b>894</b>
50,000	to	60,000	<b>946</b>
60,001	to	70,000	<b>1,010</b>
70,001	to	80,000	<b>1,060</b>
80,001	to	90,000	<b>1,114</b>
90,001	to	100,000	<b>1,161</b>
100,001	to	110,000	<b>1,216</b>
110,001	to	120,000	<b>1,276</b>
120,001	to	130,000	<b>1,351</b>
130,001	to	140,000	<b>1,417</b>
140,001	to	150,000	<b>1,482</b>
150,001	to	160,000	<b>1,558</b>
160,001	to	170,000	<b>1,628</b>
170,001	to	180,000	<b>1,688</b>
180,001	to	190,000	<b>1,749</b>
190,001	to	200,000	<b>1,819</b>
200,001	to	210,000	<b>1,884</b>
210,001	to	220,000	<b>1,954</b>
220,001	to	230,000	<b>2,029</b>
230,001	to	240,000	<b>2,107</b>
240,001	to	250,000	<b>2,179</b>
250,001	to	260,000	<b>2,254</b>
260,001	to	270,000	<b>2,333</b>
270,001	to	280,000	<b>2,409</b>
280,001	to	290,000	<b>2,481</b>
290,001	to	300,000	<b>2,562</b>
300,001	to	310,000	<b>2,640</b>
310,001	to	320,000	<b>2,715</b>
320,000	Over		<b>2,795</b>

## **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 £144 per hour or part thereof will be payable, subject to a minimum charge of £432. Should the pilot be replaced by another pilot due to the length of time involved in the standby then the £432 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 £432 for the first three hours, thereafter at £144 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 and Newhaven require a pilot to be on board the vessel throughout the vessel's time at anchor. The charge for this service is £144 per hour or part thereof.

## **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 £144 per hour or part thereof is payable, subject to a minimum charge of £432 in respect of the time the pilot is in attendance.

A charge for travel expenses of £0.84 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 £144 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 £144 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 £216 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 £207 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.

Pilot vessels are available for exclusive hire out with Boarding and landing. The cost of this service is £255 per hour or part thereof, with a minimum hire period of 4 hours. This excludes passenger transfer charges.

For boarding and landing of Pilots at Methil, including Methil Energy Park there is a £250 surcharge on boarding and landing rates as in Section 4.

## **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 £144 per hour or part thereof subject to a minimum charge of £432 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 £105 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 £3,126 + VAT per day for 2 pilots, plus £1145 + 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: £510
  
- 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:                                     | £510 |
| d) | Renewal of a PEC for part of, or whole of, the Compulsory Pilotage Area:                                             | £138 |
| e) | Replacement of a PEC for part of, or whole of, the Compulsory Pilotage Area, or any amendment to a PEC certificate:  | £ 51 |
| f) | Re-validation of PEC for part of, or whole of the Compulsory Pilotage Area, required at four yearly intervals:       | £610 |
| 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 – 5,000	Fixed £400
5,001 – 10,000	7.5 pence per Chargeable Tonnes
10,001 – 35,000	8.2 pence per Chargeable Tonnes
35,001 – 70,000	8.9 pence per Chargeable Tonnes
70,001 – 100,000	10.4 pence per Chargeable Tonnes
100,001- 150,000	15.8 pence per Chargeable Tonnes
150,001-250,000	16.5 pence per Chargeable Tonnes
250,001 and above	16.7 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. All rates quoted are aimed at medium-long term anchorage periods and inclusive of conservancy. The following charges apply to any vessel.

<b>Vessels (other than offshore rigs and semisubmersibles) (Chargeable Tonnage)</b>	<b><u>Daily Charge (£)</u></b>
<25000	321 (Per Day for first 90 days) 190 (Per day after 90 days)
<50000	383 (Per Day for first 90 days) 224 (Per day after 90 days)
<100000	438 (Per Day for first 90 days) 306 (Per day after 90 days)
<200000	499 (Per Day for first 90 days) 306 (Per day after 90 days)
<300000	567 (Per Day for first 90 days) 346 (Per day after 90 days)
<400000	645 (Per Day for first 90 days) 400 (Per day after 90 days)
>400000	800 (Per Day for first 90 days) 500 (Per day after 90 days)

**offshore rig/semi-submersible £260 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. Unless by prior arrangement, 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.

### **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	£1.30 per tonne
Offshore structures such as jackets, platforms or topsides	£8.70 per tonne
Transfer of passengers	£5.60 per passenger
Transfer of Containers	contact the Harbour Master
Transfer of equipment	contact the Harbour Master
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 £1.88 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 £144 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 £144 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 £180 in respect of the International Ship and Port Facility Security Charge

### **SECTION 9: LAUNCHING OF VESSELS INTO FORTH PORTS SHA**

Vessels entering limits of the Forth after being launched will be liable for Conservancy charges as per banding per chargeable tonnes. This is in addition to any subsequent Conservancy charges.

## **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.