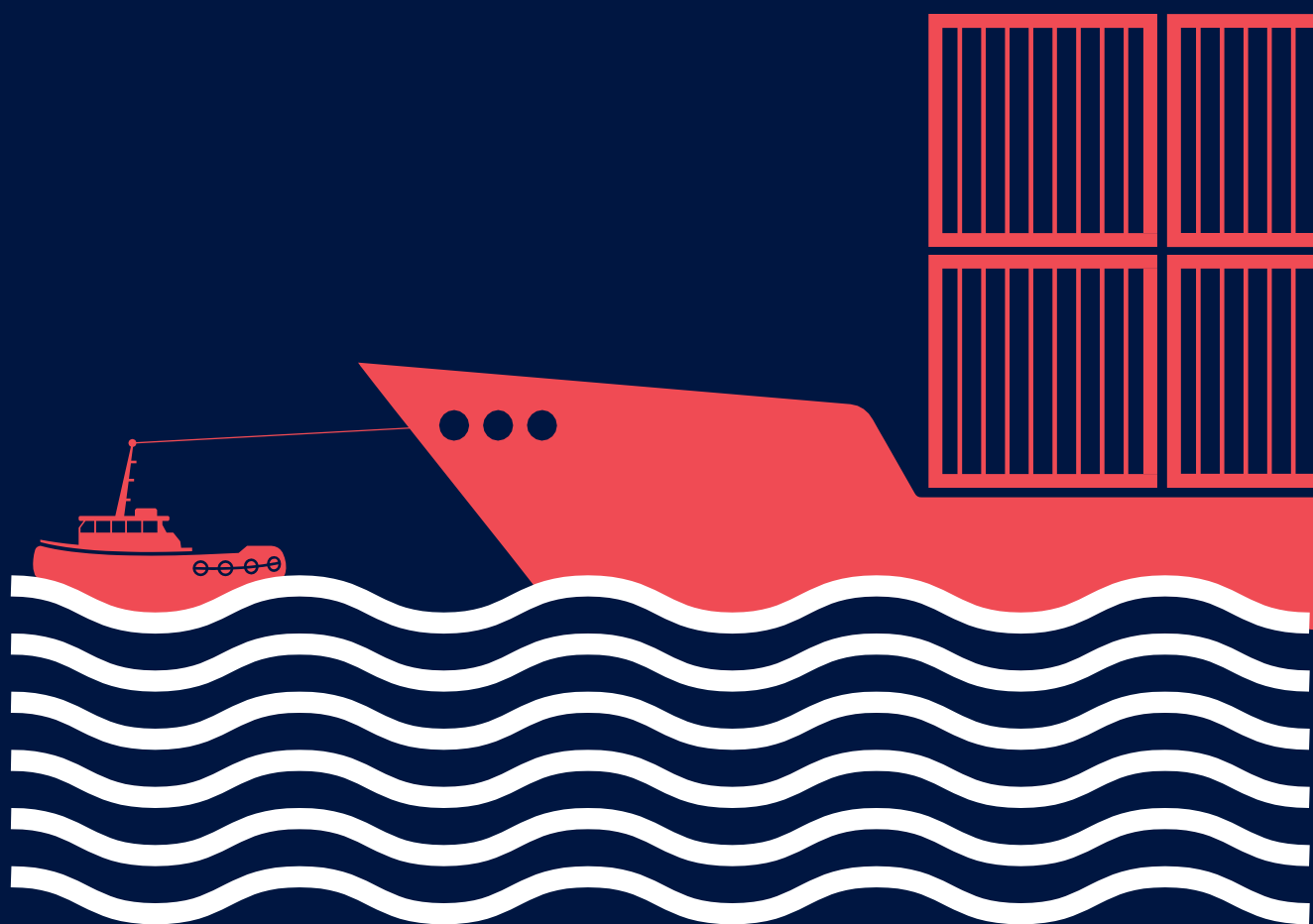


MARINE RATES AND CHARGES

Operative from 1st January 2022





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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 2022 to 31st December 2022.

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 (PVM) 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.

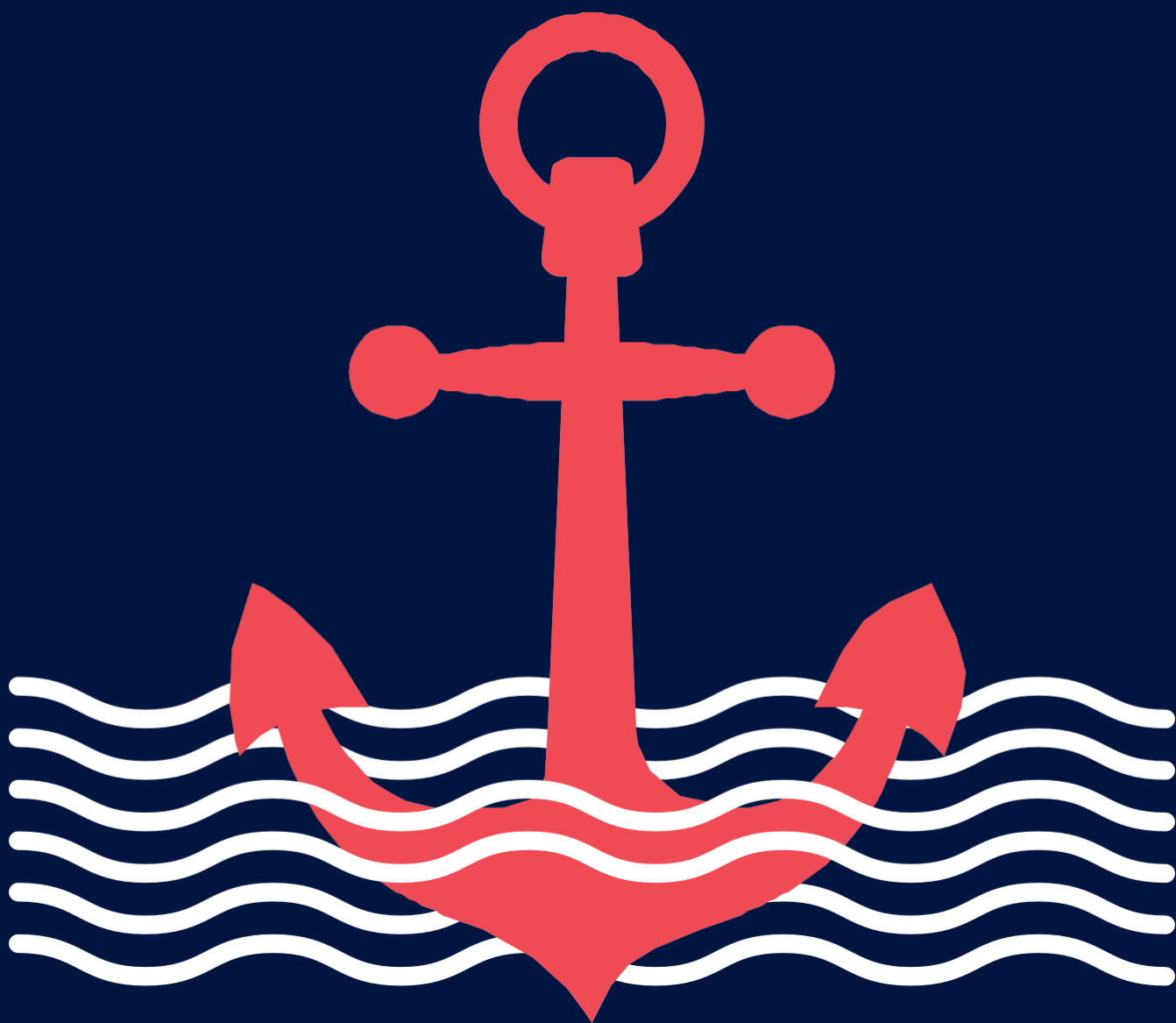
By making the confirmed booking the agency are confirming that they have sufficient funds from their principle to cover the cost of the services provided.

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.

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







DEFINITIONS AND INTERPRETATION

Bunkers

Any fuel for the use in main engines or auxiliary motors.

Car Carrier

Any vessel which carries unaccompanied cars or trucks as cargo.

CHA

Competent harbour authority in terms of the Pilotage Act 1987.

Chargeable Tonnes

- (a) In the case of dry cargo vessels/bulk carriers and oil, chemical and gas tankers shall be the vessel's DWT.
- (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.
- (c) In the case of passenger vessels, fishing vessels and other non-cargo carrying vessels shall be the Gross Tonnage x 1.54.
- (d) In case of Offshore Construction vessels, PSV, OSV, AHTS, Crane Vessel, Heavy Lift Vessel and Wind Installation vessel shall be the Gross Tonnage x 1.54.
- (e) In the case of Naval vessels shall be the displacement tonnage x 1.54.
- (f) In the case of Car Carriers and Ro-Ro/Ro pax vessels shall be the Gross Tonnage.
- (g) In the case of and replenishment vessels shall be the Gross Tonnage x 1.54

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 load line.

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
Firth Stage 1	departure.
Firth Stage 2	From the Eastern Limits to any roadstead or anchorage east of the Forth Rail Bridge and vice versa.
Firth Stage 1 and Docking/ Undocking	From the Eastern Limits to any roadstead or anchorage west of the Forth Rail Bridge and vice versa.
Firth Stage 2 and Docking/ Undocking Forth	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.
Forth	From the Eastern Limits to berth in any dock, harbour, terminal or mooring buoy west of the Forth Rail Bridge and vice versa.
GDN	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.
GT	General directions for navigation as issued from time to time by Forth Ports Limited.
ICT1969	Gross tonnage (ICT1969).
Interport	International Tonnage Certificate 1969.
Offshore structure	A vessel sailing from one port in the Statutory Harbour Authority Area to another port in the Statutory Harbour Authority Area provided a pilot is engaged from berth to berth.
PEC	
Replenishment vessel	A fixed or floating jacket or topside structure related to offshore wind or oil and gas.
Ro-Ro	A pilotage exemption certificate. An auxiliary ship with fuel tanks and/or dry cargo holds which can supply fuel, dry stores or armaments to naval vessels. Roll on roll off, includes Ro PAX.





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.

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.

Navy Vessel

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:

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

These rates and charges will come into force on 1st January 2022.

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.

Note: pilotage costs for tugs towing barges will be charged as a combined rate i.e. per total chargeable tonnage





SECTION 1

PILOTAGE RATES

All vessels other than those to/ from Hound Point and gas tankers –
2022

Charges per pilotage act

CHARGEABLE TONNES			FIRTH 1 (£)	FIRTH 2 (£)	DOCK/UN (£)	SHIFT (£)	INT EE/WW (£)	INTER EW (£)
0	to	2,800	239	454	249	449	600	817
2,801	to	3,300	249	480	265	449	659	894
3,301	to	4,000	260	496	281	449	695	927
4,001	to	4,800	270	532	290	449	751	1000
4,801	to	5,600	277	559	309	449	807	1062
5,601	to	6,400	296	598	317	449	841	1109
6,401	to	7,200	312	622	327	449	869	1151
7,201	to	8,000	332	655	332	449	902	1189
8,001	to	8,800	366	678	345	449	946	1230
8,801	to	9,600	390	707	347	449	980	1260
9,601	to	10,400	411	732	366	449	1029	1316
10,401	to	11,200	437	755	374	449	1067	1354
11,201	to	12,000	466	783	383	449	1109	1394
12,001	to	12,800	489	813	390	449	1145	1438
12,801	to	13,600	520	842	400	449	1188	1476
13,601	to	14,400	545	864	407	449	1220	1506
14,401	to	15,200	572	888	416	449	1260	1545
15,201	to	16,000	598	920	423	449	1295	1587
16,001	to	17,500	609	933	443	449	1347	1639
17,501	to	19,000	617	952	461	449	1386	1688
19,001	to	20,500	623	969	480	449	1425	1736
20,501	to	22,000	631	990	497	449	1467	1788
22,001	to	23,500	641	1005	515	449	1503	1830
23,501	to	25,000	645	1029	536	454	1544	1888
25,001	to	26,500	659	1046	552	469	1622	1986
26,501	to	28,000	669	1062	571	490	1661	2036
28,001	to	29,500	675	1083	587	508	1700	2085
29,501	to	31,000	680	1101	610	525	1740	2135
31,001	to	32,500	695	1118	622	542	1818	2235
32,501	to	34,000	707	1142	636	559	1857	2285
34,001	to	35,500	718	1158	659	579	1897	2335
35,501	to	37,000	725	1174	675	601	1936	2385
37,001	to	38,500	732	1192	701	619	2014	2485
38,501	to	40,000	739	1215	716	633	2054	2535
40,001	to	41,500	751	1235	732	655	2093	2585
41,501	to	43,000	760	1255	747	672	2132	2635
43,001	to	44,500	772	1270	768	686	2211	2735
44,501	to	46,000	777	1284	786	711	2250	2785

For each additional
1,500 Chargeable Tonne
or part thereof, an
additional charge of

9

22

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SECTION 2

PILOTAGE RATES

Gas tankers - 2022

Charges per pilotage act

CHARGEABLE TONNES			F1 + D/UN (£)	F2 + D/UN (£)	FIRTH 1 (£)	FIRTH 2 (£)	DOCK/UN (£)	SHIFT (£)	SHIFT ANCHOR (£)
0	to	2400	494	684	265	455	229	449	449
2401	to	3000	519	734	265	480	254	449	449
3001	to	3600	534	764	266	496	268	449	449
3601	to	4200	558	820	270	532	288	449	449
4201	to	4800	587	868	278	559	309	449	449
4801	to	5400	613	915	296	598	317	449	449
5401	to	6000	640	949	313	622	327	449	449
6001	to	6600	664	986	332	654	332	449	449
6601	to	7200	711	1023	366	678	345	449	449
7201	to	7800	737	1054	389	706	348	449	449
7801	to	8400	777	1098	411	732	366	449	449
8401	to	9000	811	1129	437	755	374	449	449
9001	to	9600	849	1166	466	783	383	449	449
9601	to	10200	880	1203	490	813	390	449	449
10201	to	10800	920	1243	520	843	400	449	449
10801	to	11400	953	1272	546	865	407	449	449
11401	to	12000	989	1303	573	887	416	449	449
12001	to	13200	1022	1345	598	921	424	449	449
13201	to	18000	1091	1433	622	964	469	449	449
18001	to	22800	1198	1577	658	1037	540	449	449
22801	to	27600	1305	1725	690	1110	615	449	500
27601	to	32400	1417	1872	728	1183	689	449	573
32401	to	37200	1520	2023	756	1259	764	449	636
37201	to	42000	1625	2162	797	1334	828	462	718

For each additional
4,800 Chargeable Tonne
or part thereof, an
additional charge of

110

144

42

76

68

24

74



SECTION 3

PILOTAGE RATES

Hound Point - Tankers to/from Hound Point Marine Terminal - 2022 Charges per pilotage act

CHARGEABLE TONNES			F1 + D/UN (£)	FIRTH 1 (£)	D/UN (£)	SHIFT ANCHOR (£)
50,000	to	60,000	1,678	823	855	738
60,001	to	70,000	1,812	867	945	827
70,001	to	80,000	1,949	907	1,042	916
80,001	to	90,000	2,093	959	1,134	1,010
90,001	to	100,000	2,227	1,007	1,220	1,098
100,001	to	110,000	2,361	1,052	1,309	1,188
110,001	to	120,000	2,501	1,095	1,406	1,280
120,001	to	130,000	2,643	1,138	1,505	1,371
130,001	to	140,000	2,771	1,185	1,586	1,458
140,001	to	150,000	2,915	1,236	1,679	1,547
150,001	to	160,000	3,050	1,280	1,770	1,639
160,001	to	170,000	3,188	1,322	1,866	1,722
170,001	to	180,000	3,390	1,396	1,994	1,856
180,001	to	190,000	3,533	1,443	2,090	1,949
190,001	to	200,000	3,671	1,486	2,185	2,041
200,001	to	210,000	3,807	1,540	2,267	2,133
210,001	to	220,000	3,957	1,581	2,376	2,226
220,001	to	230,000	4,096	1,626	2,470	2,321
230,001	to	240,000	4,238	1,677	2,561	2,408
240,001	to	250,000	4,378	1,724	2,654	2,501
250,001	to	260,000	4,520	1,760	2,760	2,596
260,001	to	270,000	4,664	1,814	2,850	2,689
270,001	to	280,000	4,806	1,863	2,943	2,778
280,001	to	290,000	4,949	1,910	3,039	2,875
290,001	to	300,000	5,090	1,952	3,138	2,966
300,001	to	310,000	5,240	2,005	3,235	3,061
310,001	to	320,000	5,392	2,058	3,334	3,159
320,000	over		5,561	2,113	3,448	3,260



SECTION 4

BOARDING AND LANDING RATES

Boarding and landing charges for ALL vessels

CHARGEABLE TONNES			BOARDING/LANDING VESSEL 2022 (£)	CHARGEABLE TONNES			BOARDING/LANDING VESSEL 2022 (£)
0	to	5,000	269	210,001	to	220,000	2,091
5,001	to	7,500	310	220,001	to	230,000	2,171
7,501	to	10,000	394	230,001	to	240,000	2,254
10,001	to	12,500	449	240,001	to	250,000	2,332
12,501	to	15,000	484	250,001	to	260,000	2,412
15,001	to	20,000	538	260,001	to	270,000	2,496
20,001	to	25,000	626	270,001	to	280,000	2,578
25,001	to	30,000	683	280,001	to	290,000	2,655
30,001	to	35,000	743	290,001	to	300,000	2,741
35,001	to	40,000	815	300,001	to	310,000	2,825
40,001	to	45,000	888	310,001	to	320,000	2,905
45,001	to	50,000	957	320,001	over		2,991
50,000	to	60,000	1,012				
60,001	to	70,000	1,081				
70,001	to	80,000	1,134				
80,001	to	90,000	1,192				
90,001	to	100,000	1,242				
100,001	to	110,000	1,301				
110,001	to	120,000	1,365				
120,001	to	130,000	1,446				
130,001	to	140,000	1,516				
140,001	to	150,000	1,586				
150,001	to	160,000	1,667				
160,001	to	170,000	1,742				
170,001	to	180,000	1,806				
180,001	to	190,000	1,871				
190,001	to	200,000	1,946				
200,001	to	210,000	2,016				

Surcharge for vessels inbound and
outbound of Port of Methil, and Methil
Energy Park: £500







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 £154 per hour or part thereof will be payable, subject to a minimum charge of £462. Should the pilot be replaced by another pilot due to the length of time involved in the standby then the £462 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 £462 for the first three hours, thereafter at £154 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 £154 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 £154 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 £0.90 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 £154 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.

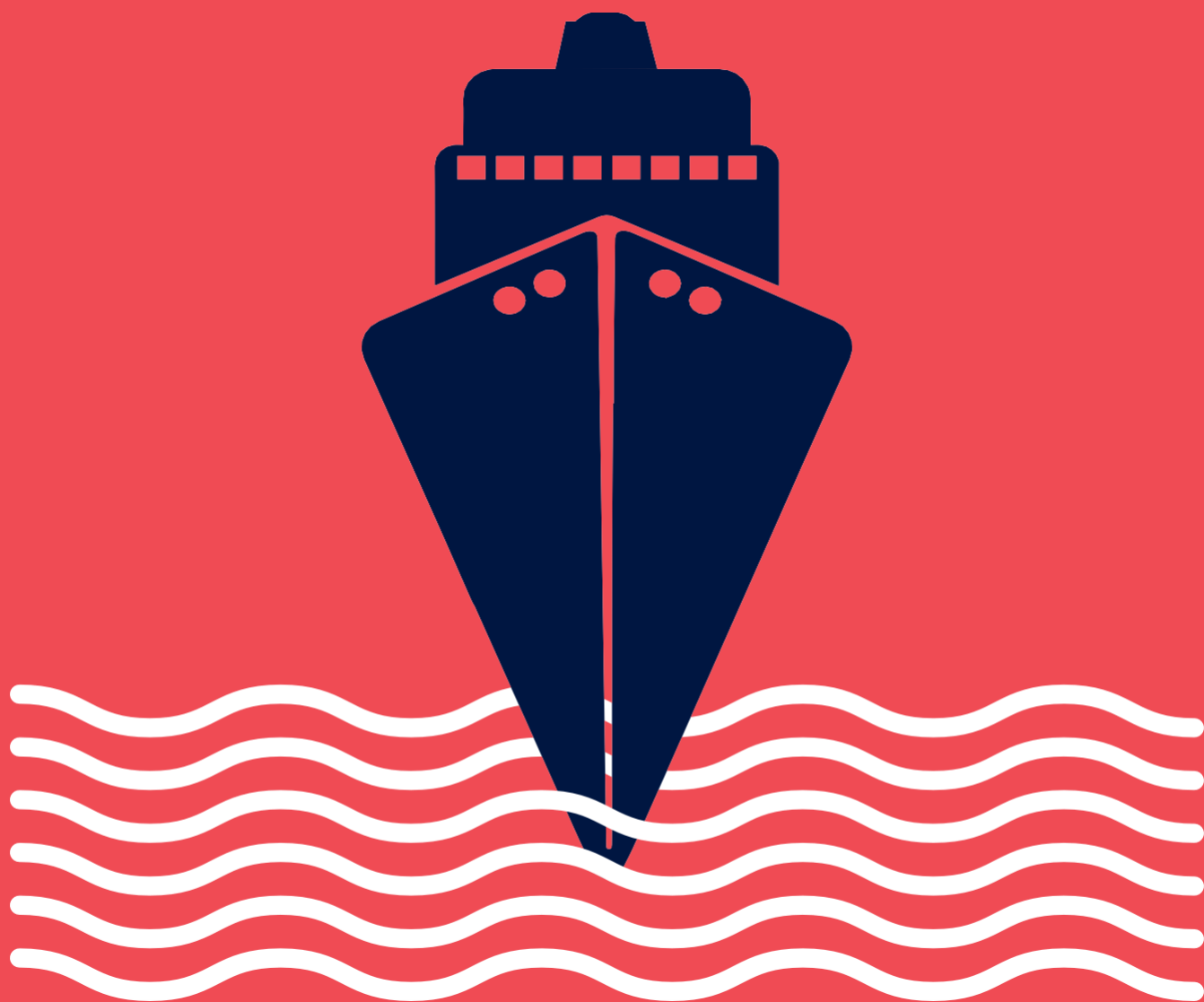
C) DETENTION CHARGES

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 – 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 £154 per hour or part thereof subject to a minimum charge of £462 will be payable. This is in addition to boarding and landing costs, as per tariff.

SECTION 12 – 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 £112 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 13 – BRIDGE SIMULATOR

When the Bridge Simulator at South Tyneside College is used for planning purposes and projects there will be a charge of £3,345 + VAT per day for 2 pilots, plus £1,225 + 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 14 – PNPf LEVY

All pilotage rates are subject to a 6% surcharge in relation to recovery of the PNPf deficit payment.





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: | £546 |
| 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: | £546 |
| d) Renewal of a PEC for part of, or whole of, the Compulsory Pilotage Area: | £148 |
| e) Replacement of a PEC for part of, or whole of, the Compulsory Pilotage Area, or any amendment to a PEC certificate: | £55 |
| | £653 |
| f) Re-validation of PEC for part of, or whole of the Compulsory Pilotage Area, required at four yearly intervals: | |
| g) A vessel using a PEC shall pay 10% of the Pilotage charge which would have otherwise been applicable to such vessel. | |



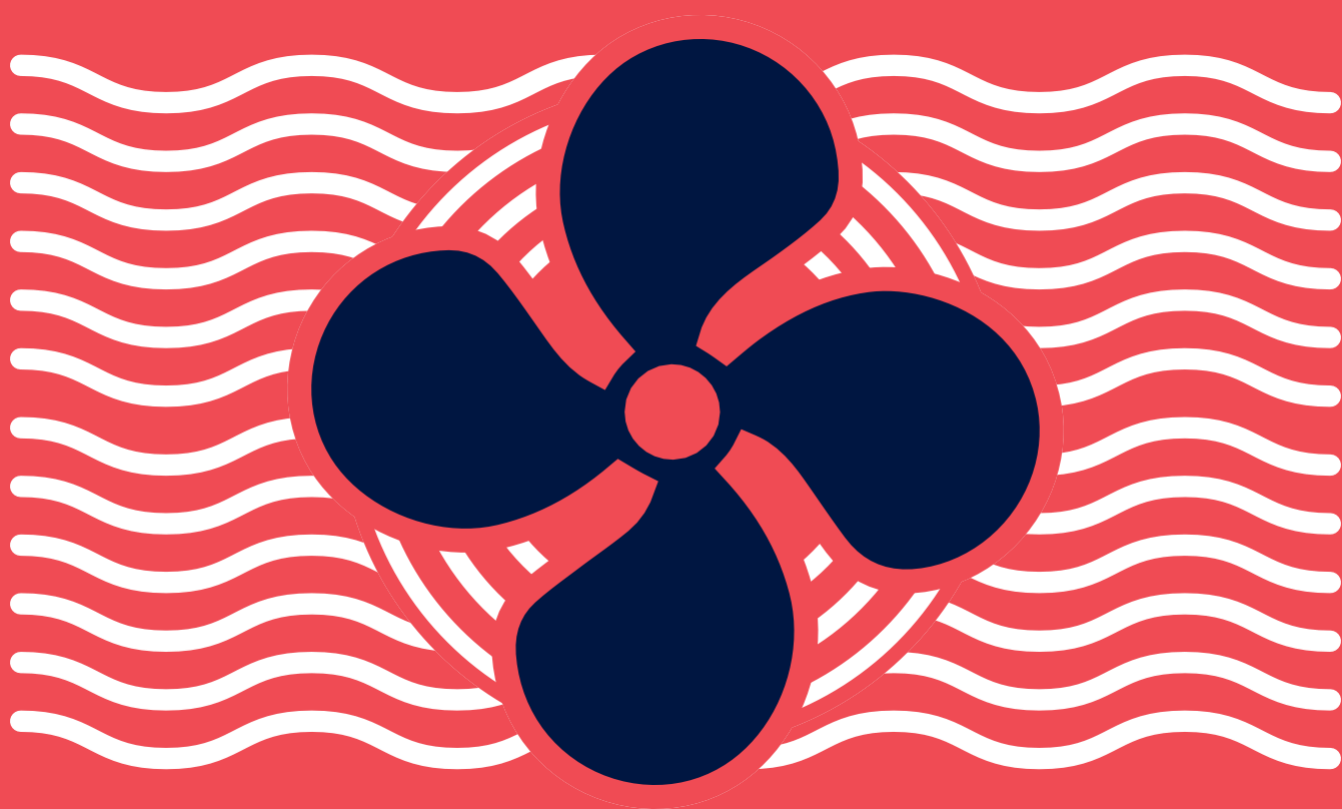


CONSERVANCY

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:

<u>Sections 1</u>	<u>Conservancy Charges</u>
<u>Section 2</u>	<u>Charges for lay-up anchorages</u>
<u>Section 3</u>	<u>Charges for vessels working at anchorages</u>
<u>Section 4</u>	<u>Charges for vessels bunkering at anchorages</u>
<u>Section 5</u>	<u>Charges for attending meetings</u>
<u>Section 6</u>	<u>Charges for consultancy work</u>
<u>Section 7</u>	<u>Charges for carrying out audits and inspections</u>
<u>Section 8</u>	<u>ISPS charges</u>
<u>Section 9</u>	<u>Launching of vessels into Forth Ports SHA</u>
<u>Section 10</u>	<u>Issue of Notice to Mariners</u>





SECTION 1

CONSERVANCY CHARGES

CHARGEABLE TONNES	PRICE
0 – 200	Exempt
201 – 5,000	Fixed £405
5,001 – 10,000	8.1 pence per Chargeable Tonnes
10,001 – 35,000	8.9 pence per Chargeable Tonnes
35,001 – 70,000	9.6 pence per Chargeable Tonnes
70,001 – 100,000	11.4 pence per Chargeable Tonnes
100,001- 150,000	17.4 pence per Chargeable Tonnes
150,001-250,000	18.1 pence per Chargeable Tonnes
250,001 and above	18.4 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. Any vessel having crossed the limits of the Forth and then engaging in an interport voyage within the Forth will also be charged Conservancy for each passage.

The charges set out above include a stay within the SHA area for 7 days for all vessels other than offshore rigs and semisubmersibles, not including time alongside in any port or terminal. Any stay beyond 7 days shall be subject to the charges set out in Section 2.

UK Naval vessel are exempt from conservancy charges, however all foreign going Naval vessels are subject to the charges within this section.

SECTION 2

CHARGES FOR LAY UP ANCHORAGES & ADDITIONAL CONSERVANCY

The following charges apply to all vessels and rigs requiring lay up. 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 also apply to vessels which have exceeded the 7 day stay limit set out within Section 1.

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.

VESSELS*	DAILY CHARGE (£)
≤25,000	345 (Per Day for first 90 days) 203 (Per day after 90 days)
25,001 - 50,000	410 (Per Day for first 90 days) 240 (Per day after 90 days)
50,001 - 100,000	480 (Per Day for first 90 days) 360 (Per day after 90 days)
100,001 - 200,000	550 (Per Day for first 90 days) 415 (Per day after 90 days)
200,001 - 300,000	567 (Per Day for first 90 days) 430 (Per day after 90 days)
300,001 - 400,000	645 (Per Day for first 90 days) 580 (Per day after 90 days)
≥400,001	800 (Per Day for first 90 days) 720 (Per Day after 90 days)
Offshore rig/semi-submersible	500 (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:

VESSELS*	DAILY CHARGE (£)
Dry bulk cargo	1.39 per tonne
Offshore structures such as jackets, platforms or topsides	9.30 per tonne
Transfer of passengers	56.00 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 £2.01 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 £154 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 £154 per hour or part thereof may be charged. Travel is in addition and is charged at £72 per hour from auditor's main place of work.

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 £193 in respect of the International Ship and Port Facility Security Charge. Applies to vessels over 500GT, does not apply to naval vessels.

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.

SECTION 10 – ISSUE OF NOTICE TO MARINERS

When work or event requires the issue of a Notice to Mariners, the relevant Forth Ports marine team should be contacted. A notice to mariners will be produced, circulated and published on the Forth Ports website. The cost to the applicant is £250, with any subsequent changes and reissuing being charged at £100. Where practicable, a notice period of 7 days should be given. If this is not given then the port has the right to add a 50%



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.



