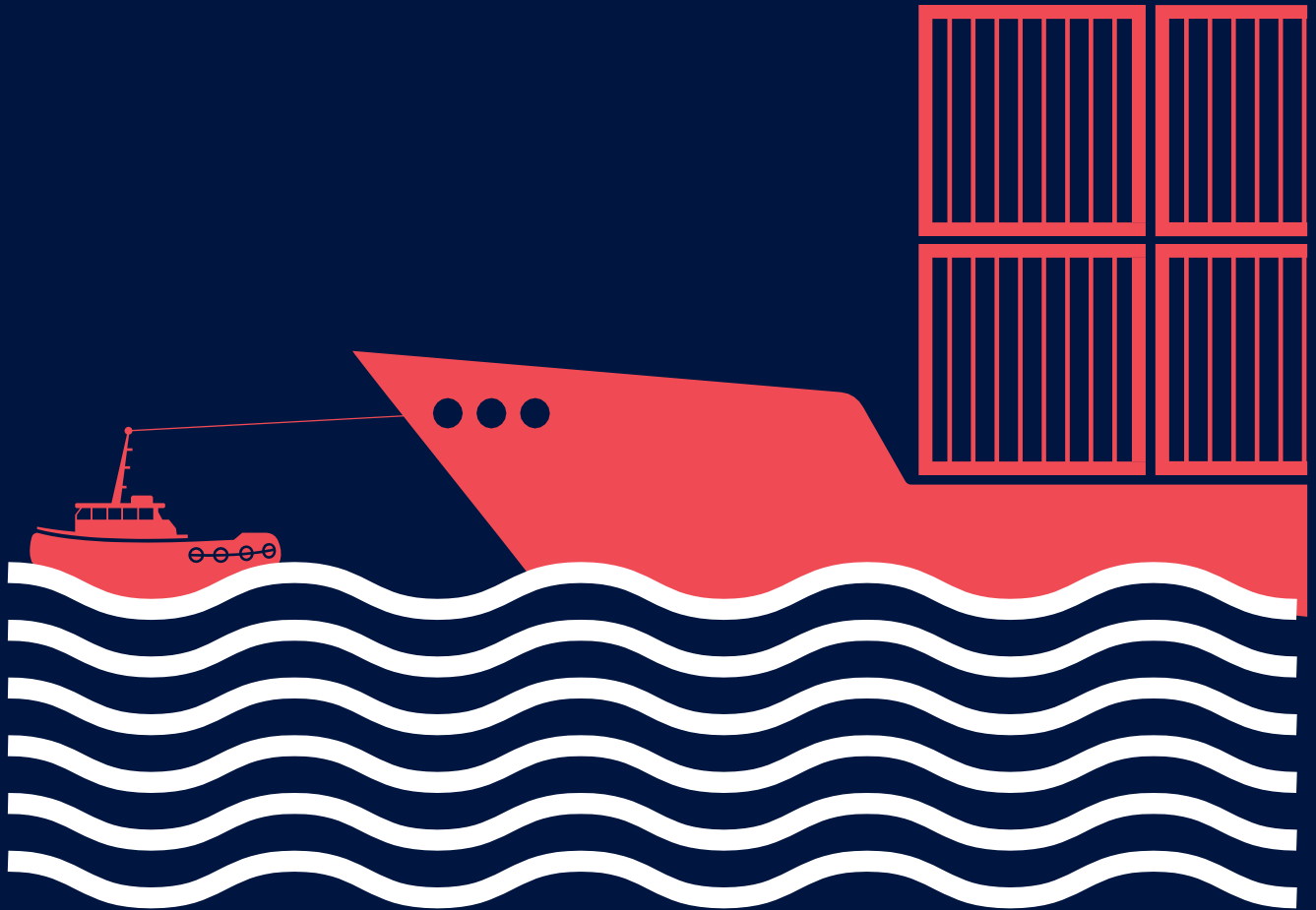


MARINE RATES AND CHARGES

Operative from 1st January 2023





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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.

These charges supersede those from the 1st November 2022 and shall apply for the period from **1st January 2023** to **31st December 2023**.

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, oil, chemical and gas tankers it 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 Car/vehicle Carriers and Ro-Ro/Ro pax vessels shall be the Gross Tonnage.
- (d) In the case of Navy vessels shall be the displacement tonnage x 1.54.
- (e) In the case of all other vessels apart from those listed above it 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 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 including Methil and Kirkcaldy Harbours and Methil Energy Park.
Firth Stage 2 and Docking/ Undocking Forth	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). International
ICT1969	Tonnage Certificate 1969.
Interport	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.
Offshore structure	A fixed or floating jacket or topside structure related to offshore wind or oil and gas.
PEC	A pilotage exemption certificate.
Replenishment vessel	An auxiliary ship with fuel tanks and/or dry cargo holds which can supply fuel, dry stores or armaments to naval vessels. For the purposes of the charges this vessel will be deemed as a Navy vessel.
Ro-Ro	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:

Sections 1 – 4	<u>Pilotage Rates</u>
Section 5	<u>Boarding & Landing Charges</u>
Section 6	<u>Pilotage Charges for Additional Duties</u>
Section 7	<u>Braefoot Bay Marine Terminal – Standby Pilot</u>
Section 8	<u>Cruise Vessels Anchored – Standby Pilots</u>
Section 9	<u>Attendance at Planning Meetings</u>
Section 10	<u>Tool Box Talks</u>
Section 11	<u>Attendance & Detention Charges & Surcharges</u>
Section 12	<u>Miscellaneous</u>
Section 13	<u>Over Carriage</u>
Section 14	<u>Bridge Simulator</u>
Section 15	<u>PNPF Levy</u>
Section 16	<u>Project Work</u>
Section 17	<u>Pilotage Exemption Certificates</u>

These rates and charges will come into force on 1st January 2023.

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, Gas tankers and Container ships – 2023. Charges per pilotage act

CHARGEABLE TONNES			FIRTH 1 (£)	FIRTH 2 (£)	DOCK/UN (£)	SHIFT (£)	INT EE/WW (£)	INTER EW (£)
0	to	2,800	253	481	264	476	636	866
2,801	to	3,300	264	509	281	476	699	948
3,301	to	4,000	276	526	298	476	737	983
4,001	to	4,800	286	564	307	476	796	1060
4,801	to	5,600	294	593	328	476	855	1126
5,601	to	6,400	314	634	336	476	891	1176
6,401	to	7,200	331	659	347	476	921	1220
7,201	to	8,000	352	694	352	476	956	1260
8,001	to	8,800	388	719	366	476	1003	1304
8,801	to	9,600	413	749	368	476	1039	1336
9,601	to	10,400	501	893	446	547	1254	1604
10,401	to	11,200	533	920	456	547	1301	1650
11,201	to	12,000	568	954	466	547	1352	1699
12,001	to	12,800	596	991	476	547	1396	1753
12,801	to	13,600	634	1026	488	547	1448	1799
13,601	to	14,400	665	1054	496	547	1487	1836
14,401	to	15,200	697	1082	507	547	1536	1884
15,201	to	16,000	729	1121	515	547	1578	1935
16,001	to	17,500	742	1137	540	547	1642	1998
17,501	to	19,000	753	1161	562	547	1690	2057
19,001	to	20,500	759	1181	585	547	1737	2116
20,501	to	22,000	770	1207	606	547	1788	2179
22,001	to	23,500	781	1225	628	547	1832	2231
23,501	to	25,000	787	1254	653	553	1883	2301
25,001	to	26,500	803	1275	673	571	1977	2421
26,501	to	28,000	815	1294	696	598	2025	2481
28,001	to	29,500	823	1320	716	619	2072	2542
29,501	to	31,000	829	1342	744	640	2121	2602
31,001	to	32,500	847	1363	758	660	2216	2724
32,501	to	34,000	862	1392	775	682	2264	2786
34,001	to	35,500	876	1412	803	706	2313	2846
35,501	to	37,000	884	1431	823	732	2360	2908
37,001	to	38,500	893	1453	854	755	2455	3029
38,501	to	40,000	901	1481	872	772	2504	3090
40,001	to	41,500	916	1505	893	798	2551	3151
41,501	to	43,000	926	1530	911	819	2599	3212
43,001	to	44,500	941	1549	936	836	2696	3334
44,501	to	46,000	948	1566	958	867	2743	3395

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

11 27 27 27 27 27



SECTION 2

PILOTAGE RATES

Gas tankers - 2023

Charges per pilotage act

CHARGEABLE TONNES			F1 + D/UN (£)	F2 + D/UN (£)	FIRTH 1 (£)	FIRTH 2 (£)	DOCK/UN (£)	SHIFT (£)	SHIFT ANCHOR (£)
0	to	2400	524	725	281	482	243	476	476
2401	to	3000	550	778	281	509	269	476	476
3001	to	3600	566	810	282	526	284	476	476
3601	to	4200	591	869	286	564	305	476	476
4201	to	4800	623	921	295	593	328	476	476
4801	to	5400	650	970	314	634	336	476	476
5401	to	6000	679	1006	332	659	347	476	476
6001	to	6600	704	1045	352	693	352	476	476
6601	to	7200	754	1085	388	719	366	476	476
7201	to	7800	781	1117	412	748	369	476	476
7801	to	8400	824	1164	436	776	388	476	476
8401	to	9000	859	1196	463	800	396	476	476
9001	to	9600	900	1236	494	830	406	476	476
9601	to	10200	1074	1467	598	991	476	547	547
10201	to	10800	1122	1515	634	1027	488	547	547
10801	to	11400	1162	1551	666	1055	496	547	547
11401	to	12000	1206	1588	699	1081	507	547	547
12001	to	13200	1246	1640	729	1123	517	547	547
13201	to	18000	1329	1747	758	1176	571	547	547
18001	to	22800	1460	1923	802	1265	658	547	547
22801	to	27600	1591	2103	842	1354	749	547	610
27601	to	32400	1727	2282	887	1442	840	547	699
32401	to	37200	1853	2467	921	1535	932	547	775
37201	to	42000	1981	2635	972	1626	1009	563	876

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

134 175 51 92 83 30 90



SECTION 3

PILOTAGE RATES

Hound Point - Tankers to/from Hound Point Marine Terminal - 2023 Charges per pilotage act

CHARGEABLE TONNES			F1 + D/UN (£)	FIRTH 1 (£)	D/UN (£)	SHIFT ANCHOR (£)
50,000	to	60,000	2,045	1,003	1,042	900
60,001	to	70,000	2,209	1,057	1,152	1,008
70,001	to	80,000	2,376	1,106	1,270	1,116
80,001	to	90,000	2,551	1,169	1,382	1,232
90,001	to	100,000	2,714	1,227	1,487	1,339
100,001	to	110,000	2,878	1,283	1,595	1,448
110,001	to	120,000	3,049	1,335	1,714	1,560
120,001	to	130,000	3,223	1,388	1,835	1,672
130,001	to	140,000	3,378	1,445	1,933	1,778
140,001	to	150,000	3,553	1,506	2,047	1,886
150,001	to	160,000	3,718	1,560	2,158	1,998
160,001	to	170,000	3,886	1,611	2,275	2,099
170,001	to	180,000	4,132	1,701	2,431	2,262
180,001	to	190,000	4,307	1,759	2,548	2,375
190,001	to	200,000	4,476	1,812	2,664	2,488
200,001	to	210,000	4,640	1,877	2,763	2,600
210,001	to	220,000	4,823	1,927	2,896	2,714
220,001	to	230,000	4,993	1,982	3,011	2,829
230,001	to	240,000	5,167	2,045	3,122	2,935
240,001	to	250,000	5,337	2,102	3,235	3,049
250,001	to	260,000	5,509	2,145	3,364	3,164
260,001	to	270,000	5,686	2,211	3,475	3,278
270,001	to	280,000	5,858	2,271	3,587	3,387
280,001	to	290,000	6,034	2,329	3,705	3,504
290,001	to	300,000	6,206	2,380	3,826	3,616
300,001	to	310,000	6,387	2,444	3,943	3,731
310,001	to	320,000	6,573	2,509	4,064	3,851
320,000	over		6,779	2,576	4,203	3,974



SECTION 4

PILOTAGE RATES

Container Vessels– 2023

Charges per pilotage act

Chargeable Tonnes	Firth 1	Firth 2	Dock/Un	Shift	Int EE/WW	Inter EW
0 to 2,800	253	481	264	476	636	866
2,801 to 3,300	264	509	281	476	699	948
3,301 to 4,000	276	526	298	476	737	983
4,001 to 4,800	286	564	307	476	796	1060
4,801 to 5,600	294	593	328	476	855	1126
5,601 to 6,400	314	634	336	476	891	1176
6,401 to 7,200	331	659	347	476	921	1220
7,201 to 8,000	352	694	352	476	956	1260
8,001 to 8,800	388	719	366	476	1003	1304
8,801 to 9,600	413	749	368	476	1039	1336
9,601 to 10,400	436	776	388	476	1091	1395
10,401 to 11,200	463	800	396	476	1131	1435
11,201 to 12,000	494	830	406	476	1176	1478
12,001 to 12,800	518	862	413	476	1214	1524
12,801 to 13,600	551	893	424	476	1259	1565
13,601 to 14,400	578	916	431	476	1293	1596
14,401 to 15,200	606	941	441	476	1336	1638
15,201 to 16,000	634	975	448	476	1373	1682
16,001 to 17,500	646	989	470	476	1428	1737
17,501 to 19,000	654	1009	489	476	1469	1789
19,001 to 20,500	660	1027	509	476	1511	1840
20,501 to 22,000	669	1049	527	476	1555	1895
22,001 to 23,500	679	1065	546	476	1593	1940
23,501 to 25,000	684	1091	568	481	1637	2001
25,001 to 26,500	699	1109	585	497	1719	2105
26,501 to 28,000	709	1126	605	519	1761	2158
28,001 to 29,500	716	1148	622	538	1802	2210
29,501 to 31,000	721	1167	647	557	1844	2263
31,001 to 32,500	737	1185	659	575	1927	2369
32,501 to 34,000	749	1211	674	593	1969	2422
34,001 to 35,500	761	1227	699	614	2010	2475
35,501 to 37,000	769	1244	716	637	2052	2528
37,001 to 38,500	776	1264	743	656	2135	2634
38,501 to 40,000	783	1288	759	671	2177	2687

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

10 23 23 23 23 23



SECTION 5

BOARDING AND LANDING RATES

Boarding and landing charges for ALL vessels

CHARGEABLE TONNES		BOARDING/LANDING VESSEL (£)	CHARGEABLE TONNES		BOARDING/LANDING VESSEL (£)
0	to 5,000	282	210,001	to 220,000	2,405
5,001	to 7,500	357	220,001	to 230,000	2,497
7,501	to 10,000	453	230,001	to 240,000	2,592
10,001	to 12,500	516	240,001	to 250,000	2,682
12,501	to 15,000	557	250,001	to 260,000	2,774
15,001	to 20,000	619	260,001	to 270,000	2,870
20,001	to 25,000	720	270,001	to 280,000	2,965
25,001	to 30,000	785	280,001	to 290,000	3,053
30,001	to 35,000	854	290,001	to 300,000	3,152
35,001	to 40,000	937	300,001	to 310,000	3,249
40,001	to 45,000	1,021	310,001	to 320,000	3,341
45,001	to 50,000	1,101	320,001	over	3,440
50,000	to 60,000	1,164			
60,001	to 70,000	1,243			
70,001	to 80,000	1,304			
80,001	to 90,000	1,371			
90,001	to 100,000	1,428			
100,001	to 110,000	1,496			
110,001	to 120,000	1,570			
120,001	to 130,000	1,663			
130,001	to 140,000	1,743			
140,001	to 150,000	1,824			
150,001	to 160,000	1,917			
160,001	to 170,000	2,003			
170,001	to 180,000	2,077			
180,001	to 190,000	2,152			
190,001	to 200,000	2,238			
200,001	to 210,000	2,318			

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







SECTION 6 – 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 £211 per hour or part thereof will be payable, subject to a minimum charge of £844. Should the pilot be replaced by another pilot due to the length of time involved in the standby then the £844 minimum charge will only be applied once.

SECTION 7 – 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 £844 for the first four hours, thereafter at £211 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 8 – 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 £225 per hour or part thereof.

SECTION 9 – 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 £211 per hour or part thereof is payable, subject to a minimum charge of £845 in respect of the time the pilot is in attendance.

A charge for travel expenses of £0.96 pence per mile from the Pilot Station at Granton to and from the location of the meeting will be applied.

SECTION 10 – 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 £211 per hour or part thereof is payable in respect of the time the pilot is in attendance.



SECTION 11

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) NOTICE PERIOD/CANCELLATION

Normal Pilot booking window is between 05:00 and 18:00 7 days a week, 4 hours' notice is required. If a Pilot is ordered outside this booking window a charge of £317 will be applicable. Orders made outside the booking window for jobs commencing after 0900 shall not incur the charge. 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.

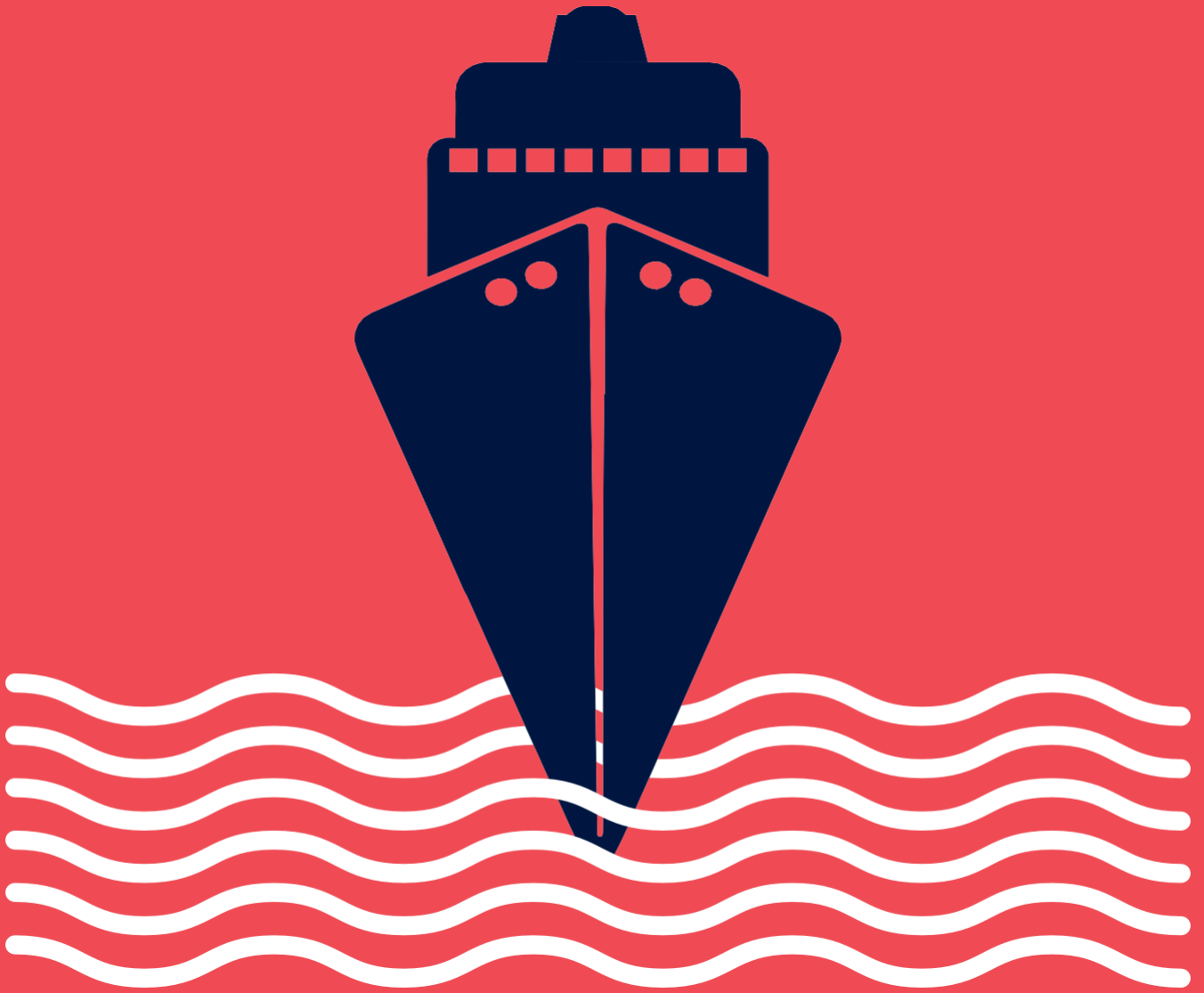
C) DETENTION CHARGES

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 £211 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 £317 on the applicable pilotage rates.







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 £211 per hour or part thereof subject to a minimum charge of £844 will be payable. This is in addition to boarding and landing costs, as per tariff.

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 £211 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 £3,546 + VAT per day for 2 pilots, plus £1,299 + 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 – PNPf LEVY

All pilotage rates are subject to a 12% surcharge in relation to recovery of the PNPf deficit payment.

SECTION 16 – PROJECT WORK

For Project Work, where, due to the nature of a Pilotage act, there is a requirement/request for continuity by using specifically chosen pilots ie Barges, Float on/Float offs, rig moves or Aircraft Carrier work, these Acts will be subject to a double charge as per the tariff rates.





SECTION 17

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: | £689 |
| 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: | £689 |
| d) Renewal of a PEC for part of, or whole of, the Compulsory Pilotage Area: | £375 |
| e) Replacement of a PEC for part of, or whole of, the Compulsory Pilotage Area, or any amendment to a PEC certificate: | £185 |
| f) Re-validation of PEC for part of, or whole of the Compulsory Pilotage Area, required at four yearly intervals: | £689 |
| g) A vessel using a PEC shall pay 10% of the Pilotage charge which would have otherwise been applicable to such vessel. | |



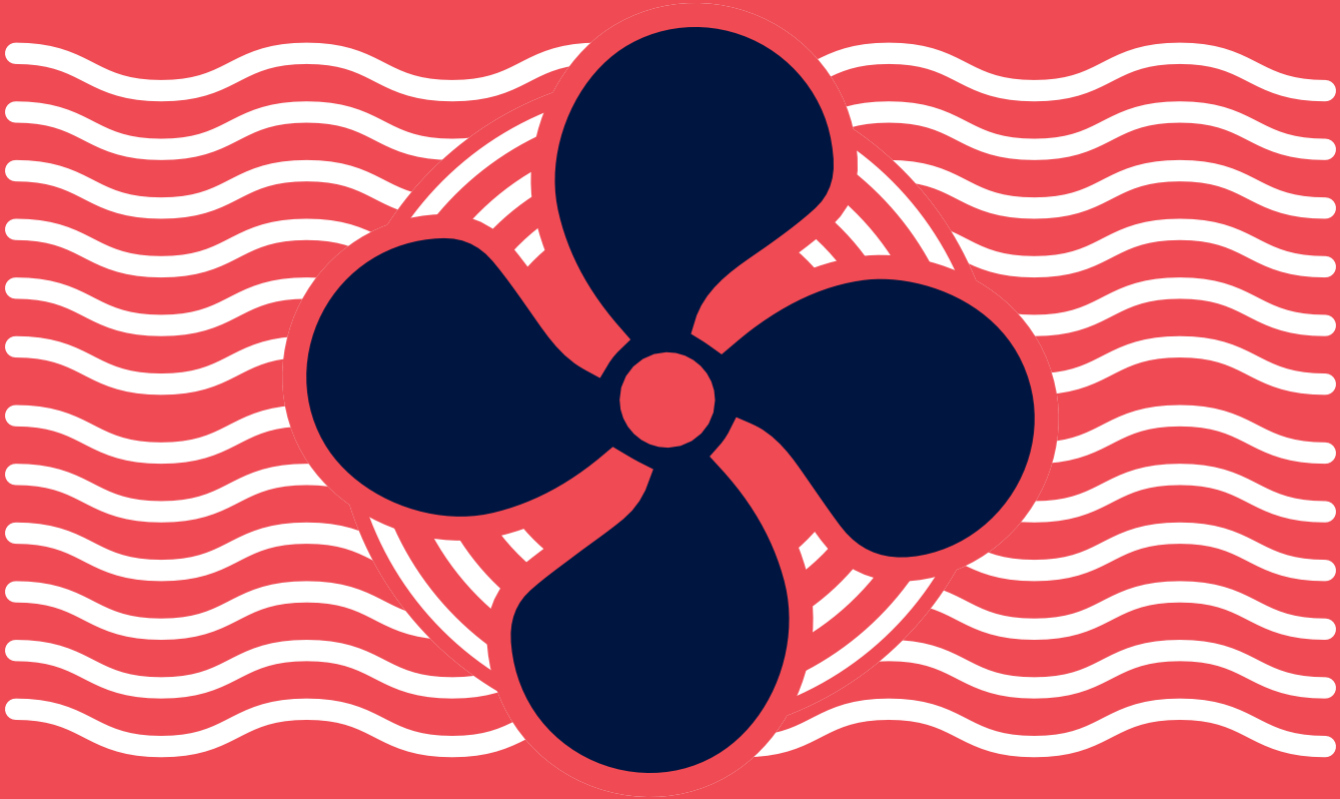


CONSERVANCY

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:

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





SECTION 1

CONSERVANCY CHARGES

CHARGEABLE TONNES	PRICE
0 – 200	Exempt
201 – 5,000	Fixed £445
5,001 – 10,000	9 pence per Chargeable Tonnes
10,001 – 35,000	10 pence per Chargeable Tonnes
35,001 – 75,000	11 pence per Chargeable Tonnes
75,001- 150,000	20 pence per Chargeable Tonnes
150,001-250,000	21.5 pence per Chargeable Tonnes
250,001 and above	23 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	397(Per Day for first 90 days) 298 (Per day after 90 days)
25,001 - 50,000	472 (Per Day for first 90 days) 354 (Per day after 90 days)
50,001 - 100,000	552 (Per Day for first 90 days) 414 (Per day after 90 days)
100,001 - 200,000	633 (Per Day for first 90 days) 474 (Per day after 90 days)
200,001 - 300,000	652 (Per Day for first 90 days) 489 (Per day after 90 days)
300,001 - 400,000	742 (Per Day for first 90 days) 556 (Per day after 90 days)
≥400,001	920 (Per Day for first 90 days) 690 (Per Day after 90 days)
Offshore rig/semi-submersible	575 (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	1.60 per tonne
Offshore structures such as jackets, platforms or topsides	10.7 per tonne
Transfer of passengers	6.50 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 £2.30 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 £177 per hour or part thereof, with a minimum of 4 hours 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 £177 per hour or part thereof may be charged. Travel is in addition and is charged at £83 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 £225 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 £288, with any subsequent changes and reissuing being charged at £115. 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, outside weather parameters, cut in tide, fog, poor visibility or any event which affects safe navigation;
- (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 His Majesty's Government or by any person acting under statutory powers;
- (h) Acts of Foreign Governments or His 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. Towage

All towage is carried out under the UK Standard Conditions for Towage and Other Services (1986) unless otherwise agreed, and is subject availability

6. Jurisdiction

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



