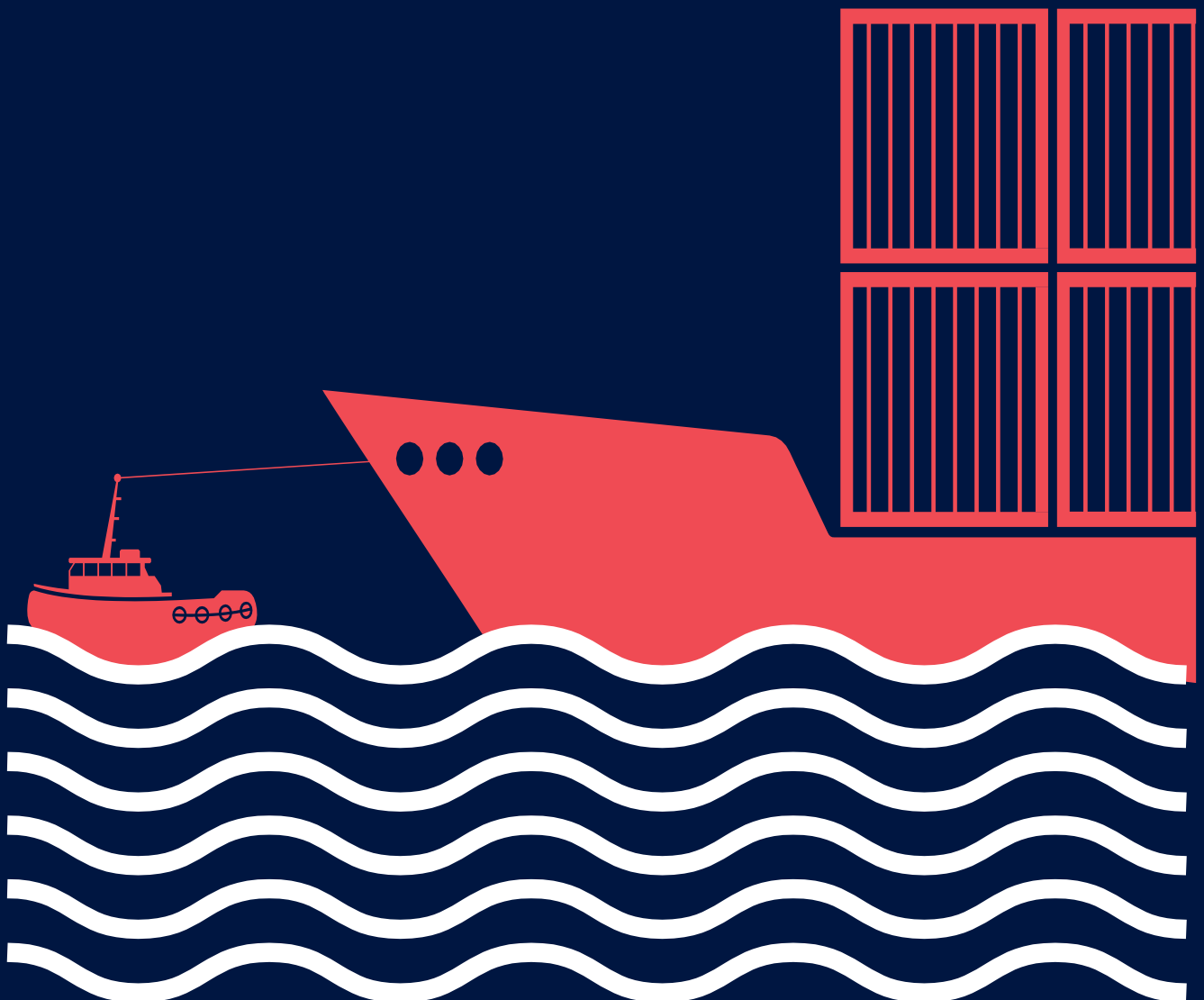


FORTH PORTS SCOTLAND

MARINE RATES AND CHARGES

Operative from 1st January 2026



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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 shall apply for the period from 1st January 2026 to 31st December 2026.

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.
CHA	Competent Harbour Authority in terms of the Pilotage Act 1987.
Chargeable Tonnes	<ul style="list-style-type: none">(a) In the case of barges, dry cargo vessels, general cargo, container vessels, bulk carriers, oil, chemical and gas tankers it shall be the vessel's DWT.(b) In the case of Navy vessels shall be the loaded displacement tonnage x 2.(c) In the case of all other vessels (including survey, offshore support, heavy load carrier, semi-submersible, dive support, cable layers [list is not exhaustive]) apart from those listed above it shall be the Gross Tonnage x 2.
Compulsory Pilotage Area	The area designated as such by Pilotage Directions issued by Forth Ports Limited as CHA from time to time.
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.
ETA	Estimated time of arrival.
ETD	Estimated time of departure.
Fife Ports	These are Methil Docks (excluding Energy Park Fife), Kirkcaldy, Burntisland and Inverkeithing.
Firth Stage 1	From the Eastern Limits to any roadstead or anchorage east of the Forth Rail Bridge and vice versa and docking/un-docking.
Firth Stage 2	From the Eastern Limits to any roadstead or anchorage west of the Forth Rail Bridge and vice versa and docking/un-docking.
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, including Babcock, provided a pilot is engaged from berth to berth.
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.

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

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 Cruise ships (SQ & NH) – 2026. Minimum Pilotage charges per pilotage act

<u>CHARGEABLE TONNAGE</u>			<u>F1(£)</u>	<u>F2 (£)</u>	<u>SHIFT (£)</u>	<u>INTERPORT (£)</u>
0	to	5,000	785	1171	574	1418
5,001	to	8,000	850	1262	574	1521
8,001	to	9,600	943	1347	574	1611
9,601	to	11,200	1192	1645	660	1990
11,201	to	12,800	1288	1755	660	2114
12,801	to	14,400	1376	1810	660	2312
14,401	to	16,000	1480	1919	660	2332
16,001	to	19,000	1579	2073	660	2480
19,001	to	22,000	1645	2182	660	2626
22,001	to	25,000	1700	2292	721	2775
25,001	to	28,000	1821	2391	721	2992
28,001	to	31,000	1897	2511	721	3137
31,001	to	34,000	1974	2609	823	3359
34,001	to	37,000	2012	2718	823	3506
37,001	to	40,000	2083	2837	932	3726
40,001	to	43,000	2215	2944	987	3874
43,001	to	46,000	2299	3044	1046	4093
For each additional 2,000 chargeable tonnes or part thereof, an additional charge of:			78	78	40	40

Small Ports

<u>PORT</u>	<u>PILOTAGE CHARGE (£)</u>
Methil*	626
Kirkcaldy	626

* Does not include Fife Energy Park



SECTION 2

PILOTAGE RATES

Gas tankers - 2026

Minimum Pilotage Charges per pilotage act

<u>CHARGEABLE TONNES</u>			<u>F1 (£)</u>	<u>F2 (£)</u>	<u>SHIFT (£)</u>
0	to	2,000	632	883	575
2,001	to	3,000	664	1049	575
3,001	to	5,000	714	1124	575
5,001	to	7,000	785	1262	575
7,001	to	9,000	850	1348	575
9,001	to	11,000	943	1443	575
11,001	to	13,000	1037	1770	575
13,001	to	15,000	1296	1871	661
15,001	to	17,000	1402	2111	661
17,001	to	19,000	1504	2319	661
19,001	to	21,000	1761	2429	661
21,001	to	23,000	2083	3178	844
23,001	to	25,000	2390	3508	1057
For each additional 2,000 chargeable tonnes or part thereof, an additional charge of:			174	227	120



SECTION 3

PILOTAGE RATES

Hound Point - Tankers to/from Hound Point Marine Terminal - 2026
Minimum Pilotage Charges per pilotage act

<u>CHARGEABLE TONNAGE</u>			<u>F1 (£)</u>	<u>SHIFT (£)</u>
0	to	125,000	3618	2083
125,001	to	200,000	4385	2467
200,001	and	above	7399	4111



SECTION 4

PILOTAGE RATES

**Cruise Vessels To/From Newhaven and South Queensferry
Anchorages - 2026**

Minimum Pilotage Charges per pilotage act

<u>CHARGEABLE TONNAGE</u>			<u>(£)</u>
0	to	5,000	574
5,001	to	8,000	574
8,001	to	9,600	574
9,601	to	11,200	660
11,201	to	12,800	660
12,801	to	14,400	660
14,401	to	16,000	660
16,001	to	19,000	660
19,001	to	22,000	660
22,001	to	25,000	721
25,001	to	28,000	721
28,001	to	31,000	721
31,001	to	34,000	823
34,001	to	37,000	823
37,001	to	40,000	932
40,001	to	43,000	987
43,001	to	46,000	1046
For each additional 2,000 chargeable tonnes or part thereof, an additional charge of:			40



SECTION 5

BOARDING AND LANDING RATES

Boarding and landing charges for ALL vessels - 2026

<u>CHARGEABLE TONNES</u>			<u>BOARDING OR LANDING (£)</u>
0	to	5,000	314
5,001	to	7,500	437
7,501	to	10,000	555
10,001	to	12,500	632
12,501	to	15,000	695
15,001	to	20,000	772
20,001	to	25,000	865
25,001	to	30,000	962
30,001	to	35,000	1066
35,001	to	40,000	1190
40,001	to	50,000	1299
50,001	to	60,000	1425
60,001	to	75,000	1597
75,001	to	100,000	1780
100,001	to	125,000	2111
125,001	to	200,000	2695
200,001	over		3906

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.

Vessels boarding and landing at Methil Port or Fife Energy Park, and west of the bridges are subject to a £557 surcharge per move.





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 £247 per hour or part thereof will be payable, subject to a minimum charge of £988. Should the pilot be replaced by another pilot due to the length of time involved in the standby then the £988 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 £988 for the first four hours, thereafter at £247 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 £275 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 £247 per hour or part thereof is payable, subject to a minimum charge of £988 in respect of the time the pilot is in attendance.

A charge for travel expenses of £1.11 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 £247 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 £547 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 £247 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. Detention charges will be applied for; A Pilot detained on a vessel due to failed lock gates, activation of VED's due to Pilot detention, delays in Gangway and safe access/egress, poor ship handling causing unnecessary delays in the operation.

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 £547 on the applicable pilotage rates.

E) DEAD SHIP MOVES, AND ACTS OVER 6 HOURS

All dead ship moves, and acts over 6 hours will be subject to a double charge on tariff.



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 £247 per hour or part thereof subject to a minimum charge of £988 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 £275 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 £4,033 + VAT per day for 2 pilots, plus £1,477 + 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 i.e. 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: | £801 |
| 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: | £801 |
| d) Renewal of a PEC for part of, or whole of, the Compulsory Pilotage Area: | £439 |
| e) Replacement of a PEC for part of, or whole of, the Compulsory Pilotage Area, or any amendment to a PEC certificate: | £220 |
| f) Re-validation of PEC for part of, or whole of the Compulsory Pilotage Area, required at four yearly intervals: | £801 |
| 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 Conservancy Charges

Section 2 Charges for lay-up anchorages and additional conservancy

Section 3 Launching of vessels into Forth Ports SHA

Section 4 Environmental Levy



SECTION 1

CONSERVANCY CHARGES

HOUD POINT

All vessels for Hound Point terminal will be charged at the rate of £0.29 per chargeable tonne.

ALL OTHER PORTS and ANCHORAGES

Vessels using all other ports and anchorages on the Forth other than those indicated above will pay the following rates:

CHARGEABLE TONNES	PRICE
0 – 100	Exempt*
101 – 2,500	Fixed £425
2,501 – 25,000	17 pence per Chargeable Tonnes
25,001 – 45,000	20 pence per Chargeable Tonnes
45,001 – 75,000	22 pence per Chargeable Tonnes
75,001 – 150,000	24 pence per Chargeable Tonnes
150,001 – 250,000	26 pence per Chargeable Tonnes
250,001 – 400,000	28 pence per Chargeable Tonnes
400,001 and above	30 pence per Chargeable Tonnes

** Exemption only applies to non-commercial vessels; commercial vessels pay a minimum charge of £425*

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 48 hours for all vessels other than offshore rigs and semisubmersibles, not including time alongside in any port or terminal. Any stay beyond 48 hours shall be subject to the charges set out in Section 2.

UK Naval vessels are exempt from conservancy charges (other than launching conservancy charge), however all foreign going Naval vessels are subject to the charges within this section.

Small vessels such as CTVs, workboats, dive support vessels operating from a port for an extended period may apply to the Harbour Master for a specific project conservancy rate.



SECTION 2

CHARGES FOR LAY UP ANCHORAGES & ADDITIONAL CONSERVANCY

The following charges apply to all vessels and rigs requiring layup. Vessels utilising 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 48 hours stay limit set out within Section 1.

The charges are per day or part of a day. All rates quoted are in addition to any other Conservancy charges. The following charges apply to any vessel over 100 chargeable tonnes.

CHARGEABLE TONNAGE

DAILY CHARGE (£)

0 – 100	Exempt*
101 – 2,500	212
2,501 – 25,000	371
25,001 – 45,000	530
45,001 – 75,000	636
75,001 – 150,000	742
150,001 – 250,000	848
250,001 – 400,000	954
400,001 and above	1060
Offshore rig/semi-submersible	689

* Exemption only applies to non-commercial vessels; commercial vessels pay a minimum charge of £212

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. A "Cold stack at anchor" form must be submitted to FTNS and approved prior to an extended stay at anchor being permitted.
3. To ensure the highest levels of safety Forth Ports Limited will issue procedures to vessels utilising these facilities which must be adhered to.
4. 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.
5. Vessels must be aware of and adhere to all local Byelaws, GDN's and Notices to Mariners.





SECTION 3 – LAUNCHING OF VESSELS INTO FORTH PORTS SHA

Regardless of vessel type (including UK Naval vessel), vessels entering the limits of the Forth after being launched will be liable for an additional Conservancy charge as per banding per chargeable tonnes. This is in addition to any subsequent Conservancy charges.

SECTION 4 – ENVIRONMENTAL LEVY

All vessels passing the eastern limits for the Forth will be charged an environmental levy of £0.017 per Chargeable Tonne per visit. Vessels crossing the limits of the Forth regardless of whether they eventually berth at a port/terminal on the river will be charged the Environmental Levy. Any vessel having crossed the limits of the Forth and then engaging in an interport voyage within the Forth will also be charged the Environmental Levy for each passage.



ADDITIONAL CHARGES

Section 1	<u>Charges for vessels working at anchor / on river</u>
Section 2	<u>Charges for vessels bunkering at anchorages</u>
Section 3	<u>Charges for attending meetings</u>
Section 4	<u>Charges for consultancy work</u>
Section 5	<u>Issue of Notice to Mariners</u>
Section 6	<u>Charges for carrying out audits and inspections</u>
Section 7	<u>ISPS charges</u>
Section 8	<u>Dangerously weighted heaving line charge</u>



SECTION 1 – CHARGES FOR VESSELS WORKING AT ANCHOR / ON RIVER

Any vessels or rig anchored in any of the designated anchorages or on the river Forth (not alongside) which are transferring cargo is charged as follows:

VESSELS	CHARGE (£)
Dry bulk cargo	1.91 per tonne
Offshore structures such as jackets, platforms or topsides	12.72 per tonne
Transfer of passengers	8.08 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 load carrier 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 2 – CHARGES FOR VESSELS BUNKERING AT ANCHORAGES

Charges for any vessels or rigs anchored in any of the anchorages for bunkers is £2.79 per tonne. This is in addition to any Conservancy or Pilotage charges that may apply.

SECTION 3 – CHARGES FOR ATTENDING MEETINGS

Where any Marine staff are required to attend a meeting outside normal operational duties a charge of £265 per hour or part thereof, with a minimum of 4 hours may be charged. Travel is in addition and is charged at £1.13 per mile to and from auditor's main place of work.

SECTION 4 – 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 5 – 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 £371, with any subsequent changes and reissuing being charged at £159. 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%

SECTION 6 – CHARGES FOR CARRYING OUT AUDITS OR INSPECTIONS

Where any Marine staff attend a vessel or site to carry out an audit or inspection duties a charge of £265 per hour or part thereof with a minimum of 4 hours may be charged. Travel is in addition and is charged at £1.13 per mile to and from auditor's main place of work.

SECTION 7 – 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 £292 in respect of the International Ship and Port Facility Security Charge. Applies to vessels over 500GT, does not apply to naval vessels.

SECTION 8 – DANGEROUSLY WEIGHTED HEAVING LINE CHARGE

Vessels found using dangerously weighted heaving lines may be subject to a charge of £1000 per occurrence (two dangerously weighted heaving lines thrown from same vessel i.e. one forward and one aft could result in a £2000 charge).

From COWSP: *To prevent injury to seafarers receiving heaving lines, the monkey's fist should be **made with rope only and must not contain added weighting material**. Safe alternatives include a small high-visibility soft pouch, filled with fast-draining pea shingle or similar, with a weight of not more than 0.5 kg. Under no circumstances is a line to be weighted by items such as shackles, bolts or nuts, or twist locks.*

Any money collected via the charges in this section will be donated to a marine "charity" at the end of the calendar year.



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.



