



# Great Yarmouth Port Company Ltd\*

Port Dues and Charges

Operative from:  
**1st January 2025**

Peel Ports Group  
**More Than Ports**

# Port Charges

## Great Yarmouth

Contents

Definitions

General Conditions

Chapter 1 - Vessels and Goods

### **Part 1 Port Tariff River Port**

- Ship Dues
- Leisure Craft
- Layby
- Period Tolls
- Environmental Levy
- Resident Small Craft Annual Fees
- Goods Dues – General Cargos
- Marine Services
- Terms and Conditions for Tariff Items (Chapter 1 (Part 1))

### **Part 2 Outer Harbour and Port Limits**

- Conservancy Charges
- Harbour Dues
- Layby
- Period Tolls
- Environmental Levy
- Goods Dues – General cargoes
- Port Admin Fee
- Marine Services
- Terms & Conditions for Tariff Items (Chapter 1, Part 2)

Chapter 2 - Pilotage

**Part 1 Pilotage Services**

**Part 2 Pilotage Charges**

**Part 3 Pilotage Exemption Scheme**

**Chapter 3 - Towage**

**Chapter 4 - Quay**

**Part 1 River Port**

- Quay Charge

**Part 2 Outer Harbour and Port Limits**

- Quay Charge

**Chapter 5 - Other Sundry Charges**

**Part 1 River Port**

- Waste Charges
- Port Security Charges
- PortLinks Intervention fee
- Port Crane Charges
- Labour Charges
- Office, Warehousing and Open Storage Facilities
- Fine - use of excessively or dangerously weighted heaving lines
- Ancillary Port Services
- Terms & Conditions for Tariff Items (Chapter 5, Part 1)

## **Part 2 Outer Harbour and Port Limits**

- **Waste Charges**
- **Port Security Charges**
- **PortLinks Intervention Fee**
- **Crane and plant equipment charges**
- **Labour charges**
- **Office, warehousing and open storage facilities**
- **Ancillary Port Services**
- **Fine – use of excessively or dangerously weighted heaving lines**
- **Terms & Conditions for Tariff Items (Chapter 5, Part 2)**

## Definitions

1. In these terms and conditions and charging provisions, unless the context otherwise requires:

“Company”	means Great Yarmouth Port Company Limited (Registered No. 05971330) having its registered address at Maritime Centre, Port Of Liverpool, Liverpool, England, L21 1LA.
“Customer”	means any person for whom Services are performed or provided by the Company, including:- 1. where used in relation to any Goods; the owner, consignor, shipper, consignee, receiver or other person in charge of the Goods or other respective agents (other than the Company) in relation thereto. 2. where used in relation to any road or rail vehicles; the owner, agent, operator, driver or other person in charge of the vehicle.
“Goods”	means includes any goods, cargo, commodities, livestock, articles and things of every description (including any crates or packaging within which they may be contained).
“Great Yarmouth Port Authority”	means the Competent Harbour Authority and Statutory Harbour Authority for the Port of Great Yarmouth
“GT”	means Gross Tonnage as calculated in accordance with the Merchant Shipping (Tonnage) Regulations 1997.
“GRT”	means Gross Register Tonnage as defined in the Merchant Shipping Acts (1947 Oslo Convention).
“Harbour Master”	means the harbour master appointed by the Company and includes the harbour master’s authorised deputies and assistants and any person authorised by the Company to act in that capacity.
“Length Overall” (LOA)	means the extreme length of the vessel as declared on the vessel’s Tonnage Certificate or in Lloyds Register of Shipping.
“Pilotage Area”	As defined in the current Great Yarmouth Port Authority Pilotage Directions for which the Great Yarmouth Port Authority is the Competent Harbour Authority pursuant to the Pilotage Act 1987.
“Port”	means the Port of Great Yarmouth as defined by section 4 (Limits of the Port of Great Yarmouth) of the Act of 1866, as that section has effect by virtue of the Great Yarmouth Port and Haven Revision Order 1982 and

section 42 (Extension of limits of Port of Great Yarmouth) of the Great Yarmouth Outer Harbour Act 1986, but does not include those areas removed by from the jurisdiction of the Great Yarmouth Port Authority by the Norfolk and Suffolk Broads Act 1988 and the Broads Authority Act 2009 and also includes the , bridges, wharves, quays, berths, roads, and other property and works of every description and nature, and the buildings, structures and erections thereon, for the time being owned, occupied or managed by the Company.

- “Port User” means, without limitation, any owner, shipper, consignee, agent, hirer, licensee, visitor, occupier, invitee or other entity or person being present at the Port and/or having access to and/or use of the Port’s infrastructure and facilities.
- “Services” means any service or operation of whatsoever nature performed or provided by the Company.
- “vehicle” means any vehicle, including any motor car, motorcycle, lorry, trailer, tractor, steam roller, excavator, agricultural machine or other machine on wheels or tracks.
- “vessel” includes any vessel, ship, lighter, keel, barge, boat, raft, pontoon and craft of any kind, however, navigated, propelled or moved, and any hovercraft and any hydrofoil vessel and any seaplane on the surface of the water and for the purpose of this present definition (i) a ‘hovercraft’ means a hovercraft within the meaning of the Hovercraft Act 1968 and (ii) a ‘hydrofoil vessel’ means a vessel however propelled designed to be supported on foils’.

2. Unless the context otherwise requires, words implying the singular include the plural and vice versa and words importing gender shall include any other gender.
3. Unless otherwise stipulated in any special conditions relating to Services and facilities provided by the Company, all vessels may enter or leave the Port or use the Company’s equipment or facilities or the service of its employees for or in connection with the loading, discharging or trans-shipping of Goods or in connection with repairing, fitting out, victualing, provisioning or laying-by of the vessel only with the consent of the Company and subject to:
  - a. payment of the relevant dues or other charges;
  - b. such terms and conditions as the Company may impose;
  - c. the lawful directions of the Harbour Master or other appropriate officers of the Company, and
  - d. compliance with the Statutes, Byelaws and regulations of the Company.
4. The Company notwithstanding any consent given or arrangement made shall be at liberty to vary, postpone or cancel such arrangements for any reason whatsoever

without the Company thereby incurring to any person any liability whatsoever for loss, damage, injury, delay or expense.

5. The Company does not take any charge of or assume any responsibility whatsoever in respect of any vessel navigating or lying in the Port, or entering, leaving, moving, mooring or unmooring in the Port; all craft under such circumstances being at the sole risk of the owner, who alone is responsible for the safety and security of their vessel and moorings and also for any damage done by their vessel or servants to the Port, or to vessels or Goods in or upon any part of the Port.
6. When complying with the lawful directions of the Harbour Master or other appropriate officers of the Company, every vessel will remain at the risk of the owner thereof and all things done, whether by the Company or the owner, in pursuance of execution or intended execution of such directions will be deemed to be done by the owner and all costs and expenses incurred, including those issued by the Company, will be for the owner's account.
7. Unless agreed to the contrary by the Company, the owner of a vessel warrants that any vessel that it brings into or causes to be within the Port is:
  - (a) seaworthy and operated in compliance with all relevant international standards and regulatory requirements (including, by way of example only, the ISM Code, flag state, classification society and UK Maritime & Coastguard Agency or equivalent) regarding safety, stability, seaworthiness, fitness for purpose and security;
  - (b) covered by P&I insurance with reputable P&I or London market insurers in respect of third-party liability risks (including but not limited to Goods (cargo) damage, pollution and wreck removal) and for levels of cover as would normally be taken out by a prudent operator of comparable vessels in similar trades;

and shall ensure that the vessel is operated and covered by P&I insurance in accordance with requirements (a) and (b) above respectively at all times that the vessel is within the Port and must provide to the Company on demand documentary evidence of such status.

8. All Goods at the Port (whether in transit, laid down or deposited) are at the owner's risk in every respect. The Company has no custody of such Goods and shall not be responsible for any loss or damage.
9. Goods are not in the custody of the Company unless taken possession of by the Company as warehousemen or carriers in accordance with the Company's relevant terms and conditions from time to time in force.
10. The Company's Services shall be undertaken only in accordance with the Company's relevant terms and conditions from time to time in force. The Company requires the appropriate requisition, together with any other necessary documents, to be lodged before any service is begun.
11. When an agent for a vessel ceases to act whilst that vessel is still in the Port and does

not accept responsibility for all charges arising, that agent must at once notify the Company so that charges may be correctly debited to the responsible parties.

12. When discharging or loading a vessel, the Company may, on request, furnish to the owner or agent an estimate, to the best of its ability, of the time at which discharging, or loading is likely to finish. In giving this estimate, the Company accepts no responsibility for any inaccuracy or for any delay in finishing discharging or loading.
13. These terms and conditions and charging provisions, including the charges herein, may be altered or varied at any time and from time to time in such respects and in such manner as the Company may determine.
14. Where the Company has agreed to provide any Services or facilities in respect of which no charges have been assigned in this schedule, then the charges applicable to those services or facilities will be as determined from time to time by the Company.
15. Except where specified herein to the contrary, all charges payable hereunder are payable on demand unless otherwise agreed by the Company. The Company may charge interest on any overdue amount in accordance with the Late Payment of Commercial Debts (Interest) Act 1998.
16. Value Added Tax (or any other tax required to be levied on the Company's charges) shall be payable where applicable at the appropriate rate current from time to time on and in addition to the charges specified or referred to herein. The Company's VAT Registration number is GB 618 6241 39.
17. Payments should be made to: Great Yarmouth Port Company Limited  

Sort Code:	60-13-19
A/C: No.	45425051
IBAN:	GB10NWBK 60131945425051
BIC:	NWBKGB2L

Remittances should be posted to Credit Control Section, Great Yarmouth Port, Maritime Centre, Port of Liverpool, Liverpool, L21 1LA. Or email [remittances@peelports.com](mailto:remittances@peelports.com).
18. All activities undertaken and Services provided by the Company are in accordance with these terms and conditions and charging provisions, and all applicable statutes, byelaws, directions, regulation and terms and conditions for trade or the supply of services, which will continue to apply except where varied from time to time by the Company.
19. By (a) entering the Port with a vessel; (b) landing, depositing, loading or storing Goods within the Port; (c) requesting any Services from the Company; or (d) making use of any of the Company's equipment or facilities, the relevant person, Hirer or owner (or their appointed agents) is deemed to have acknowledged and accepted these terms and



conditions and charging provisions (including the charges herein and any associated directions, regulations or terms and conditions).

20. Nothing in these terms and conditions and charging provisions will restrict, prejudice, or affect the Company's powers and duties in the exercise of its functions as the statutory harbour authority for the Port and its approaches or as the competent harbour authority.
21. The Company may collect and process information relating to the owner, and their appointed agents, in accordance with the privacy notice that is available on the Peel Ports Group website. Each party agrees to comply with their respective obligations under the Data Protection Legislation.
22. The terms and conditions cannot be varied other than in writing by the Company.
23. These terms will be governed by and construed in accordance with English Law.

#### **Documents to be Furnished by the Customer, Master or Owner**

Unless otherwise agreed in advance by the Company, the Customer, master or owner of every vessel discharging or loading Goods must supply to the Company the following documents confirming the quantity of Goods discharged or loaded in the Port and the days upon which discharging, or loading took place:

- i) Bills of Lading or Cargo Manifest (indicating the weight of Goods and details of the shippers, consignees and freight payers); and
- ii) Statement of Facts

Where the quantity of Goods discharged does not match that shown on the relevant Bill of Lading, then a certified discrepancy report (including details of supporting surveys etc.) must be provided.

These documents must be supplied by the Customer, master or owner, or the appointed agent, to the Company within two working days from the day upon which the vessel completed discharging or loading as appropriate. The documents must be uploaded via the associated booking using the Company's Online Booking Portal (OBP). On vessel departure, the Company will send a notification to the registered e-mail address of the appointed agent for the vessel. This notification will contain a link to the area where final tonnage volumes must be uploaded and confirmed.

Please note that the Company no longer accept documents or information confirming final tonnage volumes submitted via alternative means such as e-mail or telephone. It is the responsibility of owner of the vessel / Goods (or their appointed agent) to ensure that that documents are uploaded via the link provided by the Company and that such information is provided within the timescales stated.

Failure to comply with the electronic process or submission of tonnage declarations later than two working days from the day upon which the vessel completed discharging or loading will incur a charge of **£1,000.00 per instance**.

### **Audit**

The Company reserve the right, upon the giving of reasonable notice to the Customer, master, owner, Vessel Agent, Operator, Cargo Receiver or Cargo Shipper, to require the production of, and to receive, view and / or copy, any relevant document or material within that party's reasonable control that demonstrates and evidences the quantum or movement of any Goods or other throughput that may be received, loaded, discharged, stored or otherwise handled within the Port. Such documentation and materials shall be provided to the Company upon request, without charge and during Company normal working hours.

For the purposes of undertaking periodic audits, the Company also reserve the right to review any recordings, data, reports, measurements produced from equipment under the control of any party and used to load, discharge or store and monitor Goods e.g. including but not limited to CCTV / ANPR etc.

### **Withdrawal of the United Kingdom from the European Union "Brexit"**

The Port reserves all rights to introduce a Brexit Surcharge should legislative changes dictate a material change to the Port's operational activity during 2025. This includes but is not limited to the physical presentation of examinations, examination activity and supporting administration.

### **Company Land Rights and use of Natural Resources**

All Port Users must seek the permission of the Company before exploiting the Port's natural resources, including but not limited to exploitation via water abstraction and discharge, marine capture, sand abstraction, harnessing of wind and wave energy, installation of cables, pipelines or other infrastructure, equipment or kit designed to make direct or indirect use of such natural resources.

The Company is entitled to charge Port Users in relation to such exploitation of the Port's natural resources ("Land Exploitation Levy"). Such charge may reflect not only the value of the resources themselves but also the costs incurred by the Company in re-directing its marine operations to accommodate the Port Users' activities.

### **Seafarers' Wages Declaration**

Under the Seafarers' Wages Act (the 'Act') and relevant regulations, from 1 December 2024, the Company is required to demand a declaration from vessel operators that all seafarers onboard vessels are paid a wage at least equivalent to the UK's national minimum wage while working in UK territorial waters. Failure to provide this declaration will result in a surcharge in

accordance with the terms of the Act, plus an additional Company administration fee. Failure to pay the surcharge applied under the Act may result in a refusal of access.

**Recovery of Costs for Dealing with Wrecks and Dangerous or Abandoned Vessels**

The Company shall apply its statutory rights and enforce those rights on Customers, masters, owners, or Port Users regarding the recovery of any and all costs or expenses incurred by the Company in relation to dealing with wrecks, and dangerous or abandoned vessels at the Port.

# Chapter 1 - Vessels and Goods

## 1. Tariff River Port

### 1. Ship Dues

These rates are chargeable upon each entry through Pier Heads & cover the vessel for up to a 96 hour period in Port. All commercial vessels and any leisure vessels over 40m LOA are subject to a Minimum Charge of £85.97

(£ per G.T.)

- |   |       |
|---|-------|
| a) General Cargo Vessels, Tankers & Bulk Carrier  | £0.92 |
| b) Tugs & Offshore Support Vessels (including those with walk to work technology)                                       | £1.79 |
| c) Barges & Self Propelled Jack-up Vessels  | £2.33 |
| d) Fishing Vessels, Training Vessels (including tall ships) & Naval Vessels (Subject to Confirmation of Classification) | £1.29 |

### 2. Leisure Craft *(these fees are payable in advance of entry to the ports Jurisdiction)*

- |  |                           |
|--|---------------------------|
| a) Non commercial craft under 40m LOA transiting the river                         | £20.85 <i>(per entry)</i> |
| b) Non commercial craft under 40m LOA berthing within the river <i>(per 24hrs)</i> | £31.30                    |

To make payment for either of these leisure craft charges listed above in section 2 please contact Credit Control on 0151 949 6254, please ensure you quote your vessel name, date of entry to the Port and length of stay if applicable.

### 3. Layby

- a) Vessels which are off charter (not actively employed) &/or not under maintenance/repair may be entitled to a reduced Layby rate. Application for this rate would need to be approved in advance by the Commercial Department ([GreatYarmouthSales@peelports.com](mailto:GreatYarmouthSales@peelports.com))

### 4. Period Tolls

- a) Any Vessel in item 1 (Ships Dues) (a) to (d) above which remains in the Port for a continuous period greater than 96 hours from entry will be charged 1/4<sup>th</sup> of the

applicable Ship Dues for each successive complete or incomplete period of 24 hours that it remains thereafter.

- b) Any Vessel subject to the Minimum Charge will be charged for each complete or incomplete period of 96 hours that it remains in port after the first period.

#### 5. Environmental Levy

The Owner and the Master of a vessel which comes into or goes out of the Port are jointly severally liable for the Environmental Levy as set out below:

	Per GT of the vessel per Voyage (Minimum Fee £0.22 per voyage)
a) Vessels carrying Hydrocarbons as cargo	£0.014
b) All Other Vessels	£0.008

#### 6. Resident Small Craft Licence Annual Fee

- a) Small Craft (including those engaged in commercial fishing but excluding those mentioned in items 1 (Ship Dues), 2 (Leisure Craft), 3 (Layby) and 4 (Period Tolls). Consolidated annual rate for Resident Small Craft Licence having a specific berth allocation.

River Port Jurisdiction Only	£688.00
------------------------------	---------

#### 7. Good Dues – general cargoes

	(£ per unit)
a) All aggregates including Coal (per tonne)	£1.57
b) Timber Products (per cubic metre)	£1.57
c) Animal Feed, Barley, Pulses, Wheat & Grain (per tonne)	£1.29
d) Bulk Fertiliser & Liquid Fertiliser (per tonne)	£1.57
e) Scrap Metal (per tonne)	£1.57
f) Concrete Mats & Structures (per tonne)	£3.87
g) Fuel Oils & Bulk Liquids (per tonne)	£3.12
h) Container Units (per Unit)	£10.43
i) All other manifested cargo (per tonne)	£15.65

#### 8. Port Admin Fee

- a) Levy towards the cost of statutory external administration requirements. Applied to all vessels upon entry
- |  |        |
|--|--------|
|  | £37.44 |
|--|--------|

#### 9. Marine Support Services

- a) Mooring & Unmooring (per event)
- |     |                                   |         |
|-----|-----------------------------------|---------|
| i.  | Vessels up to 100 metres LOA      | £158.72 |
| ii. | Vessels 100 metres or greater LOA | £277.00 |
- Mooring River North surcharges as item 9 (a) i or ii x 130%  
(for any mooring activity North of berths 12D & 32A)
- b) Cancellation
- |     |                                 |                   |
|-----|---------------------------------|-------------------|
| i.  | Two hours or more notice        | 50% of the above  |
| ii. | With less than two hours notice | 100% of the above |
- c) When using a pilot boat for the purposes of shipping on or shipping off.  
(up to four persons/hand luggage/packages)
- |     |   |           |
|-----|---|-----------|
| i.  | within 2 hours                                | £1,270.00 |
| ii. | excess time charge (per hour or part thereof) | £635.00   |
- d) Towage:
- Towage may be required in order to ensure safety of navigation. Ship Masters, Owners & Agents are directly responsible for procuring & paying for towage for vessels where towage is required. The Company does not supply or procure towage. The Great Yarmouth Harbour Office must be notified in advance of all towage operations & a towage assessment form completed and sent to [GreatYarmouthHarbourOffice@peelports.com](mailto:GreatYarmouthHarbourOffice@peelports.com) for approval.
- e) The Company reserve the right to apply a fuel surcharge in the event of transition to environmentally friendly fuels or during periods of volatile fuel prices.

## 10. Rate for consultancy services

Charges shall apply where Company employees provide consultancy services or incur chargeable man-hours through the provision of other services including (but not limited to undertaking research; requested attendance at meetings or other support including in relation to the provision of dredging / work licences or other perimetry). Please contact [GreatYarmouthHarbourOffice@peelports.com](mailto:GreatYarmouthHarbourOffice@peelports.com).

## 11. Terms & Conditions for Tariff Items (Chapter 1, Part 1)

### A. SHIPS DUES, LEISURE CRAFT, LAYBY AND PERIOD TOLLS

- a) Vessels measured in accordance with the International Convention on Tonnage Measurement of Ships 1969 and the Merchant Shipping (Tonnage) Regulations 1997 (as amended) will be charged at the appropriate rate on entry.
- b) Vessels not measured under (a) above, or which cannot produce either an International Tonnage Certificate or a Tonnage Certificate showing the excluded spaces from which a comparable measurement can be made under the 1969 Convention, will be measured, using length overall, breadth, moulded depth and the appropriate conversion factor. The result of this calculation, multiplied by two, will be the rate charged on entry.
- c) Ship Dues charged on segregated ballast oil tankers, will be in accordance with Council Regulation (EC) No. 2978/94 of the European Commission, on presentation of an International Tonnage Certificate for the vessel showing the tonnage figure which results from the deduction of the tonnage measurement for the vessel's segregated ballast tanks.
- d) Ship Dues, Leisure Craft, Layby and Period Tolls are payable on entry and shall commence from the time at which the vessel either:
  - i. passes Gorleston Pier inwards from sea, or
  - ii. passes south of the River Yare/Bure confluence from the north, or
  - iii. otherwise enters the port jurisdiction from land
- e) If at any time, a particular Ship Due is found to be inapplicable, the appropriate Due will be substituted for it and the amount payable will be re-calculated and charged accordingly.
- f) If a vessel transits from the Outer Harbour to the River Port, the appropriate River Port tariff charges will apply.
- g) Leisure Craft transiting fee and Mooring fee is payable prior to the vessels arrival to the Port. Failure to pay the fee in advance may result in the charge being doubled and refusal of port services e.g. Bridge Lifts, etc.
- h) Hire Leisure Craft are not permitted in the Port or Downstream of the Yare/Bure confluence.
- i) North of the River Yare/Bure confluence, the Navigation Authority is the Broads Authority Visiting small craft which enter the Broads Authority's navigation area become liable to the appropriate tolls for that area. For further information, contact the Broads Authority, Yare House, 62-64 Thorpe Road, Norwich, NR1 1RY (Telephone: 01603 610734; Web: <https://www.broads-authority.gov.uk/>).

**B. RESIDENT SMALL CRAFT LICENCE ANNUAL FEES** (item 6 (Resident Small Craft Licence Annual Fees))

- a) "Small Craft" means a vessel whose length overall is less than 20 metres.
- b) The application of Item 6 is dependent on the availability of berths.
- c) Item 6 will only apply to a Small Craft which has sole use of a specific berth. The owner of the Small Craft must produce written evidence to the Harbour Office in advance which states there is an agreement between the owner of the vessel and the owner/operator (whether the Company itself or another party) of the berth for the use of that berth by that craft on an annual basis. In addition to this the owner of the vessel must complete the annual small craft declaration form and supply evidence of insurance before being accepted and granted a RSC Licence.
- d) For the purposes of Item 6, the "consolidated annual rate" is payable, in full, for the year commencing on the 1st January from which this Port Tariff becomes effective, by the person who owns the Vessel on that date. No apportionment or refund of this rate for periods of less than the calendar year is permitted and is non-transferable to another craft or owner.

**C. MARINE SUPPORT SERVICES** (item 9 (Marine Support Services))

- a) Provision of the shipping on/off service is dependent on weather conditions and vessel availability.
- b) Users of the shipping on/off service are responsible for ensuring that any person to be transported is capable of transferring between vessels. The Company reserves the right not to transport any person who is considered to be unfit to travel, but the full charge will still apply.
- c) Boarding and landing points in the Port must be agreed in advance.
- d) The shipping on/off service is regulated by safety procedures and is under the control of the launch coxswain, whose instructions must be complied with at all times.
- e) The maximum carrying capacity is governed by the load-line requirements of the launch.
- f) All hand luggage and packages must be secure and properly packaged for transfer and no item exceeding 20 kg will be permitted.
- g) Embarkation/disembarkation is subject to immediate turn-round at the vessel.
- h) The Excess Time Charge will apply to the duration of any delay, whether occurring at the boarding/landing point or (except for normal operating requirements) caused at the vessel.



- i) The use of the Company's mooring crews will be compulsory for all vessels of LOA 40 metres or more, when arriving, sailing or shifting berth within the port.
- j) Where towage is being carried out mooring charges will be based on the whole length of the tow and not to the individual vessels

## 2. Outer Harbour and Port Limits

### 1. Conservancy charges

These rates are chargeable upon each entry within a 200 meter zone off the Outer Harbour Pier Heads and are subject to a minimum charge of £152.43

All Vessels	Up to 3,500 GT	£0.19 per GT
	3501 to 8000 GT	£0.36 per GT
	8001 to 11,000 GT	£0.53 per GT
	11,001 & above	£0.70 per GT

### 2. Harbour dues

These rates are chargeable upon each entry through the Outer Harbour Pier Heads and cover the vessel for a 24 hour period in port subject to a Minimum Charge of £1,730.00.

- |  |              |
|--|--------------|
|  | (£ per G.T.) |
| a) Bulk cargo vessels handling UK cargoes within the UK                            |              |
| £1.71  |              |
| b) Bulk cargo vessels handling exports/imports from outside the UK                 | £2.57        |
| c) Tugs & Ships Engaged in Offshore Activity<br>(including Oil/Gas/Renewables etc) | £2.38        |
| d) Barges & Self Propelled Jack-Up Vessels   | £2.56        |
| e) All other categories of Vessel  | P.O.A        |

### 3. Layby

- a) Vessels which are off charter (not actively employed) &/or not under maintenance/repair may be entitled to a reduced Layby rate. Application for this rate would need to be approved in advance by the Commercial Department (*GreatYarmouthSales@peelports.com*)

#### 4. Period tolls

- a) Any vessel which remains in Port for a continuous period exceeding 24 hours will be charged as follows:-
- i. Any Vessel subject to the Minimum Charge item 2 (Harbour Dues) will be charged for each complete or incomplete 24-hour period that it remains in port after the first 24 hour period.
  - ii. All Vessels mentioned above in item 2 (Harbour Dues) (a) to (e) will be charged 50% of the harbour due rate for each complete or incomplete 24-hour period that it remains in port after the first 24 hour period.

#### 5. Environmental Levy

The Owner and the Master of a vessel which comes into or goes out of the Port are jointly and severally liable for the Environmental Levy thereon as set out below:

	Per GT of the Vessel per Voyage (Minimum Fee £0.22 per voyage)
a) Vessels carrying Hydrocarbons as cargo	£0.014
b) All other vessels	£0.008

#### 6. Goods dues – General cargoes

a) Wind Turbine Generators (WTG's) (per tonne)	£10.33
b) Tower Sections (per tonne)	£10.33
c) Blades (per tonne)	£10.33
d) Cable Reels, Carousels & Windfarm Other (per tonne)	£10.33
e) Monopiles, Jackets & Gravity Based Foundations (per tonne)	£10.33
f) Transfer Pieces (per tonne)	£10.33
g) Grout Bags & Rock Bags (per tonne)	£3.18
h) Lifting Frames & Equipment (per tonne)	£4.59
i) Decommissioning related cargo (per tonne)	£9.47
j) Concrete Mats & Structures (per tonne)	£3.87
k) Scrap Metal (per tonne)	£2.96
l) Steel Sections (per tonne)	£9.47

m) Automotive (per unit up to 2.5 tonnes each)	£14.02
n) Fuel Oils & Bulk Liquids (per tonne)	£3.12
o) Container Units (per unit)	£10.43
p) All Other Manifested Cargo	£15.65

## 7. Port Admin Fee

a) Levy towards the cost of statutory external administration requirements, applied upon entry of all vessels	£37.45 (per vessel entry)
---	------------------------------

## 8. Marine Support Services

a) When using a Pilot boat for purposes of shipping on or shipping off (up to 4 persons/hand luggage/packages)	
within 2 hours (per hire)	£1,270.00
excess time charge (per hour or part thereof)	£635.00

The Company reserves the right to apply a fuel surcharge in the event of transition to environmentally friendly fuels or during periods of volatile fuel prices.

b) Services of Boatmen- Mooring or Unmooring	
Vessels up to 100 metres LOA	£233.88
Vessels of 100 metres to 120 metres LOA	£467.76
Vessels of 120 metres to 150 metres LOA	£749.01
Vessels greater than 150 metres LOA	£999.61
Overweight mooring lines surcharge + 50%	
c) Cancellation of Services of Boatmen	
Between two hours and twelve hours' notice	50% of above
With less than two hours' notice	100% of above
d) Towage Services	



- d) If a vessel transits from the River Port to the Outer Harbour the appropriate Outer Harbour tariff charges will apply.
- e) If at any time, a particular Conservancy Charge is found to be inapplicable, the appropriate Due will be substituted for it and the amount payable will be re calculated and charged accordingly.
- f) For any vessel with less than 15 G.T, the appropriate toll is subject to VAT.

**B. HARBOUR DUES (item 2 (Harbour Dues))**

- a) Vessels measured in accordance with the International Convention on Tonnage Measurement of Ships 1969 and the Merchant Shipping (Tonnage) Regulations 1982 (as amended) will be charged at the appropriate rate on entry.
- b) Vessels not measured under item (a) above, or which cannot produce either an International Tonnage Certificate or a Tonnage Certificate showing the excluded spaces from which a comparable measurement can be made under the 1969 Convention, will be measured, using length overall, breadth, moulded depth and the appropriate conversion factor. The result of this calculation, multiplied by two, will be the rate charged on entry.
- c) Harbour Dues item 2(a) to 2 (e) are payable on entry when an inbound vessel passes through the breakwater heads, or when a vessel at anchor or attached to the seabed (in any manner) within the Port limits seaward of the Outer Harbour entrance, commences any ship transfer operations of cargo, personnel or Goods of any kind.
- d) A period commences from the time at which the vessel passes the breakwater, or when a vessel at anchor or attached to the seabed (in any manner) within the Port limits seaward of the Outer Harbour entrance, commences any ship transfer operations of cargo, personnel or Goods of any kind.
- e) NB: this toll is payable in addition to any conservancy toll for which the vessel is liable.
- f) If, at any time, a particular Harbour Due is found to be inapplicable, the appropriate Due will be substituted for it and the amount payable will be re calculated and charged accordingly.
- g) For any Craft with less than 15 G.T., the appropriate toll is subject to VAT

**C. MARINE SUPPORT SERVICES (item 8 (Marine Support Services))**

- a) Provision of the shipping on/off service is dependent on weather conditions and vessel availability.

- b) Users of the shipping on/off service are responsible for ensuring that any person to be transported is capable of transferring between vessels. The Company reserves the right not to transport any person who is considered to be unfit to travel, but the full charge will still apply.
- c) Boarding and landing points in the Port must be agreed in advance.
- d) The shipping on/off service is regulated by safety procedures and is under the control of the launch coxswain, whose instructions must be complied with at all times.
- e) The maximum carrying capacity is governed by the load line requirements of the launch.
- f) All hand luggage and packages must be secure and properly packaged for transfer and no item exceeding 20 kg will be permitted.
- g) Embarkation/disembarkation is subject to immediate turn round at the vessel.
- h) The Excess Time Charge will apply to the duration of any delay, whether occurring at the boarding/landing point or (except for normal operating requirements) caused at the vessel.
- i) The use of the Company's mooring crews will be compulsory for all vessels of LOA 40 meters or more, when arriving, sailing or shifting berth within the outer harbour.
- j) Where towage is being carried out mooring charges will apply for the whole length of the tow and not to the individual vessels.

# Chapter 2 - Pilotage

## 1. Pilotage services

### 1. Pilotage direction

- a) In accordance with Section 7 of the Pilotage Act 1987, the Great Yarmouth Port Authority, the competent harbour authority, has directed that pilotage is compulsory for all vessels of 40 meters or greater Length Overall throughout the Pilotage Area.

### 2. Provision of service

- a) The Requirement for compulsory Pilotage is subject to Pilotage Directions published by Great Yarmouth Port Authority (or any notice that supersedes it).

### 3. Charges

- a) Pilotage and associated charges are made pursuant to Section 10 of the Pilotage Act 1987 and are based on a combination of Length Overall and actual draught, in accordance with the Charges below.

### 4. Pilotage exemption scheme

- a) Pilotage Exemption Certificates may be granted to certain regular traders by application, pursuant to Section 8 of the Pilotage Act 1987, as amended by the Marine Navigation Act 2013 & subsequent Pilotage Directions promulgated by Great Yarmouth Port Authority.

### 5. Liability

- a) The provision of pilotage services is subject to availability and the Company accepts no liability for any delay, loss or damage, directly or indirectly arising out of, or caused or contributed to by an inability to supply or continue to supply such services or for any charges or expenses incurred in such circumstances.

### 6. Performance of services

- a) The charges and tariffs contained in Chapters 1 to 5 hereof shall apply to all quotations, orders, agreements and contracts entered into by the Company for the performance or provision of Services at the Port unless otherwise expressly agreed in writing by the Company.

## 2. Pilotage charges

### 1. Pilots National Pension Fund Deficit Surcharge

From 1st January 2025, a Pilots' National Pension Funding Deficit Surcharge of 19% on the total charge will apply.

Charges 1 (a) (Pilotage), 1 (b) (Pilotage River North) 1 (c) River (shifting) and 1 (d) Outer Harbour (Shifting) are the sole charges for the use of an Authorised Pilot for a vessel movement, inclusive of attendance.

- a) Pilotage (for a single vessel movement South of River berths 13A and 31E or to/from any berth within the Outer Harbour)

Table of Charges According to Vessel Size  
(all measurements in metres)

<u>Length</u>	<65	65- <86	86- <100	100- <125	125- <150	150- <175	175- <200	>200
<u>Draught:</u>	£	£	£	£	£	£	£	£
<3	310.82	310.82	310.82	386.99	458.76	527.38	597.37	661.51
3 - <4	310.82	310.82	386.99	458.76	527.38	597.37	661.51	730.00
4 - <5	310.82	386.99	458.76	527.38	597.37	661.51	730.00	797.01
5 - <5.5	386.99	458.76	527.38	597.37	661.51	730.00	797.01	864.24
5.5 - <6	458.76	527.38	597.37	661.51	730.00	797.01	708.97	932.63
6 - <6.5	527.38	597.37	661.51	730.00	797.01	864.24	932.63	1001.23
6.5 - <7	597.37	661.51	730.00	797.01	864.24	932.63	1001.23	1069.87
7 - <7.5	661.51	730.00	797.01	864.24	932.63	1001.23	1069.87	1139.99
7.5 - <8	730.00	797.01	864.24	932.63	1001.23	1069.87	1139.99	1208.47
8 - <8.5	797.01	864.24	932.63	1001.23	1069.87	1139.99	1208.47	1278.81
8.5 - <9	864.24	932.63	1001.23	1069.87	1139.99	1208.47	1278.81	1347.20
9 - <9.5	932.63	1001.23	1069.87	1139.99	1208.47	1278.81	1347.20	1379.25
9.5 - <10	1001.23	1069.87	1139.99	1208.47	1278.81	1347.20	1379.25	1485.93
>10	1069.87	1139.99	1208.47	1278.81	1347.20	1379.25	1485.93	1554.57

- b) Pilotage River North (for any single vessel movement North of berths 12D & 32A) Charged as item 1 (a) x 130%
- c) Pilotage within the River (Shifting) Charged as item 1 (a) x 90%
- d) Pilotage within the Outer Harbour (Shifting) Charges as item 1 (a) x 90%
- e) Pilotage Exemption Certificate Rate charged as item 1 (a) x 15%
- f) Cancellation Fee (less than 2 hours' notice received) £233.79
- g) Detention Fees
- i. First 30 minute period £233.79



ii. Each successive 30 minute period or part thereof £311.51

h) Over Carriage of Pilot

Pilots should be disembarked at the nominated Pilot Boarding Point. If due to unavoidable circumstances the Pilot is over carried, then the following will apply:

- i. The Pilot must be disembarked at the earliest opportunity in the range from Cuxhaven/Humber and Calais/Dover. In addition to the normal pilotage charge a charge will be levied at the rate of £2,156.81 per 24 hour period or part thereof, commencing from the time of the departure from the Pilotage District until repatriation to Great Yarmouth.
- ii. The ship agent will also be required to reimburse all travel and subsistence expenses involved in repatriating the Pilot to Great Yarmouth.

## 2. Pilotage Terms and Conditions

- a) A “vessel movement” means any of the following single acts of navigation:
  - outside the compulsory area (i.e. to or from the roads)
  - within the compulsory area (i.e. to or from a berth)
  - within the River Yare (shifting from berth to berth)
- b) Pilotage between a point outside the compulsory area and a berth constitutes two vessel movements and will be charged accordingly.
- c) The Authority reserves the right to make a charge for any vessel movement by the holder of a valid Pilotage Exemption Certificate. This charge is currently set at 15% of the applicable pilotage charge from item 1 (a)
- d) A full Pilotage charge will be levied when a vessel subject to compulsory pilotage is moved without the use of an Authorised Pilot or Pilotage Exemption Certificate holder.
- e) Where a vessel movement is a tow involving two or more vessels, Items 1(a) to 1(d) will be regulated by the overall distance between the extreme ends of the vessels concerned and by the draught of the deepest vessel.
- f) At least two hours’ advance notice is required for orders for Pilotage to shift (items 1 (c) & 1 (d)).
- g) Item 1 (g) will apply to any occasion that a Pilot is kept on board a vessel over and above the period of time for a normal act of pilotage, whether or not actively engaged in pilotage duties during that extended period.
- h) If a vessel transits from the River Port to the Outer Harbour the appropriate pilotage charges will apply i.e. all charges will apply for both the River exit and the subsequent Outer Harbour entry.

### 3. Pilotage exemption scheme, Authorisations & Assessments

#### 1. Pilotage Exemption Scheme

A Deck Officer (As defined in the Pilotage Act 1987) may obtain Pilotage Exemption Certificates from the Great Yarmouth Port Authority, as the Competent Harbour Authority, subject to certain conditions and requirements. All applicants must complete a written examination and an oral examination. Pilotage Exemption Certificates are valid for a maximum of one year at a time and, subject to conditions, may also be renewed. Full details of the conditions, requirements and examination process for the grant of a Pilotage Exemption Certificate are obtainable from the Harbour Office.

Written Examination:	£427.00
Oral Examination:	£393.00
Written Examination, Re-take of part:	£214.00
Issue of New Certificate, Parts 1 and 2:	£106.50
Issue of Replacement Certificate, Parts 1 and 2:	£106.50
Annual Renewal of Certificate:	£213.00
Addition of Vessel Name to Part 2 (per submission):	£103.00
Change of Vessel Name:	£58.50
Removal of Vessel Name:	£58.50

#### 2. Approvals, Assessments & Authorisations.

Bunkering Vessel Approval (min 4 weeks prior notice):	£248.00
Bunkering Vessel Annual Renewal:	£106.50
Diving Contractor Approval (min 2 weeks prior notice):	£248.00
Diving Contractor Annual Renewal:	£106.50
Harbour Works Approval (min 4 weeks prior notice):	£ P.O.A
Towage Assessment Approval (min 2 weeks prior notice):	£110.50
Short Notice Charge for late Approval requests (in addition to the relevant charge):	£72.00

## Chapter 3 - Towage

Intentionally blank

## Chapter 4 - Quay

### 1. River Port

#### 1. Quay charge

- a) When vehicles or equipment such as cranes are mobilised on the Company's quays or where the quay is sterilised or access is restricted for use by others, then a charge of £680.00 per 24 hour period or part thereof will be made.

### 2. Outer Harbour and Port Limits

#### 1. Quay charge

- a) When vehicle or equipment such as cranes are mobilised on the Company's quays or where the quay is sterilised, or access is restricted for use by others, then a charge of £2,045.50 per 24 hour period or part thereof will be made.

# Chapter 5 - Other sundry charges

## 1. River Port

### 1. Waste Charges

(Merchant Shipping & Fishing Vessels (Port Waste Reception Facilities) Regulations 2003) (Animal By-Products Regulation (EC) 1774/2002)

- |    |  |        |
|----|--|--------|
| a) | Domestic Waste & International Catering Waste Only<br>Applied to all vessels under 40m LOA upon entry(excluding leisure craft, covering a period of 96 hours within the port (up to 1 cubic metre) | £57.50 |
| b) | Domestic Waste & International Catering Waste Only<br>Applied to all vessels over 40m L.O.A upon entry, covering a period of 96 hours within the port (up to 1 cubic metre)                        | £89.00 |
| c) | All Hazardous Waste & Other Waste<br>(contact Commercial Department).  | P.O.A  |

For more information on these charges please refer to item 7 (Terms & Conditions for Tariff Items), Section A.

The Company reserves the right to review and amend waste charges throughout the calendar year in the event of an increase to the Company's costs for the safe disposal of waste.

### 2. Port Security Charges

(International Ship and Port Facility Security Code (ISPS))  
(Port Facility Security Plan for Great Yarmouth)

- |    |  |            |
|----|--|------------|
| a) | Security Level 1: Sweep & patrol if requested          |            |
|    | i. First 6 Hours                                       | £417.50    |
|    | ii. Each Subsequent 12 hour period or part thereof     | £835.00    |
| b) | Security Level 2: Access Control/Security Guards       | Cost + 15% |
| c) | Security Level 3: As directed by the security services | Cost + 15% |

For more information on these charges please refer to item 7 (Terms & Conditions for Tariff Items), Section B.

### 3. PortLinks Intervention Fee

Intervention Charge £1,050.00

The above charge will come into effect on occasions whereby (a) the Company are required to create, input or amend any required data to a PortLinks booking on behalf of a vessels agent; or (b) the vessels agent fails to provide relevant documentation relating to the quantity of Goods loaded / discharged at the Port, bill of lading, ships manifest etc within the timescale stated by the Company herein. The application of the charge will be at the discretion of the company.

### 4. Port Crane Charges

- a) All prices on application from the Commercial Department (GreatYarmouthSales@peelports.com)
- b) For further details on crane hires please refer to item 7 (Terms & Conditions for Tariff Items), Section C.

### 5. Labour Charges

	(per hour)
a) Slinger Banksman – Normal Time	
(Min. Charge Period 4 hours)	£51.40
b) Slinger Banksman – Overtime	
(Min. Charge Period 4 hours)	£68.30
c) Slinger Banksman – Bank holidays	
(Min. Charge Period 8 hours)	£103.00
d) Supervisor – Normal Time	
(Min. Charge Period 4 hours)	£97.00
e) Supervisor – Overtime	
(Min. Charge Period 4 hours)	£114.00
f) Supervisor – Bank holidays (Min. Charge Period 8 hours)	£171.50

**6. Office, Warehousing and Open storage facilities**

- a) Facilities available for short-term and long-term use
- b) For Further Details – Please Contact the Commercial Department (GreatYarmouthSales@peelports.com)
- c) The Company is a member of the United Kingdom Warehousing Association and the standard U.K.W.A. conditions of contract will apply. Details of this are available on application.

**7. Ancillary Port Services**

- a) The following services are available:
  - i. Attendance for Operations conducted under Explosives Licenses
  - ii. Management of Quayside Operations
  - iii. Quayside Cleansing following Cargo Operations
  - iv. Emergency Marine Operations
  - v. Survey Services
  - vi. Hire of Safety barriers
  - vii. Hire of Loading shovels & Forklifts
  - viii. Other Marine Services

For Further Details - Contact the Commercial Department  
GreatYarmouthSales@peelports.com.

**8. Fine for Excessively or Dangerously Weighted Heaving Lines or Non Certified Pilot Ladder**

Fine shall apply on each occasion that a vessel is found to be using a dangerously weighted heaving line or a non SOLAS/non-compliant pilot ladder £1,112.00 per offence

**9. Land Exploitation Levy**  
P.O.A

## 10. Terms & Conditions for Tariff Items (Chapter 5, Part 1)

### A. WASTE CHARGES (item 1 (Waste Charges))

- a) Item 1 (a) , 1 (b) & 1 (c) are applied in accordance with the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and the Animal By-Products Regulation (EC) 1774/2002.
- b) All vessels are required to pay a waste charge irrespective of berth, unless they are exempt by the Maritime and Coastguard Agency.
- c) “International Catering Waste” means all waste from vessels that travel outside of the UK is now classed as ICW and must be treated as Category 1 Waste. [Handling and disposing of international catering waste - GOV.UK \(www.gov.uk\)](http://www.gov.uk)
- d) “Special Waste” means hazardous or dangerous waste as defined by the Special Waste Regulations 1996 (as amended).
- e) “Other Waste” means all waste that is not Domestic Waste or International Catering Waste and includes waste oils, Goods-associated waste and Goods residues.
- f) Vessels are required to give advance notification, via their agents, of all waste to be landed.
- g) Vessels are only permitted to land waste that has been declared.
- h) International Catering Waste and all Other Waste must each be declared separately.
- i) International Catering Waste must be contained in double-wrapped plastic bags and all other waste must be adequately packaged or sorted for disposal.
- j) Only International Catering Waste is to be deposited in the receptacles provided.
- k) All Other Waste must be deposited in the special receptacles which will be provided as required.
- l) Irrespective of quantity, any additional work required for organising waste will be charged for and any waste which is not properly deposited in the appropriate receptacles will be charged for as Other Waste.
- m) Item 1 (a) & (b) covers the same 96 hour period as the Ship Dues. If Item 3 (Period Tolls) of Chapter 1, Part 1 is applied, a further Waste Charge will also be applied for each subsequent 96 hour period or part thereof.



**B. PORT SECURITY CHARGES (item 2 (Port Security Charges))**

- a) Under the ISPS Code, the berths operated by the Great Yarmouth Port Authority are subject to the Port Facility Security Plan for Great Yarmouth, as approved by the Department for Transport.
- b) Under the ISPS Code, the Security Level for the Port is set by TRANSEC and by the Maritime and Coastguard Agency.
- c) The manned security services defined in item 2 (a) to 2 (c) are in compliance with the specifications set by the Department for Transport.
- d) The following berths operated by the Great Yarmouth Port Authority are equipped for use as Temporary Restricted Areas: 3-9 (East Quay), 13-14 (Atlas Terminal) and 25-26 (Southtown Wharf).
- e) Vessels which are subject to the ISPS Code and which are moored at the Authority's berths will be required to move to the Great Yarmouth Port Authority's Temporary Restricted Areas in order to work Goods, using manned security services, as follows:

<b>Security Level</b>	<b>Vessels</b>	<b>Security Requirements</b>
Level 1	Offshore Vessels	As specified in 2 (a)
Level 2	All Vessels	As specified in 2 (b)
Level 3	All Vessels	As specified in 2 (c)

- f) Security requirements and costs for passenger vessels are obtainable on application to the Commercial Department.

**C. CRANE CHARGES (item 4 (Port Crane Charges))**

- a) The Company is a member of the Construction Plant-Hire Association and C.P.A. Model Conditions apply to all plant and equipment offered for hire. Further information on this is available upon request.
- b) For any hire, a Crane Appointed Person and a Lift Supervisor must be nominated by the hirer in accordance with BS 7121 and notified to the Company when the booking is made.
- c) More than one vessel may be worked during a hire period, if such work is confined to quays which are operated by the Company and which are easily accessible in relation to each other by the crane provided.
- d) Any hire period will be deemed to commence from the ordered starting time or from the beginning of the hour during which the work commences (whichever

is the sooner) and to end when the crane reverts to travel condition and has been signed off by the hirer.

- e) If an order is received with insufficient notice, the Company will use its best endeavours to comply, but accepts no responsibility if the crane arrives later than booked.
- f) Cranes are only permitted to work in the port where they are either hired directly from the Company or are approved in advance by the Company in terms of safety and operations.

#### D. LABOUR (item 5 (Labour Charges))

- a) "Normal Time" means 0800-1700 hours, Monday to Friday, "Overtime" all hours outside of this.

## 2. Outer Harbour and Port Limits

### 1. Waste charges

(Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003) (Animal By-Products Regulation (EC) 1774/2002)

- a) Levy towards the cost of the disposal of ships' "International Catering Waste" in accordance with MARPOL requirements. £141.60  
Applied to all vessels upon entry, covering a period of 96 hours within the port
- b) Hazardous Waste & Other Waste P.O.A  
(Contact Commercial Department [GreatYarmouthSales@peelports.com](mailto:GreatYarmouthSales@peelports.com))

For more information regarding waste please refer to item 7 (Terms & Conditions for Tariff Items, Section A (Waste Charges)).

The Company reserves the right to review and amend waste charges throughout the calendar year in the event of an increase to the ports costs for the safe disposal of waste.

## 2. Port Security Charges

(International Ship and Port Facility Security Code (ISPS Code))  
(Port Facility Security Plan for Great Yarmouth)

- |    |  |   |
|----|--|---|
| a) | ISPS – Vessels Security Surcharge<br>(Security Level 1) applied on entry | £178.50   |
| b) | All other security services  | Obtainable on application<br>from the Operations Office<br>in advance |

## 3. PortLinks Intervention Fee

Intervention Charge	£1,050.00
---------------------	-----------

The above charge will come into effect on occasions whereby (a) the Company are required to create, input or amend any required data to a PortLinks booking on behalf of a vessels agent; or (b) the vessels agent fails to provide relevant documentation relating to the quantity of Goods loaded / discharged at the Port, bill of lading, ships manifest etc within the timescale stated by the Company herein. The application of the charge will be at the discretion of the company.

## 4. Crane and plant equipment charges

- a) All prices on application from the Commercial Department  
([GreatYarmouthSales@peelports.com](mailto:GreatYarmouthSales@peelports.com))

## 5. Labour charges

- |   | (per hour) |
|---|------------|
| a) Slinger Banksman<br>Normal Time (Min. Charge Period 4 hours)     | £51.40     |
| b) Slinger Banksman – Overtime<br>(Min. Charge Period 4 hours)      | £68.50     |
| c) Slinger Banksman – Bank holidays<br>(Min. Charge Period 8 hours) | £103.00    |
| d) Supervisor – Normal Time<br>(Min. Charge Period 4 hours)         | £97.00     |
| e) Supervisor – Overtime<br>(Min. Charge Period 4 hours)            | £114.00    |
| f) Supervisor – Bank Holiday<br>(Min. Charge Period 8 hours)        | £171.50    |

**6. Office, warehousing and open storage facilities**

- a) Facilities available for short-term and long-term use
- b) For Further Details - Contact the Commercial Department  
(*GreatYarmouthSales@peelports.com*)
- c) The Company is a member of the United Kingdom Warehousing Association and the standard U.K.W.A. conditions of contract will apply. Further details of this are available on application.

**7. Ancillary Port Services**

- a) The following services are available:
  - i. Attendance for Operations conducted under Explosives Licences
  - ii. Management of Quayside Operations
  - iii. Quayside Cleansing following Cargo Operations
  - iv. Emergency Marine Operations
  - v. Survey Services
  - vi. Hire of Safety barriers
  - vii. Hire of Loading shovels & Forklifts
  - viii. Other Marine Services

For Further Details - Contact the Commercial Department  
(*GreatYarmouthSales@peelports.com*)

**8. Use of Excessively or Dangerously Weighted Heaving Lines or non Certified Pilot Ladder**

A Fine shall be applied on each occasion that a vessel is found to be using a dangerously weighted heaving line or a non SOLAS/non compliant pilot ladder

**£1112.00 per offence**

**9. Land Exploitation Levy**

P.O.A

## 10. Terms & Conditions for Tariff Items (Chapter 5, Part 2)

### A. WASTE CHARGES (item 1 (Waste Charges))

- a) "International Catering Waste" means all waste from vessels that travel outside of the UK is now classed as ICW and must be treated as Category 1 Waste.  
[Handling and disposing of international catering waste - GOV.UK \(www.gov.uk\)](http://www.gov.uk)
- b) Vessels are required to give advance notification, via their agents, of all waste to be landed.
- c) Vessels are only permitted to land waste that has been declared.
- d) International Catering Waste and all Other Waste must each be declared separately.
- e) International Catering Waste must be contained in double wrapped plastic bags and all other waste must be adequately packaged or sorted for disposal.
- f) Only International Catering Waste is to be deposited in the receptacles provided.
- g) All Other Waste must be deposited in the special receptacles which will be provided as required.
- h) Irrespective of quantity, any additional work required for organising waste will be charged for, and any waste which is not properly deposited in the appropriate receptacles will be charged for as Other Waste.
- i) Item 1 (a) covers a 96 hour period from commencement of the Harbour Dues. If the vessel remains in port for a period greater than 96 hours, a further Domestic Waste Charge will also be applied for each subsequent 96 hour period or part thereof.

### B. PORT SECURITY CHARGES (item 2 (Port Security Charges))

- a) Under the ISPS Code, the berths operated by the Company are subject to the Port Facility Security Plan for Great Yarmouth, as approved by the Department for Transport.
- b) Under the ISPS Code, the Security Level for the Port is set by TRANSEC and by the Maritime and Coastguard Agency.
- c) Security requirements and costs for passenger vessels are obtainable on application.
- d) Item 2 (a) covers a 96 hours period from commencement of the Harbour Dues. If the vessel remains in port for a period greater than 96 hours, a further Security Surcharge will also be applied for each subsequent 96 hour period or part thereof.

**C. LABOUR CHARGES (Item 5 (Labour Charges))**

- a) "Normal Time" means 0800 to 1700 hours, Monday to Friday, "Overtime" all hours outside of this.

# Enquiries

## Contact details

SUBJECT	DEPARTMENT	CONTACT
Berthing of Vessels & Marine Matters	Marine Department	+44(0)1493 335 501 GreatYarmouthHarbourOffice@peelports.com
Quay Operations Including Cranes & Plant Hire	Operations Department	+44(0)1493 335 522 +44(0)1493 335 524 +44(0)1493 335 506 GreatYarmouthOperations@peelports.com
Sales Enquiries & Business Development	Commercial Department	+44(0)7817561445 GreatYarmouthSales@peelports.com
Invoicing	Financial Services	+44(0)1519 496 220
Payment of Invoices	Financial Services	+44(0)1519 496 254
General Enquiries	Main Switchboard	+44(0)1493 335 500

### Amendments

Ver.	Effective Date	Details
1	1 <sup>st</sup> January 2025	Original as issued

**Great Yarmouth Port Company Ltd**  
**Trading As – Peel Ports Great Yarmouth**  
**Vanguard House**  
**South Beach Parade**  
**Great Yarmouth**  
**Norfolk**  
**NR30 3GY**

**Telephone: 01493 335500**

**Email: [GreatYarmouthinfo@peelports.co.uk](mailto:GreatYarmouthinfo@peelports.co.uk)**

**Web: [www.peelports.com/ports/great-yarmouth](http://www.peelports.com/ports/great-yarmouth)**