

# Port of Manchester Port Charges

Operative from:  
**1st January 2018**



**PORT OF MANCHESTER**  
**PORT CHARGES**  
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## INTRODUCTION

1. In these terms and conditions and charging provisions, unless the context otherwise requires:
  - (a) “the Company” means The Manchester Ship Canal Company Limited.
  - (b) “Coastwise” means goods moved or vessels trading between the Port and ports in Great Britain, Northern Ireland, the Isle of Man and Channel Islands, but excluding traffic between the Port and either the sea bed or an offshore installation.
  - (c) “day” means a period of 24 hours commencing at midnight, or any part thereof.
  - (d) “the docks” means the docks, quays, jetties, stages, berths, canals, transits sheds and other works, buildings and land for the time being belonging to or under the management of the Company.
  - (e) “goods” (including “cargo”) means any article or thing of any kind whatsoever including without prejudice to the generality of the foregoing fish, livestock and animals of all descriptions and also liquids and gases.
  - (f) “GT” means Gross Tons/Gross Tonnage as defined by the International Convention on the Tonnage Measurement of Ships (1969). In the case of unregistered vessels, the Company shall at its discretion estimate a GT figure for the application of any GT-based charges.
  - (g) “MSCC” means The Manchester Ship Canal Company Limited.
  - (h) “owner” when used in relation to a vessel, includes any owner, charter, master or other person having command or possession of the vessel.
  - (i) “owner” when used in relation to goods, includes any consignor, consignee, shipper or agent for the sale or custody, loading or unloading of the goods.
  - (j) “the Port” means the Harbour and Port of Manchester (which comprises the Manchester Ship Canal, the Queen Elizabeth II Dock, and so much of the navigable waters of the rivers Mersey and Irwell as lie between Hunt’s Bank in the City of Manchester and Warrington Bridge and all channels, canals, cuts, wharves, berths, lay-bys, jetties, docks and works within those limits and Runcorn Docks).
  - (k) “the Ship Canal” means that part of the Harbour and Port of Manchester comprising the Manchester Ship Canal and so much of the River Irwell as lies to the westward of Hunt’s Bank in the City of Manchester, and includes the locks and docks.
  - (l) “vessel” includes every description of vessel used in navigation (howsoever propelled or moved), seaplanes on the surface of the water and hover vehicles or any other structure or craft (including pontoons) navigating or lying within the Port.
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 or move within the docks 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 cargo 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 docks, or to vessels or goods in or upon any part of the Port.
6. All goods at the docks (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.
7. 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.
8. 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.
9. 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.
10. 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.
11. The charges herein are subject to alteration at any time.
12. Where the Company has agreed to provide any services in respect of which no charges have been assigned in this schedule, then the charges applicable to those services shall be as determined from time to time by the Company.

# PORT OF MANCHESTER

The following provisions apply in respect of the Port of Manchester.

## A - VESSELS AND GOODS

### 1. CHARGES ON VESSELS

#### 1.1 SCHEDULE OF SHIP DUES PAYABLE ON VESSELS ENTERING OR LEAVING THE PORT OF MANCHESTER

(a) Ship Dues

Class of Voyage	Charge per GT	Rent on Ships - free period incl. day of arrival
Any place in the European Union	£1.920	14 days
All other places	£2.885	21 days

(b) Rent on Ships

Additional Ship Dues ("Rent on Ships") at the rate of **£0.16** per GT per week or part of a week, is chargeable on vessels remaining in the Port of Manchester after the expiration of the period indicated in the above table. Double this rate shall be charged for any period vessels remain in the Port of Manchester beyond eight weeks from date of entry. Quadruple this rate shall be charged for any period vessels remaining in the Port of Manchester beyond twelve weeks from date of entry.

(c) Special Ship Dues at Queen Elizabeth Dock

- (i) When a vessel has remained in Queen Elizabeth II Dock for 14 tides or more, excluding the tide on which she entered the dock, the Harbour Master may serve on the owner or master not less than 24 hours' notice requiring that special Ship Dues shall thereafter become payable in addition to the Ship Dues already payable.
- (ii) Special Ship Dues shall be at the rate of **£5479** for each tide that a vessel remains in dock after the Harbour Master's notice has expired
- (iii) Special Ship Dues shall not be payable for any tide if the owner or master proves that either:
  1. it was not reasonably practicable to complete the loading or unloading of the vessel's cargo before that tide, or
  2. the reason for the vessel remaining in the dock was attributable to no act, or neglect, or omission on the part of the vessel's owner or master, or of the previous owner or master.
- (iv) No Rent on Ships shall be payable for any period for which Special Ship Dues are payable.

#### 1.2 SHIP DUES CONDITIONS

(a) Application of Ship Dues

Ship Dues shall, subject to the following paragraphs, be calculated on a vessel's Gross Tonnage, subject to a minimum value of 100GT.

(b) **Production of Certificates of Tonnage and Registry, etc.**

The master of every registered vessel shall, on demand, produce to the Company the certificate of tonnage and registry of such vessel. Should any such master refuse or neglect to make such production on demand, he shall be liable to a fine.

(c) **Arrival and Departure Treated as One Voyage**

(i) The arrival and departure of a vessel are treated as one voyage to the Port of Manchester and vessels are liable for the Ship Dues applicable to the most distant port from which they arrive or for which they are bound; provided that, in the case of a vessel which has arrived light and departs with cargo, the port from which it arrived shall be disregarded and, in the case of a vessel which having discharged cargo in the Port of Manchester departs light, the port for which it is bound shall be disregarded.

(ii) A vessel which leaves the Port of Manchester without unloading or loading all its intended cargo and, without calling at any other port, returns in order to complete its unloading or loading shall be deemed to have made two voyages. Its first arrival and second departure shall be treated as one voyage and its intermediate departure and return shall be treated as another to or from part of the E.U., and Ship Dues are payable accordingly.

(iii) Additional Ship Dues shall not, however, be payable when the intermediate voyage is for the sole purpose of gas freeing or tank cleaning within the Mersey estuary, provided that such purpose is declared prior to a vessel's first departure (to either gas free or tank clean) from the Port.

(d) **Information as to Most Distant Port**

Any person applying to make payment for Ship Dues may be questioned as to the most distant port from which the vessel has arrived or to which the vessel is bound, and if any person shall refuse to answer any reasonable question, or shall wilfully give false or untrue answer, he shall be liable to a fine.

(e) **Reduced Ship Dues**

On application (received in accordance with paragraph (g) of these Conditions), a 45% discount on the scheduled Ship Dues chargeable in accordance with paragraph 1.1(a) shall be applied in any one of the following cases:

(i) on a vessel which enters the Port of Manchester light, or without discharging any cargo, and loads salt for any destination or other cargo, at least some of which is to be discharged at a foreign port;

(ii) on a vessel which arrives from a foreign port with a cargo consisting only of grain and departs light;

(iii) on any vessel which arrives from a foreign port which discharges part of its cargo at another coastwise port (or ports) on the same voyage, and which discharges in the Port of Manchester a tonnage of cargo less than one third of its gross tonnage, whether or not it loads outward cargo.

(a) **Vessels Trading to or from Great Britain and Ireland**

On application (received in accordance with paragraph (g) of these Conditions), a 50% discount on the scheduled Ship Dues chargeable in accordance with paragraph

- 1.1(a) shall be applied to vessels trading to or from all ports in Great Britain and Ireland.
- (b) Claims for the application of reduced Ship Dues pursuant to paragraphs (e) and (f) of these Conditions must be submitted to the Collector of Rates & Dues within 24 hours of the relevant vessel's departure from the Port of Manchester.
- (c) The owner and master of a vessel are jointly and severally liable for the Ship Dues thereon.

### 1.3 SHIP DUES ON PLEASURE CRAFT

- (a) Before entering the Port of Manchester, pleasure craft must comply with directions of the Harbour Master under section 8 of the Manchester Ship Canal Act 1960. Pleasure craft are not to remain in the Port of Manchester longer than necessary to complete their passage.

Per Transit	Ship Dues Charge
Eastham Locks to Ellesmere Port (or vice versa)	£68
Eastham Locks to River Weaver (or vice versa)	£68
Eastham Locks to Manchester (or vice versa)	£199 †
Ellesmere Port to River Weaver (or vice versa)	£34
Ellesmere Port to Manchester (or vice versa)	£167 †
River Weaver to Manchester (or vice versa)	£167 †

† An additional charge is payable to the Bridgewater Canal Company for each transit of Pomona Lock.

- (b) All charges are inclusive of VAT and are payable prior to commencement of each transit.
- (c) An information pack is available for the owners of pleasure craft wishing to transit the Ship Canal. The pack must be downloaded from the Company's website.

### 1.4 RUNCORN DOCKS, WESTON POINT DOCKS, WEAVER NAVIGATION & RIVER WEAVER

The following conditions apply in respect of Ship Dues for vessels navigating the Ship Canal between Eastham Locks and either Runcorn Docks, Weston Point Docks or the Weaver Navigation and the River Weaver to Frodsham:

- (a) Any vessel whose gross tonnage exceeds 700GT and which navigates the Ship Canal whether or not solely for the purpose of passing between Eastham Locks and either Runcorn Docks, Weston Point Docks or the Weaver Navigation and the River Weaver to Frodsham, shall be liable, in respect of the passage, to the Company's scheduled Ship Dues.
- (b) Any vessel whose gross tonnage does not exceed 700GT and which navigates the Ship Canal solely for the purpose of passing between Eastham Locks and either Runcorn Docks, Weston Point Docks or the Weaver Navigation and the River Weaver to Frodsham, shall be liable, in respect of that passage, to two thirds of the Company's scheduled Ship Dues notwithstanding any other of these Conditions.

### 1.5 RUNCORN DOCKS DUES

Docks Dues are payable at the rate of **£0.26** per GT, notwithstanding any other of these Conditions. The owner and master of a vessel are jointly and severally liable for the Runcorn Docks Dues thereon.

## 2. CANAL TOLLS

### 2.1 SCHEDULE OF CANAL TOLLS

	Per Tonne
<b>(a) Bulk Liquid Traffic</b>	
Petroleum, crude, fuel, gas oil and diesel	£4.90
All other petroleum and petroleum products except chemicals	£7.21
Chemicals - Upper Canal	£8.08
Animal and vegetable oils and fats	£4.79
<b>(b) Bulk Dry Traffic</b>	
Grain and animal feeding stuffs	£6.00
Crude minerals, cement and scrap metal	£3.96
Coal, coke and patent fuels	£3.01
Salt, sea dredged sand, aggregates	£1.90
Other basic materials, ferro-alloys and chemicals	£6.06
<b>(c) Other goods not otherwise scheduled</b>	<b>£12.66</b>
<b>(d) Special Rates for Canal Tolls shall be quoted on application for the following:</b>	
Local movements within the Ship Canal	
Bulk liquid chemical - Lower Canal	
General traffic	
Passengers	
Heavy Lifts and other project cargoes	

### 2.2 LIABILITY TO AND PAYMENT OF CANAL TOLLS

- (a) Canal Tolls are payable on gross weight, based on the metric tonne of 1,000 kilos and payment shall be required upon the weights shown in the vessel's manifest or Bill of Lading where goods are not weighed by the Company.
- (b) Charges not specified and charges on containers and goods not included in the schedule shall be quoted on application.
- (c) Charges are payable to the Company prior to removal of the goods from the Port by any means whatsoever.
- (d) **Imports (foreign or coastwise):**
  - (i) Canal Tolls are payable by the owner of the goods unless otherwise agreed with the Company. The owner is deemed to be the person or company in whose name the vessel's delivery order is made out.
  - (ii) It is customary for the buyer of the goods on c.i.f. (cost, insurance and freight) terms, and for the seller of the goods ex quay or ex warehouse, to be responsible for payment of Canal Tolls, quay portorage rates and any other charges, if incurred.
  - (iii) Where, by arrangement, shipowners or their agents undertake, for the convenience of the owner of the goods, to pay Canal Tolls, they shall also pay the quay handling charges and any other charges, if incurred.



**(e) Exports (foreign or coastwise):**

- (i) The only charges normally payable by the exporter or shipper of goods are the Canal Tolls.
- (ii) The practice is that the shipowner pays for receiving the goods to quay, or into transit shed, for loading to the vessel, unless other arrangements are made with the Company.
- (iii) It is customary for the buyer of goods on f.a.s. (free alongside ship) terms and for the seller of goods f.o.b. (free on board) terms, to be responsible for the payment of Canal Tolls and any other charges, if incurred.
- (iv) Exporters of goods who have contracted to deliver f.o.b. should arrange with the shipowner, or the shipping agent, to get Customs clearance, where required, and to pay the f.o.b. charges on their behalf.
- (v) Goods not for immediate shipment can be received only by previous arrangement with the Company, or with the shipowner or agent where a loading berth is allocated to a regular line of vessels, or to a particular vessel. Special arrangements must be made before any bulk goods can be received to quay.

**(f) Bunkers**

The Canal Toll on bunkers is payable by the supplier unless otherwise agreed.

## **2.3 CONDITIONS**

- (a) All cargo, while on the property of the Company, is at the sole risk of the owner and the Company accept no responsibility for any loss or damage to such cargo whatever the cause, even if the loss or damage is caused by any act or neglect on the part of the Company's servants or agents.
- (b) Goods are not in the custody of the Company unless taken possession of by them as warehousemen.
- (c) The Company's services shall be undertaken by them only on the terms and conditions set out in their schedules from time to time in force. The Company require the appropriate requisition, together with any other necessary documents, to be lodged before any service is begun.
- (d) The Company are not responsible for delay in receiving, loading or otherwise dealing with the goods.
- (e) The Company may, by prior arrangement, accept goods on the Company's risk terms, details of which shall be provided on request.
- (f) Subject to the exceptions mentioned below, Canal Tolls are payable on all goods and passengers in vessels trading in the Ship Canal and Queen Elizabeth II Dock.

## **2.4 EXCEPTIONS**

- (a) Canal Tolls are not payable on cargo carried in vessels trading only to or from Runcorn Docks, Weston Point Docks, the Weaver Navigation and the River Weaver to Frodsham, where the vessel's draught does not exceed the difference between 4.6m and the predicted height above the Chart Datum, at Liverpool, of the tide on which the vessel passes through Eastham Locks.
- (b) Canal Tolls are not payable on goods which are brought into the Port of Manchester but which remain on board the vessel.

## **2.5 RAILWAY TOLLS**

The owners of goods passing over the Company's lines of railway are subject to a further charge of **£0.28** per tonne of such goods.

## **3. MOORING SERVICES**

The service of mooring and unmooring vessels at most points within the Port is performed by boatmen (at a charge payable direct to them) licensed by the Company.

## **4. FRESH WATER SUPPLIED TO VESSELS**

### **4.1 LOCATIONS**

Fresh water may be obtained at Queen Elizabeth II Dock, Eastham, Ellesmere Port, Stanlow, Ince Oil Berth, Runcorn Lay-Bye, Runcorn Docks and Partington Basin.

### **4.1 CHARGES**

- |  |                       |
|--|-----------------------|
| (a) Fresh Water Supply                           | £3.70 per tonne       |
| (b) Connection/Attendance Fee at Sheerlegs Berth | £17.65 per hour       |
| (c) Connection Fee at Other Locations            | £52.95 per connection |

## **5. USE OF BERTH CHARGE AT ELLESMERE PORT FOR HEAVY LIFTS**

For the use of the heavy lift berths at Ellesmere Port the following charges (in addition to any other Ship Dues or Canal Tolls) shall apply:

- |                |                       |
|----------------|-----------------------|
| (a) At Berth 1 | £1400 per working day |
| (b) At Berth 3 | £1070 per working day |

## **6. WASTE RECEPTION CHARGES**

The owner and the master of a vessel are jointly and severally liable for the waste reception charges in respect of the disposal of non-hazardous Domestic Waste and International Catering Waste as set out below:

- |  |                 |
|--|-----------------|
| (a) Vessels berthed at Queen Elizabeth II Dock | £138 per vessel |
| (b) Vessels berthed at Runcorn Docks           | £107 per vessel |

Owners and masters of vessels must make their own arrangements for the disposal of all hazardous waste.

## **B - PILOTAGE**

### **1. DEFINITIONS**

For the purposes of this Section B, unless the context otherwise requires:

- "the Act" means the Pilotage Act 1987 and any statutory amendment or re-enactment thereof.
- "Assistant Pilot" means a pilot authorised by the Company who accompanies a Pilot.
- "Certificate" means a Pilotage Exemption Certificate granted by the Company.

- (d) “the Company” means The Manchester Ship Canal Company Limited, Maritime Centre, Port of Liverpool L21 1LA.
- (e) “Pilotage District” means such sections of the Harbour as defined from time to time in Pilotage Directions.
- (f) “the Harbour” means the Harbour and Port of Manchester as defined in The Manchester Ship Canal Act 1885 and any statutory amendment or re-enactment thereof;
- (g) “Pilot” means a pilot authorised by the Company.

## 2. PILOTAGE DIRECTIONS

The Manchester Ship Canal Company, as the Competent Harbour Authority for the Harbour and Port of Manchester pursuant to the Pilotage Act 1987, and in exercise of their powers under Section 7 of the said Act, hereby give Pilotage Directions for the Harbour and Port of Manchester.

Copies of such directions are available upon the Company’s website or upon request from the Harbour Master’s Department.

## 3. SCHEDULE OF PILOTAGE CHARGES

### 3.1 ORDERS FOR PILOTAGE SERVICES

- (a) All orders for all services of Pilots and Assistant Pilots must be received by the Company as soon as possible, but with at least 3 hours’ notice prior to the intended service time.
- (b) For orders received and accepted with less than 3 hours’ notice prior to the order time, the Company reserves the right to charge a short notice fee (in addition to any other Pilotage Charges) of **£122** per Pilot and **£122** per Assistant Pilot, provided that a Pilot and Assistant Pilot (if required) can be made available at such short notice.

### 3.2 PILOTAGE SECTIONS

For the purposes of Pilotage charges, the Pilotage District is divided into various sections:

Eastham:	Eastham Locks, non-cargo working berths in Eastham Basin and Queen Elizabeth II Dock Lock.
Eastham Working Berths:	Cargo working berths in Eastham Basin and all berths in Queen Elizabeth II Dock.
Ellesmere Port:	All points upstream of the Crane Berth up to and including Ellesmere Port South Pier Head.
Stanlow & Ince:	All points upstream of Ellesmere Port South Pier Head up to and including Ince Oil Berth.
Runcorn:	All points upstream of Ince Oil Berth up to and including Wigg Wharf.
Irlam:	All points upstream of Wigg Wharf up to and including Irlam Lower Lay-by.

Manchester: All points upstream of Irlam Lower Lay-by up to and including the western side of Trafford Road Bridge.

### 3.3 PILOTAGE FROM EASTHAM TO RELEVANT SECTIONS, AND VICE VERSA

The following charges are payable, per Pilot per service. If an Assistant Pilot is also required, whenever the Company considers that the safe conduct of the vessel might be impaired without one, an additional 50% of the following charges are payable, per Assistant Pilot, per service.

Vessel GT	Eastham Working	Ellesmere Port	Stanlow & Ince	Runcorn	Irlam	Manchester
Up to 800	£238	£266	£302	£330	£466	£530
801 to 1600	£238	£380	£426	£476	£664	£760
1601 to 3500	£330	£530	£596	£664	£930	£1064
3501 to 7500	£426	£680	£766	£856	£1192	£1372
7501 to 12000	£570	£912	£1020	£1132	£1592	£1816
12001 to 15000	£664	£1064	£1192	-	-	-
15001 to 20000	£760	£1206	£1372	-	-	-
20001 and over	£856	£1372	£1538	-	-	-

### 3.4 EASTHAM SHIFTING

- (a) For a vessel moved at Eastham, from the Locks to a berth in Eastham Basin (i.e., the Lay-bys, Sheerlegs Berth and Crane Berth) or vice versa; or between berths in Eastham Basin with the assistance of a Pilot, a charge of **£122** shall be payable for each service provided.
- (b) This charge does not apply in cases where either the origin, or destination, berth (per service) is a berth where the vessel is to, or has worked, cargo (e.g., Eastham Locks to Sheerlegs Berth to discharge cargo etc.).

### 3.5 VESSELS MOVING WITHIN SECTIONS

For vessels moving within a section (as designated in paragraph 3.2 of this Schedule), a charge of **£238** shall be payable for each such service provided by a Pilot. If an Assistant Pilot is also required, whenever the Company considers that the safe conduct of the vessel might be impaired without one, an additional 50% of the said charge is payable, per Assistant Pilot, per service.

### 3.6 VESSELS MOVING BETWEEN SECTIONS

- (a) For a vessel moving between sections (as designated in paragraph 3.2 of this Schedule), a charge of **£238** plus the difference between the charge from Eastham to the points of arrival and departure (as specified in paragraph 3.3 of this Schedule) shall be payable for each such service provided by a Pilot. If an Assistant Pilot is also required whenever the Company considers that the safe conduct of the vessel might be impaired without one, an additional 50% of the said charge is payable, per Assistant Pilot, per service.

- (b) When a vessel transits beyond the sections in which its berths are located (e.g., for the purpose of swinging etc.) then the charges shall be levied on the full distance through which the vessel transited.

### 3.7 VESSELS SHIFTING BETWEEN THE SHIP CANAL AND QUEEN DOCK

For a vessel shifting between the Ship Canal and Queen Elizabeth II Dock, or vice versa, both charges, as specified in paragraph 3.3 of this Schedule, shall be payable.

### 3.8 CANCELLATION

- (a) When a Pilot and Assistant Pilot (if required) are ordered to attend an incoming vessel on a specified tide, but the vessel does not arrive and the order is not cancelled, or the order is cancelled with less than 3 hours' notice prior to the order time, then a fee of **£122** per Pilot and **£122** per Assistant Pilot shall be payable.
- (b) When a Pilot and Assistant Pilot (if required) are ordered to attend a vessel within the Pilotage District and such order is cancelled with less than 3 hours' notice prior to said order time, then a fee of **£122** per Pilot and **£122** per Assistant Pilot shall be payable.

### 3.9 AMENDMENT

- (a) When a Pilot and Assistant Pilot (if required) are ordered to attend a vessel within the Pilotage District and such order is amended to a later time, no charge shall be payable if at least 3 hours' notice of the amendment prior to the original order time is received. In cases where less than 3 hours' notice is received, a cancellation fee of **£122** per Pilot and **£122** per Assistant Pilot shall be payable.
- (b) When a Pilot and Assistant Pilot (if required) are ordered to attend a vessel within the Pilotage District and such order is amended to an earlier time, and at least 3 hours' notice of the amendment prior to the revised order time is provided, no charge shall be payable if the amended order is accepted. In cases where the amended order is accepted with less than 3 hours' notice prior to the revised order time, the Company reserves the right to charge a short notice fee of **£122** per Pilot and **£122** per Assistant Pilot.

### 3.10 DETENTION PRIOR TO SAILING

- (a) When a Pilot and Assistant Pilot (if required) attend a vessel due to sail from, or move within the Pilotage District, and the vessel is not ready or delayed and unable to move within 1 hour of the time of ordering, then a detention fee shall be payable as follows:

Detention up to 1 hour:	Free of Charge
For each subsequent hour or part thereof:	£122 per hour per Pilot, and £122 per hour per Assistant Pilot

- (b) In the event of the Pilot and Assistant Pilot (if required) being cancelled within the first hour of detention, a cancellation fee of **£122** per Pilot and **£122** per Assistant Pilot shall be payable.
- (c) In the event of the Pilot and Assistant Pilot (if required) being cancelled within the second or subsequent hours of detention, a cancellation fee of **£122** per Pilot and **£122** per Assistant Pilot shall be payable in addition to the detention fees specified above.
- (d) In the event that the vessel is not ready to move within two hours of ordering, then the Company reserves the right to remove the Pilot and Assistant Pilot (if required) from the vessel for other duties. The appropriate detention and cancellation fees (as specified above) shall then be payable.

- (e) In case of a cancellation, or the Pilot and Assistant Pilot (if required) leaving the vessel for other duties, then it shall be necessary to place a new order for Pilotage Services.

### **3.11 DETENTIONS ON PASSAGE DUE TO NON PORT-RELATED OPERATIONS**

Significant delays to vessels on passage of over 1 hour due to non Port-related operations shall incur a detention fee at the rate of **£122** per hour, or part thereof, per Pilot and **£122** per hour, or part thereof, per Assistant Pilot. In the case of detentions on passage caused by prevailing weather conditions, the first two hours of detention shall be free of charge.

### **3.12 PILOTAGE EXEMPTION**

The following fees are payable in respect of Pilotage Exemption Certificates:

- (a) **£370** for the issue of a Pilotage Exemption Certificate without oral examination.
- (b) **£739** for the issue of a Pilotage Exemption Certificate requiring oral examination (inclusive of one oral examination).
- (c) **£370** per annual renewal per Pilotage Exemption Certificate.
- (d) Where a vessel is piloted in the Pilotage District by a Deck Officer who holds a current Pilotage Exemption Certificate for the District in respect of that vessel, the Company shall levy a Pilotage Exemption Fee equivalent to 13.0% of the Scheduled Pilotage Charge per movement pursuant to Section 10(3) of the Pilotage Act 1987.

### **3.13 SPECIAL CHARGES**

The Company reserves the right to apply special charges in respect of unusual cargoes and vessels, or if abnormal operations are involved.

## **4. PAYMENT OF CHARGES**

The owner and master of a vessel are jointly and severally liable for the pilotage charges therefor. All pilotage charges shall be paid to the Company on demand, unless otherwise agreed by the Company.

## **5. VARIATION**

The Pilotage Directions and pilotage charges may be altered or varied at any time and from time to time in such respects and in such manner as the Company may consider desirable.

**Note:** Since 2013, all pilotage charges have included a Pilots' National Pension Fund (PNPF) supplement; the supplement was introduced by many ports across the ports sector as a consequence of having to fund the significant deficit in the PNPF. From 1st January 2018, a supplement of 20% (which is included in the aforementioned charges) shall be applied to pilotage charges. This supplement shall be kept under regular review.

## **C - TOWAGE**

### **1. SCHEDULE OF TOWAGE CHARGES**

#### **1.1 ORDERS FOR TOWAGE SERVICES**

- (a) All orders for Towage Services shall be in writing and made upon the Company's Berth Application Form. Such orders must be received by the Company as early as possible but, in any event, not less than 12 hours prior to the intended time of the relevant Towage Service.
- (b) For orders received and accepted with less than 12 hours' notice prior to the intended time of the Towage Service, the Company reserves the right to charge a short notice fee (in addition to any other Towage Charges) of **£494** per tug, provided that a tug can be made available at such short notice.
- (c) The Master of the vessel requiring Towage Services shall, if and when so requested, sign the Company's tug requisition form confirming the ordering of the Towage Services.
- (d) By ordering Towage Services, the Hirer is deemed to acknowledge that the vessel's owners, operators, master and agents have been informed of and have accepted this Schedule of Towage Charges and any associated Terms and Conditions.
- (e) The Company shall endeavour to supply towage at the time required, but does not guarantee to have one or more tugs always available. The Company shall not be liable for any delay or extra cost whatsoever howsoever caused that may arise from any cause in connection with the provision or non-provision of Towage Services.

#### **1.2 TOWAGE SECTIONS**

For the purposes of Towage Charges, the Ship Canal is divided into the following Sections:

Eastham Locks:	Eastham Locks at Ship Canal level.
Eastham Basin:	All points upstream of Eastham Locks, up to and including the Eastham Crane Berth.
Ellesmere Port, Stanlow & Ince:	All points upstream of the Eastham Crane Berth, up to and including Ince Oil Berth, but excluding the terminus basins of the Shropshire Union Canal.
Ince B:	All points upstream of Ince Oil Berth, up to and including, Ince B Berth.
Runcorn:	All points upstream of Ince B Berth, up to and including, Stonedelph, but excluding the River Weaver, Weaver Navigation and Weston Point Docks.
Irlam:	All points upstream of Stonedelph, up to and including, Irlam Lower Lay-by.
Manchester:	All points upstream of Irlam Lower Lay-by up, to and including, Manchester No.6 Dock Entrance.

### 1.3 TOWAGE SERVICES FROM SECTION TO SECTION (OR VICE VERSA)

and Between	Eastham Basin	E/Port, Stanlow & Ince	Ince B	Runcorn	Irlam	Manchester
Eastham Locks	(±)	£1403	£1900	£2035	£2879	£3080
Eastham Basin		£1403	£1900	£2035	£2879	£3080
Ellesmere Port, Stanlow & Ince			(†)	£1612	£2548	£3032
Ince B				(†)	(†)	(†)
Runcorn					£2256	£2937
Irlam						£1786

Additional charges for swinging (applicable only when arising as part of the services shown above)

from/to Swinging at	Eastham Basin	E/Port, Stanlow & Ince	Ince B	Runcorn	Irlam	Manchester
Ellesmere Port, Stanlow & Ince	£2806	Inclusive	N/A	N/A	N/A	N/A
Weaver Bend	(†)	(†)	Inclusive	Inclusive	N/A	N/A
Manchester	(†)	(†)	(†)	(†)	(†)	Inclusive

(†) = Rate upon application

(±) = Rate as applicable to a service within Eastham Basin - per paragraph 1.4 of this Schedule.

The above charges are payable per tug, per Towage Service and include the provision of Towage Services at weekends and on Bank and other Holidays with the exception of Christmas Day, Boxing Day and New Year's Day, for which the charges shall be quoted upon application.

### 1.4 TOWAGE SERVICES WITHIN SECTIONS

For a vessel requiring Towage Services within a Section (as designated in paragraph 1.2 of this Schedule), the following charges shall be payable:

- (a) Eastham Basin: £483 per tug per hour or part thereof
- (b) Ellesmere Port, Stanlow & Ince: £483 per tug per hour or part thereof
- (c) Ince B: £562 per tug per hour or part thereof (†)
- (d) Runcorn: £575 per tug per hour or part thereof (†)
- (e) Irlam: £683 per tug per hour or part thereof (±)
- (f) Manchester: £772 per tug per hour or part thereof (±)

(†) Subject to a minimum charge of two hours per tug per Towage Service



(‡) Subject to a minimum charge of three hours per tug per Towage Service

These charges are also payable in the event that a tug is requested to stand-by a vessel or to hold a vessel alongside a berth within a Section of the Ship Canal.

## 1.5 CANCELLATION

- (a) When a tug is ordered to attend a vessel for a Towage Service and such order is cancelled more than 3 hours prior to the intended service time, no fee shall be payable. Where such order is cancelled 3 hours or less prior to the intended service time, then a cancellation fee of **£483** per tug shall be payable to the Company.
- (b) When a tug is ordered to attend a vessel (but excluding the non-arrival of inward-bound vessels at Eastham Locks, (as referred to in paragraph 1.5(c) below) and the tug is in attendance as ordered, and the order is then cancelled, the charges as per paragraph 1.7(c) of this Schedule shall apply.
- (c) When a tug is ordered to attend an inward-bound vessel at Eastham Locks on a specific tide, but the vessel does not arrive on that tide and the order is not cancelled, the order shall be deemed to have lapsed and a cancellation fee of **£483** per tug shall be payable to the Company. In such cases, it shall then be necessary to place a new order for Towage Services.

## 1.6 AMENDMENT

- (a) When a tug is ordered to attend a vessel for a Towage Service and such order is amended more than 3 hours prior to the originally intended service time, to a later time, no fee shall be payable. Where such order is amended 3 hours or less prior to the originally intended service time, to a later time, then an amendment fee of **£483** per tug shall be payable to the Company (in addition to any other Towage Charges)
- (b) When a tug is ordered to attend a vessel and the tug is in attendance as ordered, and the order is then amended to a later time, the charges as per paragraph 1.7(c) of this Schedule shall apply.
- (c) When a tug is ordered to attend a vessel and such order is amended to an earlier time (and the amended order is accepted), no additional fee shall be payable if more than 5 hours' notice of the amendment is received prior to the revised intended service time. In cases where the amended order is accepted and 5 hours' notice or less is received prior to the revised intended service time, the Company reserves the right to charge a short notice fee (in addition to any other Towage Charges) of **£483** per tug, provided that a tug can be made available at such short notice.

## 1.7 DETENTION PRIOR TO SERVICE COMMENCING

- (a) When a tug is in attendance as ordered and the Towage Service does not commence within 30 minutes of the intended service time, a detention fee of **£575** per tug per hour, or part thereof, calculated from the intended service time until the time the Towage Service commences, shall be payable to the Company.
- (b) In the event that the Towage Service does not commence within 2 hours of the intended service time, the Company reserves the right to remove the tug from attendance for other duties. When the tug is removed from attendance in such circumstances:
  - (i) the fees detailed in paragraph 1.7(c) of this Schedule shall then be payable to the Company, and
  - (ii) it shall then be necessary to place a new order for Towage Services.

(c) In the event that a tug is in attendance as ordered and the Towage Service is then cancelled or amended to a later time, the following fees shall be payable to the Company:

- (i) A detention fee of **£575** per tug per hour or part thereof, calculated from the intended service time until the time the tug is dismissed (subject to a minimum charge of **£575** per tug), plus
- (ii) A cancellation fee of **£483** per tug.

### **1.8. DETENTIONS ON PASSAGE DUE TO NON PORT-RELATED OPERATIONS**

- (a) Detentions to vessels on passage of more than 30 minutes due to non Port-related operations (but not by reason of circumstances affecting the safe navigation of the vessel, unless caused by deficiencies of the vessel or the act neglect or default of its Master or crew) shall incur a detention fee payable to the Company of **£575** per tug per hour, or part thereof, calculated from the time the detention started.
- (b) In the event that such detention requires the vessel to berth at a point in the Ship Canal and the vessel remains at that point for more than 2 hours, then the Company reserves the right to remove the tug from attendance. In such circumstances, the charges relating to broken journeys, as specified in paragraph 1.9 of this Schedule, shall apply in addition to any detention charges incurred in accordance with paragraph 1.8(a) of this Schedule.

### **1.9 BROKEN JOURNEYS**

When a vessel breaks its journey at any intermediate point, short of its destination in the Ship Canal, for any purpose required by the Company, the vessel, its owner/agent or by the berth operator (but not by reason of circumstances affecting the safe navigation of the vessel, unless caused by deficiencies of the vessel or the act neglect or default of its Master or crew), the appropriate rates as specified in paragraphs 1.3 and/or 1.4 of this Schedule shall apply to each portion of the journey. In such circumstances, each portion of the journey shall be treated as a separate Towage Service, and the ordering, amendment or cancellation thereof, shall be subject to the relevant sections of this Schedule.

### **1.10 DEAD TOWS AND VESSELS WITH INOPERATIVE STEERING GEAR**

In the case of vessels assisted without the use of main engines (dead tows) and vessels with inoperative steering gear, 20% shall be added to the relevant service charges of this Schedule.

### **1.11 TOW ROPES**

- (a) Vessels are required to provide their own tow ropes, but the Company may supply tow ropes subject to its relevant Terms and Conditions.
- (b) A charge shall be made for damage to or breakage of the Company's tow ropes whatsoever howsoever caused, otherwise than by ordinary wear and tear.

### **1.12 SPECIAL CHARGES**

The Company reserves the right to apply special charges in respect of Towage Services provided for vessels that it deems to be out of the ordinary, and/or for Towage Services that it deems to be abnormal or that are not covered by this Schedule.

### **1.13 SURCHARGES**

The Company reserves the right to apply special surcharges, payable in addition to the charges shown in this Schedule, from time to time.

## **2. PAYMENT OF CHARGES**

The hirer of the tugs, owner and master of a vessel are jointly and severally liable for the pilotage charges therefor. All pilotage charges shall be paid to the Company on demand, unless otherwise agreed by the Company.

## **3. TERMS AND CONDITIONS**

All Towing Services, including the use of the Company's tow ropes, are provided under the Company's relevant Terms and Conditions.

## **4. VARIATION**

The Terms and Conditions and charges relating to the provision of Towing Services, may be altered or varied at any time and from time to time in such respects and in such manner as the Company may consider desirable.

## **5. TERMS AND CONDITIONS ON WHICH TOWAGE IS SUPPLIED**

1. The Company, its servants and agents are not to be responsible or liable for delay, damage or injury to any vessel or the persons or goods on board thereof of which the Company may undertake the towing, assisting or docking in the River Mersey or the Port of Manchester, or which may be piloted to or from any place therein, or for any loss sustained or liability incurred by anyone by reason of such delay, damage or injury or for any loss or liability incurred in consequence of any such vessel colliding with or otherwise damaging any other vessel or thing or for any damage, loss or liability of any kind whatsoever arising from the towing, docking, assisting or piloting whatever may be the cause or causes of such delay, damage, injury loss or liability that may have happened or accrued, even though arising from or occasioned by the act, omission, incompetence, negligence or default, whether wilful or not or any delay, stoppage or slowness of speed of any tug or vessel her machinery, equipment, appliances or gear engaged in towing, docking, assisting or piloting any vessel even through such defect, imperfection, insufficiency of power or unseaworthiness be in existence before or during the said services.
2. It is further agreed that on hiring of a tug for towing, docking, piloting or assistance the master and crew of such tug become in all respects the servants of, and identified with the vessel, and are under the control of the person in charge of the vessel, whilst the towing, docking, piloting or assistance are being performed.
3. Further, the hirer agrees to indemnify the Company against all losses, damage and claims whatsoever, including damage sustained by the tug and her machinery, equipment, appliances and gear, even though caused by any defect in such tug, her machinery, equipment, appliances and gear, or, by the neglect, or default, of the master, or crew, of the tug, or the servant, or agents, of the Company.
4. If a tug is engaged to tow a vessel to any place and if for any reason whatsoever she is separated from such vessel and the service is not completed, the Company shall

nevertheless, be paid pro rata according to the extent to which the intended service has been carried out.

5. The Company reserve the right to substitute one tug for another and to supply a tug, or tugs, not belonging to the Company and the terms hereof shall apply to such substituted tug or tugs.
6. When tugs are in attendance at the time ordered and the vessel is not ready to proceed, or tugs are ordered and not required, a charge will be made at scheduled rates.
7. These conditions shall also be available to and shall extend to, protect the Company and its servants and agents and the Company is or shall be deemed to be, acting as principal and also as agents for all its servants, or agents, from time to time, who shall to this extent be, or be deemed to be, parties to the contract. Further the hirer of the tug(s) undertakes not to take, or cause to be taken, any proceedings which, but for this provision, it would be competent to the hirer so to do against Company, or any of its servants or agents in respect of any negligence or breach of duty, or other wrongful act by them, or any of them in relation to any tug supplied hereunder, whether or not such negligence, breach of duty, or other wrongful act, occurs before or during the carrying out of the contract and the Company shall hold this undertaking for the benefit of Company and its servants and agents.

## **6. CONDITIONS RELATING TO THE PROVISION OF TOW ROPES**

1. The Company shall endeavour to supply tow ropes at the time required, but do not guarantee to do so and shall not be responsible for delay that may arise from any cause. The Company, its servants and agents, are not to be responsible for delay that may arise from any cause, whatsoever.
2. The Company, its servants and agents, are not to be responsible or liable for delay, damage or injury to any vessel or craft or to the persons or goods on board thereof, in respect of which the company may supply tow ropes, or for any loss sustained or liability, whatsoever, incurred by reason of such delay, damage or injury, or for any loss or liability whatsoever incurred in consequence of any such vessel or craft colliding with or otherwise damaging any other vessel or thing, or for any damage, injury, loss or liability, under whatever circumstances such delay, damage, injury, loss or liability may have happened or accrued, even though arising from, or occasioned by the act, omission, incompetence, negligence or default, whether wilful or not, of the Company, its servants or agents, or any other persons, or any defect or unsuitability of, or imperfection in the tow ropes, whether patent or latent, even though such defect, unsuitability or imperfection be in existence before, or during, the period the tow ropes are used.
3. Further, the hirer agrees to indemnify the Company against all losses, damage and claims whatsoever that may occur or be sustained during the use of the tow ropes or accrue after the use of the tow ropes, even though caused by the neglect, or default, of the Company, its servants or agents or The Manchester Ship Canal Company Limited, its servants or agents.

## **D - QUAY RENT AND SPECIAL RENT CHARGES**

### **Regulations and Charges**

#### **1. PREAMBLE**

Users of the Harbour and Port of Manchester are reminded that unless specified to the contrary in any conditions issued by the Company relating to particular services or facilities, neither warehousing nor storage nor protection of goods is provided by the Company whilst such goods are on the Dock Estate, nor do the Company have custody of the same, and all goods on or within the Company's Dock Estate are at the owner's sole risk in every respect and the Company shall not be responsible for loss or damage of any nature whatsoever howsoever arising thereto.

#### **2. GENERAL RULES AND REGULATIONS**

##### **2.1 DEFINITIONS**

In these Regulations,

"cargo" and "goods" means any article or thing, of any kind whatsoever, including, without prejudice to the generality of the foregoing, fish, livestock and animals of all descriptions and also liquids and gases.

"the Company" means The Manchester Ship Canal Company Limited.

"the Company's Dock Estate" means the quays, jetties, piers, berths, transit sheds and other lands and buildings for the time being vested in, or occupied by, the Company.

The expression "working day" does not include Christmas Day, Boxing Day, New Year's Day, Good Friday or any other statutory holiday; and a fraction of a working day shall be counted as a whole working day.

##### **2.2 GOODS IN TRANSIT**

Goods imported and landed or deposited at a berth for exportation from a berth are exempt (except where by Order of the Company it is otherwise provided) from payment of Quay Rent and Special Rent, provided that such goods are not an obstruction to or interfere with the working of a berth.

##### **2.3 QUAY RENT**

Any goods landed or deposited on any quay or pier or in any transit shed, and not removed before 1700 hours on the third working day next after the day on which the same were so landed or deposited, are liable to Quay Rent at the rate of **£9.46** per square metre per day.

##### **2.4 SPECIAL RENT**

(a) Notwithstanding their liability to Quay Rent, inward and outward goods (other than wrecked or fire damaged cargoes) landed or deposited on any quay or pier or in any transit shed shall, until further Order of the Company and subject to the provisions of these Regulations, be permitted to remain thereon or therein, without application in that behalf, subject to the payment of Special Rent in lieu of Quay Rent. Details of such charges are available on request.

(b) Notwithstanding anything hereinbefore contained, the Company may:

- (i) extend the period for which goods shall be permitted to remain on any quay or pier or in any transit shed at a specified Special Rent, or

- (ii) refuse or withdraw, on 24 hours' notice, the privilege of Special Rent in respect of any goods.
- (iii) vary the terms for Special Rent in respect of any particular cargo at any time, and in such respects and in such manner as the Company may consider desirable.

## **2.5 OVERLANDED CARGO**

Overlanded cargo shall be subject to such special rate of rent as the Company may from time to time determine.

## **2.6 OUTWARD CARGO**

Outward cargo shut out of any vessel shall be subject to such special rate of rent as the Company may from time to time determine.

## **2.7 WRECKED AND FIRE-DAMAGED CARGO**

Notwithstanding their liability to Quay Rent, wrecked or fire-damaged cargo landed or deposited on any quay or pier or in any transit shed shall, until further Order of the Company, be permitted to remain thereon without application in that behalf at a rate of **£0.17** per square metre day in lieu of Quay Rent, which privilege the Company may nonetheless determine on 24 hours' notice. Thereafter Special Rent shall be charged, calculated from the original day of landing of the relevant goods.

## **2.8 PAYMENT OF CHARGES**

Quay Rent and Special Rent are chargeable to any owner, consignor, consignee, shipper or agent for the sale or custody, loading or unloading of goods, provided that should any action by the owner or agent of the vessel, or the cargo operator employed by the owner or agent, or, at the time of application for delivery of the goods, obstruct or make such delivery impossible, the rent shall be chargeable to the vessel's owner or agent or the cargo operator, as the case may be, until such time as the goods are available for delivery.

## **2.9 APPEALS**

Appeals for remission or reduction of Quay Rent or Special Rent shall be considered if made within one month from the day on which the account in respect thereof is issued; provided that the full amount of such rent has been previously paid. On any such appeal, the Company may remit the whole or any part of such Quay Rent or Special Rent.

## **3. NOTICE TO OWNERS OF GOODS**

No rental charges whatsoever are incurred by goods which are removed from the quay within 72 hours after landing.

Owners of goods are advised to give the Cargo Operator (here meaning the cargo handling company having responsibility for the delivery of the Owner's goods from the docks) advance notice of their intention to apply for collection of their goods therefrom.

Owners of goods are advised to give the Cargo Operator (here meaning the cargo handling company having responsibility for the delivery of the Owner's goods from the docks) advance notice of their intention to apply for collection of their goods therefrom.

## **E - OTHER SUNDRY CHARGES**

### **1. HOT WORK AND DIVING CONSENT**

On each occasion that the Company is requested to issue a Hot Work Consent or Diving Consent, the party requesting such Permit shall pay:

- |   |                  |
|---|------------------|
| (a) When requested Monday-Friday 0900-1600: | £58 per Consent  |
| (b) When requested outside the hours above: | £580 per Consent |

### **2. DELIVERY OF STORES TO VESSELS**

The Company may provide craft, if available, for delivery of stores to vessels subject to such terms and conditions as the Company may from time to time determine. Charges shall be quoted upon application.

### **3. OVERTIME CHARGES AT RUNCORN DOCKS**

For discharging and/or loading vessels at Runcorn Docks during Overtime Periods, the master or owner shall pay:

- |   |                     |
|---|---------------------|
| (a) For discharging/loading bulk cargo:   | £140 per gang hour† |
| (b) For discharging/loading bagged cargo: | £193 per gang hour† |

† plus additional charge for shunting vehicles if required.

All operations undertaken by the Company at Runcorn Docks shall be subject to the Company's "Terms and Conditions for Handling and Storing Bulk Cargo in the Harbour and Port of Manchester" from time to time in force.

### **4. ONLINE VESSEL BOOKING PORTAL ("PortLinks")**

For each occasion that the Company (i) is requested to provide or has to request clarification regarding a booking; (ii) is requested to amend a booking; or (iii) is otherwise required to intervene in the booking process, the Company reserves the right to charge the registered user of PortLinks as follows:

- |  |                         |
|--|-------------------------|
| (c) Request for clarification:                   | £75 per request         |
| (d) Request for a single amendment to a booking: | £75 per request         |
| (e) Intervention in the booking process:         | £200 per intervention † |

† An intervention shall not engage the PortLinks Planning Team in more than 1 man-hour's work. If an intervention engages the PortLinks Planning Team in more than 1 man-hour's work, then the Company reserves the right to (i) cancel the booking and instruct the registered user of PortLinks to resubmit same; or (ii) charge the registered user of PortLinks **£200** per man-hour for each hour or part thereof that the PortLinks Planning Team is engaged in excess of the first man-hour.

**NB** Where an intervention requires consultation with a manager from the Marine Operations Department, the Company reserves the right to levy an additional charge, and such charge shall be determined by the Company from time to time.

For further information contact:  
liverpool@peelports.com



## 5. HYDROGRAPHIC INFORMATION

On each occasion that the Company is requested to supply hydrographic information, the party requesting such information shall pay:

- (a) Printed hydrographic survey charts (A2 size and over): £20 per chart
- (b) All other hydrographic information: Rate upon application



## **F - GENERAL CONDITIONS**

1. Except where specified herein to the contrary, all charges payable hereunder shall be 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.
2. 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.
3. Payments should be made payable to:  
The Manchester Ship Canal Company Limited  
Sort Code: 601319 A/c No. 45137420  
IBAN: GB33NWBK60131945137420  
BIC: NWBKGB2L  
  
Remittances should be sent to the Credit Control Section, The Manchester Ship Canal Company Limited, Maritime Centre, Port of Liverpool, L21 1LA.
4. 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 and Terms & Conditions for trade or the supply of services, which shall continue to apply except where varied from time to time by the Company.
5. These terms shall be governed by and construed in accordance with English Law.

For further information contact:  
liverpool@peelports.com

## ENQUIRIES

SUBJECT	DEPARTMENT	CONTACT
Charge Application/ Collector of Rates & Dues	Marine Operations	+44(0) 151 949 6222
Berthing of Vessels	Marine Operations	+44(0) 151 949 6141 <i>Option 1</i>
Hot Work/Diving Consents (MSCC)	Marine Operations	+44(0) 151 327 1244
Towage Bookings (MSCC)	Marine Operations	+44(0) 151 327 4638
Runcorn Docks Manager	Cargo Operations	+44(0) 1928 508581
Invoicing	Financial Services	+44(0) 151 949 6209
Payment of Invoices	Financial Services	+44(0) 151 949 6254
Business Development		+44(0) 151 949 6303 liverpool@peelports.com

### Issued by:

Collector of Rates & Dues  
Harbour and Port of Manchester  
The Manchester Ship Canal Company Limited

December 2017

**The Manchester Ship Canal  
Company Limited  
Maritime Centre  
Port of Liverpool  
L21 1LA**

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