



Port of Liverpool

Port Charges

Operative from:
1st January 2024

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DEFINITIONS, TERMS AND CONDITIONS

1. In these terms and conditions and charging provisions, unless the context otherwise requires:
 - “AFS” means any goods intended for use as animal feeding stuffs and carried in bulk;
 - “Boatmen” means the persons employed or provided by the Company to perform line-handling services, and includes linesmen;
 - “Cargo Operator” means the stevedore or cargo handler having responsibility for receiving, loading, discharging, delivering, storing, or otherwise handling goods;
 - “the Company” means The Mersey Docks and Harbour Company Limited;
 - “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.
 - “Cruise Vessel” means a passenger-carrying vessel berthing at the Liverpool Landing Stages for the sole purpose of disembarking or embarking or both fare-paying passengers. For the avoidance of doubt, any passenger-carrying vessels that enter the Port but which do not berth at the Liverpool Landing Stages for the sole purpose of disembarking or embarking or both fare-paying passengers do not fall within the definition of Cruise Vessel and will pay a Conservancy charge at the standard rates;
 - “Data Protection Legislation” means all applicable data protection and privacy legislation, regulations and guidance including, without limitation the Data Protection Act 1998, the GDPR (Regulation (EU) 2016/679) (as amended or re-enacted from time to time and including any replacement or subordinate legislation). Terms in this document will, so far as the context permits and unless otherwise stated, have the meanings given to them in the Data Protection Legislation;
 - “day” means a period of 24 hours commencing at midnight, or any part thereof;
 - “the Docks” means the docks, locks, quays, jetties, stages, berths, transits sheds, warehouses and other works, buildings and land for the time being belonging to, vested in, occupied by or under the management of the Company;
 - “Garston Docks” means the docks at Garston;
 - “Gig Boat” means any vessel, craft or boat provided by the Company for the performance of any service to the Hirer;
 - “goods” (including “cargo”) means any article or thing of any kind whatsoever (including any packages or containers within which the said goods may be contained) including without prejudice to the generality of the foregoing fish, livestock, and animals of all descriptions and also liquids and gases;

“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 will at its discretion estimate a GT figure for the application of any GT-based charges;
“Hirer”	means, in respect of Part 5 – LINE HANDLING only, any owner, charterer or person in possession of any vessel, or any agent of the foregoing, who requests or uses the line-handling services of the Company;
“Line-handling Services”	means any operation or service related to or arising from assisting the Hirer’s vessel to moor, unmoor, shift berth, adjust moorings or otherwise assisting in handling moorings or tow ropes to or from the Hirer’s vessel either ashore, in attendant craft or aboard the Hirer’s vessel;
“Liverpool Landing Stages”	means the Liverpool (Princes) Landing Stage and the extension thereto (the City of Liverpool Cruise Terminal);
“Manchester Harbour Area”	means the entrance locks at Eastham to the Manchester Ship Canal, the entrance lock to the Queen Elizabeth II Dock and the area of the River Mersey downstream of Warrington Bridge that forms part of the Harbour and Port of Manchester;
“MDHC”	means The Mersey Docks and Harbour Company Limited;
“owner”	when used in relation to a vessel, includes the owner of the vessel and any part-owner, broker, charterer, agent, master, or other person in charge of the vessel and disponent owner, consignee mortgagee in possession of the vessel or other person or persons entitled for the time being in possession of the vessel;
“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;
“Pilot”	means a pilot authorized by the Company;
“the Port”	(including “Port of Liverpool”) means the Port of Liverpool as defined in The Mersey Docks and Harbour Act 1971 and any statutory amendment or re-enactment thereof (including the River Mersey up to Warrington Bridge and all docks and other works, whether or not belonging to the Company, situate on or in the River, except so much of the River and such docks and works as are situate in the Port of Manchester);
“the Port”	(including “Port of Liverpool”) means, in respect of Part 2 – PILOTAGE only, the Port of Liverpool as defined in The Mersey Docks and Harbour Act 1971 and any statutory amendment or re-enactment thereof together with the Manchester Harbour Area and Garston Docks;

"Port Operations Control"	means the Port Operations Control for the Port of Liverpool (Mersey VTS);
"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;
"transit call"	means, in respect of a Cruise Vessel, a voyage to the Liverpool Landing Stages where no passengers disembark from that vessel without, on the same voyage to the Liverpool Landing Stages, returning to it and where no passengers embark that vessel unless having previously disembarked from that vessel on the same voyage to the Liverpool Landing Stages;
"turnaround call"	means, in respect of a Cruise Vessel, a voyage to the Liverpool Landing Stages where one or more passengers disembark from that vessel without returning to it on that voyage or where one or more passengers embark that vessel having not previously disembarked from that vessel on the same voyage to the Liverpool Landing Stages;
"vessel"	includes every description of vessel or craft of any kind, however propelled, or moved, and anything constructed or used to carry persons or goods by water and a seaplane on or in the water, and a hovercraft or hydrofoil vessel;
"vessel"	means, in respect of Part 5 – LINE HANDLING only, in addition to the above definition any vessel, craft or object of whatsoever nature (whether or not coming within the usual meaning of the word vessel) that the Company agrees to assist by providing Line-handling Services of whatsoever nature at the request, either express or implied, of the Hirer;
"warping"	means moving a vessel along a quay by hauling on the vessel's mooring lines attached to a bollard;
"working day"	means any day excluding Christmas Day, Boxing Day, New Year's Day, Good Friday, or any other statutory holiday; and a fraction of a working day will be counted as a whole working day.

2. Unless the context otherwise requires, words implying the singular include the plural and vice versa, and words importing gender will 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 Port or use the Company's Docks, 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, directions, and regulations of the Company.
4. The Company notwithstanding any consent given or arrangement made will 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 within the Port, or entering, leaving, moving, mooring or unmooring within 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 within 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 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 Docks (whether in transit, laid down or deposited) are at the sole risk of the owner in every respect. The Company has no custody of such goods and accepts no responsibility for any loss or damage to such goods 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.
 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. By landing or depositing goods at any location within the Port, the owner of the goods and the owner of the vessel (from which the goods were discharged or onto which the goods were loaded) jointly and severally indemnify the Company against any claims for HM Revenue & Customs duties or other taxes on the goods and for any other claims or fines against the Company from other local and national regulatory authorities or agencies in connection with the owners' use of the Port.
 11. The Company's services will be undertaken only in accordance with the Company's relevant terms and conditions for services 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.

12. When an agent for a vessel ceases to act whilst that vessel is still within 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.
13. 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.
14. 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.
15. 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.
16. 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.
17. Value Added Tax (or any other tax required to be levied on the Company's charges) will 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.
18. Payments must be made payable to:

The Mersey Docks and Harbour Company Limited
Sort Code: 601319 A/c No. 45137641
IBAN: GB80NWBK60131945137641
BIC: NWBKGB2L
- Remittances must be sent to the Credit Control Section, The Mersey Docks and Harbour Company Limited, Maritime Centre, Port of Liverpool, L21 1LA.
19. 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.
20. 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 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).
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.

Audit

The Company reserves the right, upon the giving of reasonable notice to the owner (and their appointed agents), Cargo 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 that may be received, loaded, discharged, delivered, stored or otherwise handled within the Port. Such documentation and materials must be provided to the Company upon request, without charge and during the Company's normal working hours.

For the purposes of undertaking periodic audits, the Company also reserves the right to review any recordings, data, reports or measurements (including but not limited to CCTV, ANPR etc.) produced from equipment under the control of any party and used to receive, load, discharge, deliver, store or monitor goods.

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

The Company reserves all rights to introduce a Brexit surcharge or associated additional charges should legislative changes dictate a material change to the Company's operational activities during 2024, which includes, but is not limited to, physical presentation of cargo for examination, examination activity or 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

When the Seafarers' Wages Act (the "Act") comes into force, the Company will be 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 Port administration fee. Failure to pay the surcharge applied under the Act may result in a refusal of access.

PART 1 - VESSELS AND GOODS

1. CHARGES ON VESSELS

1.1 LIABILITY TO AND PAYMENT OF CHARGES ETC.

(a) **Liability to charges**

The owner and master of a vessel are jointly and severally liable for the charges thereon. Vessels are liable to charges as follows:

(i) **Conservancy charges**

A vessel coming into or going out of the Port is liable to the Conservancy charge appropriate to its voyage as specified in paragraph 1.2.

(ii) **Berth charges**

In addition to the Conservancy charge, a vessel entering into, leaving, or making use of the Docks, or in the River Mersey for commercial purposes, is liable at the time of its arrival therein to the Berth Charges as specified in paragraphs 1.2 and 1.3 as appropriate.

(iii) **Space occupied by deck cargo**

Cargo in unregistered spaces is not subject to additional charge. Berth and Conservancy charges are levied solely on the GT of the vessel.

(iv) **Container vessels and grain vessels**

Information on charges relating to vessels discharging or loading goods at the Royal Seaforth Grain Terminal ("RSGT"), the Royal Seaforth Container Terminal ("RSCT") or Liverpool Container Terminal 2 ("LCT2") will be supplied on request.

(b) **Vessels loading or discharging in the River without permission**

If any vessel loads or discharges cargo, without the previous consent of the Company, in any part of the River Mersey north of an imaginary straight line drawn from Rock Ferry Slip to the site of the former Southern basin of Harrington Dock, the master or owner of such vessel is liable, by Statute, to pay to the Company, by way of damages, not less than the full amount and not exceeding twice the full amount of the charges that would have been payable in respect of the vessel and her cargo if the vessel had loaded or discharged her cargo at one of the Docks.

(c) **Payment of charges**

(i) Berth and Conservancy charges are payable at the office of the Shared Financial Services Department of the Company at Maritime Centre, Port of Liverpool, Liverpool L21 1LA.

(ii) Such charges must be paid upon the arrival of the vessel or (subject to the prior agreement of the Company) immediately upon receipt of the Company's invoice. Under The Mersey Dock Acts Consolidation Act 1858, the Collector of Customs may refuse to accept any report or clearance of a vessel until all charges have been paid.

(d) **Claims**

A claim for the return or adjustment of charges on vessels must be made and substantiated to the Collector of Rates & Dues within one month from the date of the arrival of the relevant vessel within the Port.

(e) Mode of charging

Unless otherwise specified to the contrary, charges on vessels are levied on the vessel's gross tonnage (GT) as follows:

- (i) One arrival with one departure of a vessel is considered as one voyage whether such vessel has discharged goods, loaded goods, or arrived or departed in ballast.
- (ii) A vessel arriving within the Port to discharge goods only or to discharge and load goods is liable to the Conservancy charge in respect of the most distant of all the places at which the goods on board on its arrival were loaded.
- (iii) A vessel arriving within the Port to load goods only is liable to the Conservancy charge in respect of the most distant of all the places at which the goods on board on its departure are to be discharged.
- (iv) A vessel arriving within the Port in ballast and departing the Port in ballast is liable to a Conservancy charge at the Coastwise rate.
- (v) A vessel arriving within the Port to discharge goods only is liable to the Berth charges in respect of the most distant of all the places at which the goods on board on its arrival were loaded.
- (vi) A vessel arriving within the Port to load goods only is liable to the Berth charges in respect of the most distant of all the places at which the goods on board on its departure are to be discharged.
- (vii) A vessel arriving within the Port to discharge and load goods is liable to the Berth charges in respect of the most distant of all the places at which the goods on board on its arrival were loaded and all the places at which the goods on board on its departure are to be discharged.
- (viii) A vessel that either enters the Docks to discharge a bulk commodity and thereafter loads in the Docks a bulk commodity of a different type (i.e. general cargo or containers) or that enters the Docks to discharge general cargo or containers and that thereafter loads a bulk commodity is liable to the Berth charges for the period of discharge at the appropriate charge for vessels discharging or discharging/loading and, for the period of loading, the appropriate charge for vessels loading only.
- (ix) A vessel arriving within the Port and entering the Dock systems in both Liverpool and Birkenhead is liable to Berth charges assessed separately in respect of each use of the Liverpool or Birkenhead Dock systems.
- (x) A vessel finishing discharging or loading goods prior to midnight on any day and that remains within the Port awaiting the tide on the following day is exempt from Berth charges in respect of that following day.
- (xi) A vessel arriving prior to midnight that does not commence discharging or loading goods until the following day is exempt from Berth charges in respect of the day of arrival.
- (xii) A vessel transiting the Queens Channel or Crosby Channel, either inward or outward bound, at a draught exceeding 6.3m is liable to the Conservancy Dredging Surcharge specified in paragraph 1.2.

1.2 SCHEDULE OF BERTH AND CONSERVANCY CHARGES ON VESSELS

BERTH CHARGES				
For vessels (other than those carrying AFS or discharging or loading at RSGT, RSCT or LCT2) entering the Port from or leaving the Port for—	Vessels discharging or discharging and loading		Vessels loading only	
	Charge per GT per day	Minimum number of chargeable days	Charge per GT per day	Minimum number of chargeable days
Coastwise locations or any place in the European Union	£1.300	2	£0.977	2
All other places	£1.519	2	£1.189	2
All vessels carrying AFS	£1.234	2	£1.008	2
All vessels discharging or loading at RSGT, RSCT or LCT2	Berth Charges will be quoted upon application			
Infrastructure Surcharge †	£0.0105 per GT per voyage			
CONSERVANCY CHARGES				
For vessels (other than Cruise Vessels) entering the Port from or leaving the Port for—	Charge per GT per voyage			
Coastwise locations or any place in Ireland	£0.264			
All other places	£0.878			
Cruise Vessels - transit call - turnaround call (refer to definitions)	£0.256 per GT per voyage £0.327 per GT per voyage			
Dredging Surcharge §	£0.078 per GT per voyage			
Administration Surcharge §	£36.81 per voyage			

† payable by all vessels in addition to all other Berth Charges, Special Berth Charges, or any other rates/charges/arrangements payable in lieu thereof

§ payable by all vessels in addition to all other Conservancy Charges or any other rates/charges/arrangements payable in lieu thereof

1.3 SPECIAL BERTH CHARGES

- (a) **Vessels arriving in ballast etc. to use the graving docks only:**
£0.864 per GT (plus Conservancy) - plus idle day charges per paragraph (h) if incurred.
- (b) **Vessels discharging and/or loading cargo in the River Mersey:**
 Vessels discharging/loading cargo, with the permission of the Company, at any place in the River Mersey, other than at any berth, stage, or jetty in the River Mersey, will be charged: **£0.977** per GT/day, subject to a minimum charge of **£52** per day (plus Conservancy).
- (c) **Vessel in the Docks or the River Mersey either (i) for commercial purposes but not working cargo, (ii) for mobilisation or de-mobilisation or (iii) under arrest, receivership, or detention:**
£0.977 per GT/day, subject to a minimum charge of **£52** per day (plus Conservancy).
- (d) **Vessels using Tranmere Oil Stages:**
 Vessels that discharge or load cargoes of crude petroleum oils and refined petroleum products (but not gases) of any nature at Tranmere Oils Stages will be charged Conservancy at the appropriate scheduled rate as specified in paragraph 1.2 in addition to a Berth Charge that will be specified from time to time by the Company.
- (e) **Vessels using Liverpool Landing Stages:**
 Vessels that moor at or discharge or load cargo at the Liverpool Landing Stages will be charged **£0.977** per GT/day, subject to a minimum charge of **£52** per day (plus Conservancy).
- (f) **Vessels in the Docks for the purpose of repairing or scrapping (other than in a graving dock) excluding any day that the vessel loads and/or discharges any cargo within the Port:**
 Vessels will be charged **£0.566** per GT/day (subject to a minimum charge of **£52**), based on the vessel's GT when entering the Docks (plus Conservancy).
- (g) **Vessels in the Docks to work cargo but lying idle because of non-availability of dock labour or a discharging/loading berth, or adverse weather conditions preventing cargo operations or the vessel from sailing:**
 For each day that the vessel lies idle, the vessel will be charged **£0.097** per GT/day (plus Conservancy). Minimum Berth Charge: **£52** per day.
- (h) **Vessels in the Docks (other than a graving dock) solely to shelter from adverse weather conditions, or laying-up (including laying-up before or after using a graving dock but excluding under arrest, receivership, or detention):**
 For each day that the vessel lies idle, the vessel will be charged **£0.097** per GT/day (plus Conservancy). Minimum Berth Charge: **£52** per day, **£259** per call.
- (i) **Registered fishing vessels:**
£0.654 per GT per day or part thereof with a minimum of **£1.308** per GT and a maximum payment of **£3.270** per GT to cover Berth and Conservancy charges. Idle days charges up to 20 days maximum are also included in this charge.
 Registered fishing vessels of tonnage less than 50 GT will be deemed to measure 50 GT and will be charged on that basis.
- (j) **Vessels embarking or disembarking passengers:**
 Vessels that embark or disembark passengers will be charged Conservancy at the appropriate scheduled rate as specified in paragraph 1.2 in addition to a Berth Charge specified from time to time by the Company.

1.4 LOCKING-IN AND LOCKING-OUT

The Company reserves the right to charge pleasure craft and other vessels of less than 82 m in length **£826** to lock-in and **£826** to lock-out of the Docks in circumstances where such pleasure craft and vessels do not use a lock in the company of one or more vessels of 82 m or more in length.

Note: Masters and owners of vessels that proceed outwards to an anchorage within the Port with the intention for the vessel to return inwards must declare that intention prior to anchoring, otherwise the subsequent inward transit will be considered the start of a new voyage for the purpose of all voyage-related charges.

2. CHARGES ON GOODS

- (a) Unless otherwise stipulated in any special conditions relating to services and facilities provided by the Company, all goods on or within the estate of the Company are at the owner's sole risk in every respect.
- (b) The Company will not be responsible or liable for any loss of or damage to any goods whatsoever caused by fire or theft, by the negligence or breach of duty of the Company (including its servants or agents), by weather, or otherwise howsoever.

2.1 REMOVAL OF GOODS

Owners of goods are liable for the payment of Quay Rent or Special Rent on all goods that remain on the Dock quays after 1700 hours on the third working day next after the day on which they were landed or deposited there.

2.2 LIABILITY TO AND PAYMENT OF CHARGES ETC.

(a) Liability to charges

The owner of the goods is liable for the charges thereon. Goods that are:

- (i) brought into, taken out of, or carried through the Port on board a vessel; or
- (ii) brought into the Docks, deposited on or carried over the works or lands of the Company and that leave such works or lands,

are liable to Goods charges; except that goods brought into the Docks from any port or place within the limits of the River Mersey, or any inland canal or navigable river communicating therewith, are not liable to charges unless subsequently exported from the Port.

- (b) Goods that are brought into, taken out of, or carried through the Port on board a vessel that are not discharged or loaded therein are liable to 50% of the Goods charge.

(c) Payment of charges

Unless agreed to the contrary by the Company, Goods charges must be paid to the Company as follows:

- (i) prior to loading on board a vessel in respect of goods to be exported from the Port;
- (ii) upon arrival of the vessel but prior to removal of the goods from the Port in respect of goods imported via the Port; or
- (iii) prior to removal of the goods from the Port in respect of any other movement of goods.

(d) **Non-payment of charges**

Persons who evade, neglect, or omit to pay any charges are, by Statute, liable to pay to the Company, by way of damages, in addition to such charges, a sum equal to such charges and are also liable to a penalty.

(e) **Claims**

Claims for the return of overpaid charges on goods, occasioned by over entry, must be made and substantiated to the Collector of Rates & Dues within one month from the time of the entry of such goods. Claims for exemption from charges on goods will be allowed only if made and substantiated to the Collector of Rates & Dues within one month from the date of importation into the Port.

(f) **Documents to be furnished**

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

- (i) Bills of lading or cargo manifest (indicating the weight of cargo and details of the shippers, consignees, and freight payers); and
- (ii) Statement of facts.

Where the quantity of cargo discharged does not match that shown on the relevant bill of lading or cargo manifest, a certified discrepancy report (including details of supporting surveys etc.) must be provided.

Confirmation of the quantity of cargo discharged or loaded and the required supporting documents, together the "cargo declaration", must be supplied by the master or owner of a vessel, via their appointed agent, to the Company within two working days from the day upon which the vessel completes discharging or loading, as appropriate.

The cargo declaration must be uploaded to the relevant vessel's booking record using the Company's Online Booking Portal (PortLinks); the Company will no longer accept cargo declarations from appointed agents via alternative means (such as email or telephone). Upon departure of a vessel, the Company will send a notification (containing a link to the location where the cargo declaration must be entered and uploaded) to the registered email of the appointed agent(s) for the vessel.

The master or owner of a vessel who fail to provide a cargo declaration commit an offence and may be liable, upon conviction, to a fine. Appointed agents that fail to comply with the process or timescale for submitting cargo declarations, but excluding cases where the appointed agent can prove that they were not supplied with a cargo declaration by the master or owner, will incur a charge of **£501** per vessel concerned.

2.3 EXEMPTIONS

Persons claiming exemptions must furnish such declaration or evidence as may be required by the Company.

(a) **Goods in transit**

Goods imported into the Docks that having been discharged in the Docks are arranged to be reshipped therefrom as soon as practicable to another place, and are in fact subsequently reshipped to that place, are exempt from the payment of outward Goods charges, provided that the inward Goods charge has been paid in full.

(b) **Goods brought into the Port but discharged or loaded elsewhere**

Goods brought into, taken out of, or carried through the Port on board a vessel that are not discharged or loaded therein but which are discharged or loaded at any place, other than within the Port, that is connected to the River Mersey at a point to the south of an imaginary straight line drawn across the River Mersey from Eastham Ferry to the north-westerly boundary of Garston North Dock are exempt from the payment of Goods charges.

2.4 SCHEDULE OF GOODS CHARGES

- (a) Unless otherwise indicated, Goods Charges are levied on the gross weight of the goods and all packaging per metric tonne of 1,000 kilograms or part thereof. Charges are not made on the weight of containers or pallets, except when empty. Goods charges for unlisted commodities are available upon application.

Charges on imported or exported goods	Goods charge per tonne
Cereals – imports	£8.44
Cereals – exports	£3.81
Oilseeds and oleaginous fruit etc.	£8.44
Residues and waste from the food industries etc.	£8.36
Metallic ore, slag, and ash	£8.36
Mineral fuels, mineral oils etc.	£7.95
Animal and vegetable fats and oils in bulk	£7.95
Liquid chemicals in bulk	£9.63
Fuel oil or gas oil for bunkers supplied direct to vessel	£6.26
Metals (excluding iron and steel)	£22.96
Maximum charge - all other commodities	£22.96
Minimum charge - all other commodities	£9.62

A minimum charge of £63 per bill of lading is made for all Goods Charges.

- (b) The charge on un-weighed timber is calculated from its measurements by using the appropriate conversion factor for each category of timber. Conversion factors for specific timbers may be obtained from the Company.
- (c) Goods passing over the Company's lines of railway will be subject to additional charges, which will be quoted upon application.

3. CHARGES ON PASSENGERS

The owner and the master of a vessel are jointly and severally liable for the charges thereon as set out below, such charges being payable on each passenger embarked onto or disembarked from a vessel within the Port and must be paid to the Company before the departure of the vessel from the Port.

Schedule of Passenger Dues

For each passenger embarking for or disembarking from:

- (a) Coastwise or any place in the European Union £7.95 per passenger
 (b) All other places £14.26 per passenger

4. ENVIRONMENTAL LEVY

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

	Levy per voyage
(a) Category A Vessels	£0.0172 per tonne of cargo
(b) Category B Vessels	£0.0019 per GT of the vessel

Category A Vessels: Vessels carrying (as cargo) any oil as defined in MARPOL 73/78 Annex I Chapter 1 Regulation 1 and/or any noxious liquid substance as defined in MARPOL 73/78 Annex II Chapter 1 Regulation 1.

Category B Vessels: Any vessel that is not a Category A Vessel.

5. WASTE RECEPTION LEVY

The owner and the master of a vessel that comes into or goes out of the Docks are jointly and severally liable for the waste reception levy in respect of a contribution towards the cost of disposal of non-hazardous, dry domestic waste as set out below:

Vessel GT	Charge per voyage
(a) 0 to 3,000	£39.32
(b) 3,001 and over	£111.91

The maximum quantity of non-hazardous, dry domestic waste covered by the above charges is 1,000 kg or 1 m³ per vessel per voyage. Disposal of additional quantities of non-hazardous, dry domestic waste will be quoted separately upon application to mersey.waste@peelports.com.

An additional charge of **£389** per collection will apply for the disposal of International Catering Waste (ICW). If an ICW disposal service is required, the Company must be notified with not less than 24 hours' notice (excluding weekends and Bank Holidays) by emailing ShipsgarbageMersey@peelports.com, including the following details:

- Name of vessel
- Berth at which the ICW will be landed ashore
- Estimated date and time of arrival at the berth
- Estimated quantity of ICW for disposal
- Copy of the CERS workbook

An additional charge of **£197** will apply on each occasion that an ICW disposal service is requested but is subsequently cancelled.

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

PART 2 - PILOTAGE

1. PILOTAGE DIRECTIONS

The Mersey Docks and Harbour Company Limited as the Competent Harbour Authority for the Port of Liverpool, and as agent for The Manchester Ship Canal Company Limited (in respect of the Manchester Harbour Area) and Associated British Ports (in respect of Garston Docks), pursuant to the Pilotage Act of 1987 and any statutory amendment or re-enactment thereof, and in exercise of their powers under Section 7 of the said Act hereby give Pilotage Directions for the Port of Liverpool, the Manchester Harbour Area and Garston Docks.

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

The Company does not guarantee that one or more Pilots or pilot launches will always be available. The Company will not be liable for any delay or extra cost whatsoever howsoever caused that may arise from any cause in connection with the availability of Pilots or pilot launches.

2. SCHEDULE OF PILOTAGE CHARGES

(a) For piloting a vessel to or from the Liverpool Bar Pilot Station from or to:

- (i) the entrance of the Manchester Ship Canal or the entrance of the Queen Elizabeth II Dock;
- (ii) any berth or point in the Liverpool, Birkenhead, or Garston Docks; or
- (iii) any berth or point (including a point of aborted transit) in the River Mersey,

the following charges will be payable:

Vessel GT	Charge per trip
Up to 800	£915
801 to 1,600	£1,259
1,601 to 3,500	£1,706
3,501 to 7,500	£2,167
7,501 to 12,000	£2,853
12,001 to 15,000	£3,276
15,001 to 20,000	£3,732
20,001 to 30,000	£3,955
30,001 to 40,000	£4,231
40,001 to 50,000	£4,549
50,001 to 60,000	£4,869
60,001 and over	£5,192

- (b) (i) For each period of 60 minutes (or part thereof) that a vessel is at anchor for weather or awaiting tide (other than the first such period) with a Pilot on board, an anchorage charge of **£66** will be payable.

- (ii) For each period of 60 minutes (or part thereof) that a Pilot is booked to stand-by on board a vessel due to stress of weather at any berth or anchorage within the Port, a charge of **£249** will be payable.
- (iii) For each period of 60 minutes (or part thereof) that a vessel is at anchor for vessel's business with a Pilot on board, an anchorage charge of **£249** will be payable.

These charges will not apply during any period that the vessel is obliged to remain at anchor due to any negligent act or omission of the Company.

- (c) For piloting a vessel navigating or moving within the Port via the River Mersey, the following charges will be payable:

Vessel GT	Charge per trip
Up to 800	£915
801 to 1,600	£1,259
1,601 to 3,500	£1,706
3,501 to 7,500	£2,167
7,501 to 12,000	£2,853
12,001 to 15,000	£3,276
15,001 to 20,000	£3,732
20,001 to 30,000	£3,955
30,001 to 40,000	£4,231
40,001 to 50,000	£4,549
50,001 to 60,000	£4,869
60,001 and over	£5,192

The following operations will not be deemed to be navigating or moving for the purposes of this paragraph (c), namely:

- (i) navigating or moving an inward bound vessel from an anchorage within the Port;
 - (ii) navigating or moving an inward bound vessel from an anchorage within the Port to a dock;
 - (iii) navigating or moving an inward bound vessel from an anchorage within the Port to await the tide or favourable weather.
- (d) For each occasion on which a Pilot is required for a vessel warping along a quayside for a distance less than or equal to the vessel's overall length, a charge of **£462** will be payable.
 - (e) For each occasion on which a Pilot is required for a vessel warping along a quayside for a distance greater than the vessel's overall length, moving along a quayside for any distance other than by warping, moving from a berth and to another berth within an enclosed dock within the Port or returning to the same berth after swinging, a charge equal to 50% of the charge described in paragraph (c) of this Schedule will be payable.
 - (f) (i) For each occasion on which a Pilot is booked for an inward bound vessel but the booking is subsequently amended or cancelled with less than 2 hours' notice prior to the scheduled launch departure time, a charge of **£249** will be payable.
 - (ii) For each occasion on which a Pilot is booked for an outward-bound vessel, or a vessel moving within the Port, but the booking is subsequently amended or

cancelled with less than 2 hours' notice prior to the booked time, a charge of **£249** will be payable.

These charges will be doubled if a Pilot attends on board (without the Pilot conducting the vessel), has boarded the launch, or has attended at the customary boarding location and the booking is subsequently cancelled.

An amendment to a Pilot booking must be made in accordance with the procedures for Estimated Time of Arrival or Estimated Time of Departure messages (including short notice bookings for a Pilot) provided for in the Pilotage Directions, otherwise the surcharges specified in paragraph (j) of this Schedule will apply in addition to the charges details in this paragraph (f).

- (g) (i) For each hour (or part thereof) in excess of the first two hours that a Pilot booked for an outward vessel remains at the boarding point before sailing, a charge of **£249** will be payable.
- (ii) If a Pilot remains on board either an inward vessel or a vessel that has navigated or moved within the Port, due to either a request/direction to remain on board or because there is no safe means for the Pilot to disembark from the vessel (unless due to prevailing weather conditions, in which case the provisions of paragraph (b) of this Schedule will apply), a charge of **£249** per hour (or part thereof) will be payable from the time that the vessel is all fast until such time as the Pilot has disembarked or commences a further act of pilotage, whichever is sooner.
- (h) Except as provided in paragraph (i) of this Schedule, where because of bad weather a Pilot is carried away or is boarded beyond the Port, any landing fees, travel or hotel charges incurred by the Pilot as a result of being carried away or boarded beyond the Port will be payable together with the following sums (as applicable) for each day, or part thereof, that the Pilot is away from home due to being carried away or boarded beyond the Port:

(i) Irish Sea Ports (including Douglas I.O.M.)	£978
(ii) Other UK and Irish Ports	£2,665
(iii) Other EU Ports	£3,999
(iv) Other Ports outside EU	£6,673

(Masters, Agents, and Owners are reminded that it is a serious offence under section 19 of the Pilotage Act 1987 (and any statutory amendment or re-enactment thereof) to take an authorised Pilot out of the district without reasonable excuse and without the Pilot's consent).

If a Pilot travels to a point beyond the Port for the purpose of boarding an inward bound vessel and the booking is cancelled (and the Pilot cannot be assigned to another inward bound vessel from the same point on the same tide), the charges as specified in paragraph (h) of this Schedule, in addition to any other cancellation charges, will apply.

- (i) The charge for boarding or landing a Pilot at Lynas Pilot Station, Anglesey will be **£1,575** per Pilot. If the Pilot must be boarded or landed at Lynas Pilot Station owing to severe weather, the charge will be **£785** per Pilot. If a Pilot travels to Lynas Pilot Station and the booking is cancelled after the Pilot has arrived there, a charge of **£1,575** will be payable in addition to any other cancellation charges.
- (j) Where a vessel fails to comply with the procedures for Estimated Time of Arrival or Estimated Time of Departure messages (including short notice bookings for a Pilot) provided for in the Pilotage Directions, a surcharge of 50% (for ETA) or 25% (for ETD) of

the relevant charge for the pilotage service required will be payable in addition to the relevant charge.

- (k) Where a booking for an outward-bound vessel or vessel transporting (i.e. navigating or moving solely within the Port) is received outside the period 0800 hours to 1630 hours on weekdays, 0900 hours to 1200 hours on Saturday, or 0800 hours to 1000 hours on Sunday and Bank or other National Holidays, an additional charge of **£249** will be payable.
- (l) Where a Pilot attends a Master or representatives of a vessel for a pre-sailing or pre-arrival consultancy, a charge of **£302** will be payable. Where a Pilot is consulted by telephone, a charge of **£114** will be payable.
- (m) For all vessels that require the services of a second Pilot, an additional charge, equivalent to the ordinary charge applicable to that vessel, will be payable for the second Pilot.
- (n) If a vessel sails from a dock or river berth and, having elected to anchor in the River Mersey for any reason, discharges its Pilot (with the permission of the Company) but with a definite time for sailing on that tide or the flood of the next tide, no extra charge will be made; but otherwise a surcharge of 50% of the ordinary charge applicable to that vessel will be payable.
- (o) A vessel navigating to an anchorage for vessel's business (which includes bunkering or lightening) as part of its main inward or outward voyage will be charged a surcharge of 50% of the ordinary charge applicable to that vessel.
- (p) A vessel engaged in adjusting compasses or calibrating equipment while the Pilot is still on board will be charged **£249** per hour (or part thereof). An additional charge of **£521** will be payable on each occasion that a compass adjuster is transported to or from a vessel.
- (q) Where a pilotage service is performed for which no charge is provided for in this Schedule, the Company will be entitled to make such charge as it considers reasonable in all the circumstances for the service performed.
- (r) Charges for Pilotage Exemption Certificates granted by the Company ("Certificates") are as follows:

(i) Fee for issue of Certificate	£2,744
(ii) Examination fee for Certificate	£1,372
(iii) Fee for annual renewal of Certificate	£249
(iv) Fee for alterations to a Certificate	£109
(v) Fee for "check-ride"	£1,375
- (s) Where a vessel is piloted within the Port by a Deck Officer who holds a current Pilotage Exemption Certificate for the Port in respect of that vessel, the Company will levy a Pilotage Exemption Charge equivalent to 13.0% of the Scheduled Pilotage Charge per movement pursuant to Section 10(3) of the Pilotage Act 1987 (and any statutory amendment or re-enactment thereof), up to a maximum number of movements per annum of 300 in and 300 out per vessel.
- (t) The Company reserves the right to apply special surcharges, payable in addition to the charges shown in this Schedule, from time to time.

3. APPROPRIATION FEES

In addition to the charges otherwise payable pursuant to this Schedule, the following charges will also be payable per occasion where a vessel takes an appropriated Pilot which, for the purposes of this Clause, means a Pilot appropriated by the Company to a particular shipowner, agent shipping company or berth operator on the application of that shipowner, agent, shipping company or berth operator:

Vessels of 20,000 GT or less navigating to or from a berth on the River Mersey or a dock within the Port from or to the Sea	£240
Vessels of 20,001 GT to 40,000 GT navigating to or from a berth on the River Mersey or a dock within the Port, from or to the Sea	£474
Vessels of 40,001 GT to 60,000 GT navigating to or from a berth on the River Mersey or a dock within the Port, from or to the Sea	£714
Vessels of 60,001 GT and over navigating to or from a berth on the River Mersey or a dock within the Port, from or to the Sea	£951
Vessels of less than 1,000 GT belonging to Her Majesty using Princes Stage or manoeuvring in a dock system	£240
Vessels of more than 1,000 GT belonging to Her Majesty using Princes Stage or manoeuvring in a dock system	£474
Vessels navigating to or from the Port of Manchester from or to a berth on the River Mersey, a dock within the Port or the Sea	£281
Vessels under 20,000 GT lightening in Liverpool Bay or in the River Mersey	£240
Vessels of 20,000 GT and over lightening in Liverpool Bay or the River Mersey	£426

4. PAYMENT OF CHARGES

The owner and master of a vessel are jointly and severally liable for the pilotage charges therefor. All pilotage charges must 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: A Pilots' National Pension Fund (PNPF) deficit surcharge of 26% is included in the aforementioned charges.

PART 3 - TOWAGE

Towage of vessels within the Port of Liverpool is undertaken on a commercial basis by ship handling tugs registered with the Company. Details of ship handling tugs and their operators can be obtained from the Company's website.

PART 4 - QUAY RENT AND SPECIAL RENT

Regulations and charges

1. PREAMBLE

Users of the Port of Liverpool 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 Docks, nor do the Company have custody of the same, and all goods on or within the Docks are at the owner's sole risk in every respect and the Company will not be responsible for loss or damage of any nature whatsoever howsoever arising thereto.

2. GENERAL RULES AND REGULATIONS

2.1 GOODS IN TRANSIT

Goods imported and landed or deposited at the Docks for exportation from the Docks are exempt (except whereby 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 the Docks.

2.2 QUAY RENT

Any goods landed or deposited at the Docks 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 **£13.53** per square metre per day.

2.3 SPECIAL RENT

(a) Notwithstanding their liability to Quay Rent, inward and outward goods landed or deposited at the Docks will, 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 Special Rent charges are available on request.

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

- (i) extend the period for which goods may be permitted to remain on the Docks 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.

2.4 OVERLANDED CARGO

Overlanded cargo will be subject to such special rate of rent as determined from time to time by the Company.

2.5 OUTWARD CARGO

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

2.6 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 will 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.

2.7 APPEALS

Appeals for remission or reduction of Quay Rent or Special Rent will 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 that are removed from the Docks within 72 hours after landing.

Owners of goods are advised to give the Cargo Operator advance notice of their intention to apply for collection of their goods therefrom.

PART 5 – LINE-HANDLING (ANCILLARY SERVICES)

1. TERMS AND CONDITIONS

Any agreement between the Company and a Hirer for the provision or performance of Line-handling Services by the Company is and will be subject to the Company's Terms and Conditions for Ancillary Services relating thereto. Use of the Company's Line-handling Service will be deemed to constitute notice of and agreement to these Terms and Conditions provided that, prior to use of the said service, the Company will take all reasonable steps to ensure that Hirers are aware of these Terms and Conditions and that copies are available on request.

Such Terms and Conditions are available upon the Company's website or upon request from the Harbour Master's Department.

2. CHARGES

- (a) The Hirer shall pay to the Company the charges in accordance with the Schedule of Line-Handling Charges hereto. The Charges in paragraphs (a) and (b) thereof are based on the vessel GT and exclude hire charges for attendant Gig Boat and crew provided at the request of the Hirer (but not otherwise).
- (b) Additional charges to those listed in the said Schedule will be payable by the Hirer for any special service over and above normal line-handling services (such as, for example, the employment of attendant Gig Boat and crew).
- (c) Charges for docking, undocking, or transporting vessels after 2400 hours Sunday and up to 2400 hours Friday, will be at the standard day rate quoted in the Schedule hereto.
- (d) Charges for docking, undocking, or transporting vessels after 2400 hours Friday and up to 2400 hours Sunday ("weekends") will be at the standard day rate plus 50%.
- (e) Charges for docking, undocking, or transporting vessels on Bank and other National Holidays (except for Christmas Day, Boxing Day, and New Year's Day) will be at the standard day rate plus 100%. Rates for Christmas Day, Boxing Day and New Year's Day will be available upon application to the Harbour Master's Department.
- (f) Charges are calculated from time of order, but the rates quoted in paragraphs (d) and (e) above, will become due if a vessel docking crosses the outer sill of a lock after 2400 hours Friday and up to 2400 hours Sunday, or on a Bank or other National Holiday, or when a vessel sailing, or shifting, does not 'break away' until such hours or Holidays.

3. ORDERS AND NOTICES

- (a) All original orders for Line-handling Services are to be requested as far in advance as possible. During weekdays after 0800 and up to 1630 hours, the minimum ordering time will be one hour in advance of the required time of the line-handling services.
- (b) An attendance charge for Line-handling Services at the rate of 10% of the relevant charge will become due if an order for Line-Handling Services is cancelled or amended without the required notice of cancellation or re-ordering, respectively being given to the Company in accordance with paragraph (c) below.

- (c) Charges for docking, undocking or transporting vessels from 1730 hours Friday and up to 0900 hours Monday and from 1730 hours Monday to Thursday inclusive and 0900 hours the following day or on a Bank or other National Holiday will be at the appropriate rate plus 30% if the order to the Company's Ancillary Services Control is received after 1630 hours on the last normal working day before the required service.
- (d) Notices of cancellation and re-orders for Line-handling Services at a later time (so that no charge is applicable) will be accepted at the following hours' notice:

Time of original order	Notice for cancellation and re-order
(i) from 0800 - up to 1630 weekdays	1 hour's notice
(ii) after 1630 - up to 2300 weekdays	3 hours' notice
(iii) after 2300 - up to 0800 weekdays and after 1630 Friday up to 0800 Monday	6 hours' notice

- (e) Notices of cancellation and re-orders for Line-handling Services to be performed at an earlier time than the original order will be accepted at the above hours' notice and will be charged at the appropriate rate plus 30% if the time of re-order falls after 1630 and up to 2400 hours or after 2400 and up to 0800 hours on weekdays or after 1630 hours Friday and up to 0800 hours Monday or on a Bank or other National Holiday.
- (f) If men are ordered to attend a vessel and are detained for a complete hour or more without working due to or resulting from the act or default of the Hirers, their servants, agents or independent contractors, or any other circumstances not being the act or default of the Company, then a detention charge for each complete hour of such detention at the rate of 10% of the relevant charge will become due in addition to the relevant charge for the operation.

4. SCHEDULE OF LINE-HANDLING SERVICE CHARGES

(a) **Charge per vessel for docking or undocking or shifting**

Vessel GT	Standard day rate †
Up to 800	£139
801 to 1,200	£198
1,201 to 1,600	£278
1,601 to 2,000	£366
2,001 to 2,500	£449
2,501 to 5,500	£843
5,501 to 8,500	£1,016
8,501 to 12,000	£1,201
12,001 to 15,500	£1,570
15,501 to 19,000	£1,760
19,001 to 26,000	£1,938
26,001 to 33,000	£2,317
33,001 to 40,000	£2,781

40,001 and over £3,054
 † plus 50% for weekends or plus 100% for Bank/National Holidays

(b) **Charge for vessels berthing or unberthing at Tranmere Oil Stages**
 Charges quoted upon application.

(c) **Charges for other services** **Standard day rate †**

Attendant Gig Boat & crew provided in the Docks at the request of the Hirer (but not otherwise), per hour	£315
Attendant Gig Boat & crew provided in the River at the request of the Hirer (but not otherwise), per hour	£524
Fendermen, per man	£106
In addition to charge for movement as above men on quay, per man	£106
For warping along a quay for a distance less than or equal to a vessel's length, securing extra moorings etc., per man	£106

† plus 50% for weekends or plus 100% for Bank/National Holidays

(d) **Charges for hire of fenders at berths in Liverpool and Birkenhead (subject to availability)**

Sausage-type fender (per fender per day)	£82
Yokohama-type fender (per fender per day)	£115
Fender deployment, repositioning or removal (per occasion), subject to availability †	£402

† plus 50% for weekends or plus 100% for Bank/National Holidays

5. PAYMENT OF CHARGES

The Company's charges are payable by the Hirer on demand, unless otherwise agreed by the Company.

6. VARIATION

The Terms and Conditions and charges relating to the provision of Line-handling 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.

PART 6 - OTHER SUNDRY CHARGES

1. HOT WORK, DIVING, AND IMMOBILIZATION CONSENTS

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

- (a) When requested Monday-Friday 0900-1600: £84 per Consent (†)
- (b) When requested outside the hours above: £840 per Consent (†)
- (†) An additional charge of **£125** will apply when the request for consent is made less than 24 hours prior to the intended commencement of the activity requiring consent.

The issuing of Consent is subject to the availability of the relevant authorising officers of the Company.

2. 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:

- (a) Request for clarification: £114 per request
- (b) Request for a single amendment to a booking: £114 per request
- (c) Intervention in the booking process: £1,089 per intervention †

† An intervention must not engage the Group Marine Planning Team in more than 1 man-hour’s work. If an intervention engages the Group Marine 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 **£1,089** per man-hour for each hour or part thereof that the Group Marine 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 will be determined from time to time by the Company.

3. 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): £28 per chart
- (b) All other hydrographic information: Rate upon application

4. RO/RO TRAFFIC SURCHARGES

For each trailer brought onto the Docks, by either discharging from a vessel or receiving from road transport, the relevant RoRo service operator shall pay:

- (a) **Brexit Surcharge:** £2.18 per laden import unit

To reflect the costs associated with complying with statutory obligations and providing infrastructure in relation to Brexit.

These RoRo Traffic Surcharges are payable in addition to any other charges that may be payable in accordance with these charging provisions or any charges that are payable in accordance with any agreements made by MDHC in respect of RoRo traffic handled at the Docks.

5. DANGEROUSLY WEIGHTED HEAVING LINES

For each occasion that a vessel is found to have used a dangerously weighted heaving line whilst within the Port, the Company reserves the right to levy a charge of **£1,089** (payable by the owner) in respect of the Company reporting the incident to the relevant authorities.

6. LAND EXPLOITATION LEVY

For exploitation of the Port's natural resources, the Port User shall pay:

Rate upon application

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>
Lock Bookings	Marine Operations	+44(0) 151 949 6141 <i>Option 2</i>
Pilotage Bookings	Marine Operations	+44(0) 151 949 6141 <i>Option 3</i>
Ancillary Services Bookings	Marine Operations	+44(0) 151 949 6905
Port Operations Control	Marine Operations	+44(0) 151 949 6649
Hot Work, Diving & Immobilization Consents	Marine Operations	+44(0) 151 949 6649
PortLinks Registration & Help	Marine Operations	+44(0) 151 949 6154
Invoicing	Financial Services	+44(0) 151 949 6196
Payment of Invoices	Financial Services	+44(0) 151 949 6254
Sales/Business Development		+44(0) 151 949 6496

Issued by:

Collector of Rates & Dues
 Port of Liverpool
 The Mersey Docks and Harbour Company Limited

December 2023

Amendments

Ver.	Effective Date	Details
1	1.1.24	Original as issued

The Mersey Docks and Harbour Company Limited
Maritime Centre
Port of Liverpool
L21 1LA

Telephone: 0151 949 6000
Email: liverpool@peelports.com
www.peelports.com