

Great Yarmouth Port Company Ltd

(Acting as agents for Great Yarmouth Port Authority)

Schedule of Charges and Terms & Conditions of Trading



Operative from:
1st January 2018

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TERMS AND CONDITIONS OF TRADING

Part 1 – General

1. DEFINITIONS

1.1 In these Terms and Conditions:-

“Agreement”	means any agreement or contract entered into by the Company, or any member of the Company, with a Customer or Shipowner.
“Bulk Commodity”	means any homogenous liquid or solid carried in a vessel without any intermediate form of containment (such as oil, ores, or sand).
“Cargo Handling Services”	means the Services of discharging, loading, receiving and delivering of Services performed or provided by the Company at the Port, and operations ancillary thereto.
“the Company”	means Great Yarmouth Port Company Limited (Registered No. 05971330) having its registered address at Maritime Centre, Port Of Liverpool, Liverpool, England, L21 1LA.
“Containerised Cargo”	means any Cargo shipped in either 8’ 10’ 20’ 30’ 40’ or 45’ containers which complies with I.S.O. standards (and for the purposes of this Agreement includes empty containers handled by the Group).
“Customer”	means any person for whom Services are performed or provided by the Company, including:- 1. where used in relation to any Goods; the owner, consignor, shipper, consignee, receiver or other person in charge of the Goods or other respective agents (other than the Company) in relation thereto. 2. where used in relation to any road or rail vehicles; the owner, agent, operator, driver or other person in charge of the vehicle.
“Dangerous Substances”	means any substance as defined in Section 3 of the Dangerous Substances in Harbour Areas Regulations 1987.
“Goods”	means any goods, cargo, commodities, livestock, articles and things of every description (including any containers, crates or packaging within which such Goods may be contained), but excluding stores and bunkers.
“Great Yarmouth Port”	means the competent harbor authority and statutory harbour authority for the Port of Great Yarmouth Authority”
“GT”	means Gross Tonnage as calculated in accordance with the Merchant Shipping (Tonnage) Regulations 1997.
“GRT”	means Gross Register Tonnage as defined in the Merchant Shipping Acts (1947 Oslo Convention).
“Harbour Master”	means the harbour master appointed by the Company and includes his authorised deputies and assistants and any person authorised by the Company to act in that capacity.
“Length Overall” (LOA)	means the extreme length of the vessel as declared on the vessel’s Tonnage Certificate or in Lloyds Register of Shipping.

“Package”	means a bag, bale, bundle, carton, cage, case, cask, carboy, crate, cylinder, drum, net, tank, pallet or other receptacle. It also includes an empty package.
“the Pilotage Area”	as defined in the current Great Yarmouth Port Authority Pilotage Directions for which the Port Authority is the Competent Harbour Authority pursuant to the Pilotage Act 1987.
“the Port”	means the Great Yarmouth River Port and Outer Harbour (including the approaches thereto), bridges, wharves, quays, berths, roads, and other property and works of every description and nature, and the buildings, structures and erections thereon, at the Port of Great Yarmouth for the time being owned, occupied or managed by the Company. The port limits are as defined in the Great Yarmouth port Authority Acts 1866 to 1990, as amended by the Broads Authority Act 2009.
“Services”	means any service or operation of whatsoever nature performed or provided by the Company.
“Shipowner”	means the owner of any vessel to which these Terms and Conditions relate and any part owner charterer master or other person in charge of the vessel disponent owner consignee or mortgagee in possession and “owner of a ship” is to be construed accordingly.
“Timber Cargo”	means packaged timber, logs, forest products, kiln dried timber and panel products (including all by-products thereof), together with any packages or containers within or by which the said Timber Cargo may be contained or carried.
“vehicle”	means any vehicle, including any motor car, motor cycle, lorry, trailer, tractor, steam roller, excavator, agricultural machine or other machine on wheels or tracks.
“vessel”	means any vessel, including any hovercraft, hydrofoil vessel and anything constructed or used to carry persons, goods or cargo by water.

- 1.2 The headings to clauses are for ease of reference only and shall not affect the construction thereof.
- 1.3 Unless the context otherwise requires, the singular shall include the plural and vice versa and words importing gender shall include any other gender.
- 1.4 Reference herein to any statutory provision includes reference to any consolidation, re-enactment or modification thereof.
- 1.5 Reference to clauses or schedules are references to the clauses and schedules of these Terms and Conditions unless otherwise stated.

2. GENERAL CONDITIONS

- 2.1 All quotations, orders and contracts of the Company are subject to the Terms and Conditions set out herein. Any variations to these Terms and Conditions are of no effect unless confirmed in writing by the Company.
- 2.2 Part 1 of these Terms and Conditions shall apply to every Agreement entered into and to the provision of all Services by the Company to a Customer or Shipowner. These Terms and Conditions shall be read in conjunction with such other Parts of these Terms and Conditions as are applicable to the particular Agreement. Where there is any conflict between Part 1 of these Terms and Conditions and any other Part of these Terms and Conditions, then the Terms and Conditions in the other Part shall take precedence over those contained in Part 1 hereof.
- 2.3 It is recorded that the Agreement shall be between the Customer and/or the Shipowner as the case may be and the Company or Companies concerned, the other members of the Company not being a party to the Agreement.
- 2.4 The Company may amend or vary these Terms and Conditions from time to time in such manner and in such respects as the Company may consider desirable.
- 2.5 These Terms and Conditions prevail over and apply to the exclusion of any terms and conditions proposed by the Customer (whether in writing or otherwise) and any terms implied by trade, custom or practice unless specifically agreed to in writing by the Company.
- 2.6 Special Conditions may be made by the Company from time to time relating to specific Goods, vessels, Services or events. Any such special Conditions are supplemental to, and apply in conjunction with, these Terms and Conditions.
- 2.7 Use of the Port and/or Services by the Customer and/or Shipowner shall be deemed to constitute notice of and agreement to these Terms and Conditions provided that prior to such use the Company shall take all reasonable steps to ensure that the Customer and/or Shipowner, as appropriate, is aware of these Terms and Conditions and that copies of the same are available on request.

3. VESSEL APPROVAL

It shall be the responsibility of the master of the vessel or his authorised agent to obtain approval from the Port Marine Services for the arrival, departure or movement of that vessel in the Great Yarmouth River Port and Outer Harbour.

4. CHARGES

- 4.1 Charges and dues for Services performed or provided by the Company shall be payable by the Customer and/or the Shipowner, as appropriate, in accordance with the Company's standard charges, as published and revised from time to time, or at such other rates as shall be agreed from time to time between the Company and the Customer and/or Shipowner, as appropriate.
- 4.2 The Company's standard charges refer to Services performed or provided during the Company's normal working hours and in the Company's normal manner. If the Company performs or provides Services outside its normal working hours, or if by reason of an emergency or the nature and condition of any Goods, the construction, condition and readiness of any vessel or road or rail vehicle, the availability of crew, or for any other reason the Company performs or provides Services that, in its opinion, are beyond or in a different manner to those for which the standard charges and dues refer, the Customer or the Shipowner as appropriate shall pay an additional charge to cover the increased or additional costs thereby incurred by the Company.

- 4.3 The Shipowner shall pay to the Port such charges as are applicable from time to time in connection with the provision and operation of a ship's waste reception facility managed by the Port, as required pursuant to the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003.
- 4.4 Charges and dues published herein or otherwise quoted by the Company are exclusive of Value Added Tax. Where such tax or any other tax substituted for it is payable, the same shall be paid by the Customer or Shipowner, as appropriate, to the Company.
- 4.5 Charges agreed or specified in accordance herewith are subject to revision by the Company without formal notice at any time.

5. PAYMENT TERMS

- 5.1 Payment is due on the date of invoice unless credit facilities have been granted in which case payment is due as follows:-
- a) Cargo Handling and Port Charges – 28 days from date of invoice (see parts 6, 7 and 10).
 - b) Marine Department and Pilotage Charges – 30 days from date of invoice.
 - c) Conservancy – 30 days from date of invoice (see parts 5, 8 and 9).
 - d) Any other charges – 28 days from date of invoice.
- 5.2 The Company reserves the right:-
- a) to charge interest on overdue accounts at 4% above the then prevailing Bank of England Base Rate calculated on a day to day basis;
 - b) to recover such legal and other costs incurred in the recovery of monies outstanding to the Company;
 - c) to suspend Services where there is a breach of credit facilities.
- 5.3 All charges shall be paid in full without reduction or deferment on account of any claim, counter claim or set off.
- 5.4 The said charges shall be payable by the Customer or the Shipowner as appropriate on demand unless otherwise agreed by Company. Interest at the rate of 4 per centum above the prevailing Bank of England Base Rate is payable on charges remaining unpaid twenty eight days after the date of the Company's invoice.
- 5.5 Notwithstanding the aforementioned provisions of this Clause, the Company may if it thinks fit, require any Customer or Shipowner liable or likely to become liable to pay any charges or dues to provide the Company with security for any such charges or dues or the estimated amount thereof in a form satisfactory to the Company before the commencement of such Services and failing receipt of which such Services will not be commenced.
6. CANCELLATION
- Should the Customer and/or Shipowner cancel the Agreement at any time, the Company at its sole discretion shall be entitled to invoice the Customer and/or Shipowner with the full agreed charge or any lesser amount, which charge or amount shall be due and payable on the date of invoice.

7 LIEN ON GOODS AND VESSELS

- 7.1 The Company shall be entitled to refuse to allow cargo discharged from a vessel to leave the Port until:-
- a) all charges claimed by the Company for Cargo Handling Services whether in relation to that cargo (wherever performed) or to other cargo of the Customer have been paid or secured to the satisfaction of the Company, and
 - b) security to the satisfaction of the Company has been given in relation to claims for indemnity pursuant to these Terms and Conditions against the Customer in relation to that cargo (whether or not such claims arise in relation to that cargo or any other cargo of the Customer).
- 7.2 The Company shall be entitled to refuse to allow a vessel to leave the Port until:-
- a) all charges claimed by the Company for Cargo Handling services and payable by the Shipowner whether in relation to that vessel (whenever performed) or to other vessels of the Shipowner have been paid or secured to the satisfaction of the Company, and
 - b) security to the satisfaction of the Company has been given in relation to claims for indemnity pursuant to these Terms and Conditions against the Shipowner (whether or not such claims arise in relation to that or another vessel).
- 7.3 The Company shall have the absolute right to suspend the provision of any Services for the Customer or Shipowner until all amounts payable to the Company by such Customer or Shipowner, as appropriate, have been paid in full. Where such a right is exercised, charges (including interest) shall continue to accrue until payment in full is made.

8 WARRANTIES

- 8.1 The Customer/Shipowner warrants its power to enter into the Agreement and that it has obtained all necessary approvals to do so either as principal or as agent in which event the Customer/Shipowner is fully authorised to legally bind both the Customer/Shipowner and its principal and to accept these Terms and Conditions on behalf of itself and of its principal. Unless otherwise expressly agreed in writing with the Company, any Customer acting as agent for or on behalf of any other person shall accept joint and several liability with his principal for all charges dues and other sums payable to the Company.
- 8.2 The Customer shall ensure that any Agreement, contract or other arrangement made between the Customer and (i) the Shipowner, (ii) the owner or operator of any road vehicle, (iii) the supplier of any transportation services, (iv) the owner of (or person or persons interested in) any Goods, or (v) any other sub-contractor or agent of the Customer in connection with which or to whom Services are performed or provided by the Company contains similar terms, conditions and limitations of liability as are expressed herein, for the benefit of the Customer both on its own behalf and as agent for the Company. Where any Customer fails to comply with this provision, the Customer shall indemnify the Company against all proceedings claims and expenses (including legal costs on a full indemnity basis) arising out of or pursuant to such failure to comply.

9 INDEMNITIES

- 9.1 The Shipowner or the Customer in respect of the Goods as the case may be shall be responsible for and provide against all risks and contingencies including death or personal injury of any person or damage to any property whatsoever howsoever arising from the use of or presence of his vessel or Goods at the Port and will indemnify the Company against all proceedings and claims by third parties and expenses incidental thereto (including legal costs on a full indemnity basis) arising out of such use or presence or of any act neglect or default of the master of the vessel or the Shipowner or the Customer as the case may be, their respective contractors agents or servants (other than the Company) or of any inherent quality or defect of any vessel, or of any Goods at the Port or on the Vessel.

- 9.2 The Shipowner or the Customer shall pay to the Company full compensation for all damage done to or suffered by the Port and other property of the Company and arising as aforesaid.

10 FORCE MAJEURE

The Company shall not be liable for any failure to commence or continue to perform or complete the Services nor for any delay, deficiency, loss, misdelivery and or damage arising or resulting from Act of God; Casualty (including fire or explosion) unless caused by the negligence of the Company, its servants or agents; damage; breakdown; any consequence of war or hostilities (whether war be declared or not); riots; civil commotions or invasions; strikes, lockouts, industrial disputes or actions of any nature, storm, flood, earthquake, subsidence, epidemic or other natural physical disaster; act of any Government or other regulatory restrictions; difficulty or increased expense in obtaining workmen, equipment or transport or other circumstances affecting the supply or performance of the Services by the Company's normal methods or means; or any other cause or event which could not be avoided and the consequence whereof could not be prevented by the exercise of reasonable care by the Company.

11 RESERVATION OF RIGHTS

The Company reserves the right to refuse to accept Goods for any reason and/or to provide Services subject to any agreement between the parties.

12 LEGAL

- a) All claims under these Terms and Conditions shall be determined according to the Laws of England by the English Courts to the exclusion of the jurisdiction of the courts of any other country.
- b) Where these Terms and Conditions are silent on the rights and liabilities of the Company and or the Shipowner or the Customer, these shall be determined according to the Laws of England as aforesaid.
- c) Nothing in these Terms and Conditions shall affect the provisions of the Great Yarmouth Authority Acts 1866 to 1990 or any byelaws made thereunder, or any other relevant statute or statutory regulations in force from time to time.

13 RISK AND INSURANCE

All Goods at or on the Port are the sole responsibility of the Customer in every respect and shall at all times remain at the entire risk of the Customer. The Customer is advised to make appropriate comprehensive insurance arrangements in respect thereof.

14 BYE LAWS & REGULATIONS

All Customers and/or Shipowners, as appropriate shall at all times comply with and ensure that all Goods, vessels, road and rail vehicles and persons under their control and using the Port comply with:-

- 14.1 All Bye-Laws, Regulations and Directions made by the Company as are from time to time in force in respect of the Port.
- 14.2 All instructions and directions given by the Company from time to time in connection with the proper, efficient and safe operation and management of the Port.

15 BILL OF LADING

- 15.1 The Shipowner for a vessel which it is intended to sail to or from the Port shall be the agent of the Company for the purposes of agreeing with the Customers in his usual contract of carriage to exempt or limit the liability inter alia of the Company whether as agent sub-bailee stevedore or independent contractor or otherwise howsoever.

- 15.2 The Shipowner shall, in his Bills of Lading, Shipping Notes and Notices to Shippers regarding conditions for carriage or receiving, use his best endeavours to provide that whether or not the Company is acting solely for the Shipowner:-
- a) the Company shall have the benefit of all provisions therein exempting or limiting the liability of the Shipowner,
 - b) such provisions so far as relating to the Company shall be applicable to the period that Goods are at the Port or on a vessel thereat.

Provided that nothing herein shall prevent the Company, at its discretion, from being the principal of the Shipowner in relation to provisions exempting or limiting liability, where the relevant law and Courts are not English Law and English Courts respectively.

The Company hereby accepts the benefit of such provisions and appoints the Shipowner as the Company's agent for the purpose of entering into contracts of carriage evidenced by the Bill of Lading and the Shipping Note.

If such Bills of Lading, Shipping Notes or Notices to Shippers do not so provide then the Shipowner shall, without prejudice to any other rights of the Company herein, indemnify the Company against all proceedings claims and expenses (including legal costs on a full indemnity basis) arising out of or in consequence of the failure of such Bills of Lading, Shipping Notes or Notices to Shippers so to provide.

16 LIMITATION OF LIABILITY

- 16.1 The Company shall only be liable under these Terms and Conditions for physical loss of or damage to any vessel or other property of the Shipowner or to any Goods or other property of the Customer and such liability will only apply to physical loss or damage to the extent that such loss or damage exceeds £150 per occurrence or incident. Furthermore, liability is limited to occurrences proved to be caused solely by the negligence of the Company or its employees acting in the course of their employment during the performance or provision of the Services, including any Cargo Handling Services and dock services provided that:-

- 16.1.1 The Company's liability in respect of physical loss or damage to any vessel or other property of the Shipowner shall not exceed £2,000,000 per occurrence.
- 16.1.2 The Company's liability in respect of physical loss or damage to Goods shall not exceed a maximum amount of £1.20 per kilo of gross weight of the goods lost or damaged, subject to an aggregate amount of £500,000 per occurrence.
- 16.1.3 In relation to Goods received for shipment by or otherwise handled by the Company, the Company shall not be liable to the Customer nor to the Shipowner as bailee of the Goods for (i) any misdelivery due to misleading or faint markings or absence of markings, or (ii) any loss or damage arising from defects in the Goods or the packaging thereof.
- 16.1.4 The Company shall be freed and discharged from all liability in respect of any physical loss or damage to any vessel or Goods or equipment or any other matter or thing unless notification of a claim in respect of such loss or damage be made in writing (otherwise than upon any of the Company's documents) to the Company within 30 days of the date when the Customer has or ought reasonably to have learned of the occurrence causing such loss or damage or from which such loss or damage arose (so as to enable the Company to forthwith commence investigations into the alleged loss or damage) and the amount of the said loss or damage be submitted in writing to the Company within twelve months after the said occurrence.

- 16.1.5 In the case of latent physical loss or damage to Goods the Company shall be discharged from all liability unless notice of such loss or damage and the particular nature thereof has been given to the Company immediately after the Customer has been notified of or becomes aware of or should reasonably have become aware of such loss or damage but in any event not later than 40 days after the loading or discharging of the Goods by the Company or 14 days after delivery of the Goods to final consignee whichever shall be the earlier.
- 16.1.6 The Company shall in any event be freed and discharged from all liability for any loss or damage to any vessel, Goods or equipment or any other matter or thing unless suit is brought within twelve months of the said occurrence. In the case of loss of or damage to any vessel or any other property of the Shipowner, the Shipowner shall grant full and reasonable facilities to the Company to survey all such loss or damage.
- 16.1.7 For the avoidance of doubt it is hereby declared that the Company's liability in respect of any physical loss or damage whether in contract or tort shall not extend outside the minimum and maximum limits specified in Clause 16.1 and that the Shipowner and or the Customer whichever to be at the discretion of the Company will indemnify the Company against all proceedings and claims howsoever arising and by whomsoever brought in respect of the liabilities as mentioned under this Clause so far as the amounts so claimed are outside the exclusions or limits prescribed in Clause 16.1.
- 16.1.8 Notwithstanding the above, the Company shall in addition have the right in any circumstances to rely on any relevant statutory provisions providing for limitation or exclusion of liability.

- 16.2 Whilst the Company will use its best endeavours to collect and bind any loose pieces of Timber Cargo, and other Goods as appropriate, according to mark and will deliver the same to consignee, the Company shall not be liable for any loss or damage whatsoever arising out of or consequent on such collection and binding.

The Company shall be under no obligation to rebind such loose Goods to a greater standard than is deemed by the Company to be reasonable for the safe onward transportation of such Goods and in particular the Company shall not be required to rebind to the same standard as the Goods were in when originally bound.

- 16.3 Save as expressly provided by Clause 16.1, the Company shall not be responsible for any loss or damage whatsoever of or to any vessel or any other property of a Shipowner or of or to Goods or any other property of a Customer howsoever caused or arising whether in contract, tort, (including negligence) or otherwise at law, and in particular the Company shall not be liable for (a) any claims for loss of use or profits or the loss of a particular market and whether direct or indirect and whether or not foreseeable at the date of coming into force of the Agreement; or (b) indirect or consequential damage.
- 16.4 The Company's charges are determined on the basis of the limits of liability set out in these Terms and Conditions. If any customer requires a higher limit of liability, the Company will endeavour to arrange additional insurance cover, in which event the costs of such additional insurance shall be paid by the Customer.

- 16.5 The Company shall not be responsible to any user of railway wagons for any loss or damage of whatsoever nature of or to, or any demurrage charges in respect of, railway wagons and sheets ropes chains or other similar fittings therefor whatsoever howsoever caused and the Customer shall be responsible for and indemnify the Company against any such loss, damage or charges.
- 16.6 The employees, independent contractors and agents of the Company shall be entitled to the benefit of all provisions herein which exclude or restrict liability of any kind. The Company, in undertaking the Services, does so on its own behalf and as agent for all its employees and agents.
- 16.7 Without prejudice to the generality of Clause 16.1, if, in the event of the Company being liable under this Clause for a delay in the removal of Goods from bonded premises, there occurs during the delay an increase in any Customs or other duty or tax payable in respect of those Goods, such increase shall for the purpose of these Terms and Conditions be deemed to be indirect or consequential damage.
- 16.8 For the purposes of this Clause, the value of the Goods shall be taken to be the market price of Goods of the same kind and quality immediately before the deficiency, loss, damage, misdelivery or delay arose or took place.
- 16.9 For the purpose of this clause the limit of liability with regards to Pilotage is as defined within the Pilotage Act 1987.

17 CONFIDENTIALITY

- 17.1 Both the Company and the Customer undertakes that it shall not at any time during or after termination of the Agreement, disclose to any person the details of the Agreement or any confidential information concerning the business affairs, customers, clients or suppliers of the other party, except as provided by Clause 17.2.
- 17.2 Either the Company or the Customer may disclose the other party's confidential information:
- a) to those of its employees, officers, representatives or advisers who need to know such information for the purposes of carrying out that party's obligations under the Agreement. the Company and the Customer shall ensure that its employees, officers, representatives or advisers to whom it discloses another Party's confidential information comply with this Clause 17; and
 - b) as may be required by law, court order or any governmental or regulatory authority.
- 17.3 Neither the Company or the Customer shall use any of the other party's confidential information for any purpose other than to perform its obligations under the Agreement.

18 AUDIT

The Customer shall, at the request of the Company, produce to the Company all such documents and materials reasonably within its control to demonstrate and evidence the throughput of all Cargo received, loaded, discharged, stored or otherwise handled by the Company at the Approved Berth and shall allow the Company on reasonable notice access during working hours to the Port and the Customers relevant records in order to carry out inspections for audit and verification purposes in relation to all such matters referred to afore said such rights shall be limited to one audit inspection in each calendar year.

19 NOTICE

Any notice to be given under the Agreement shall be in writing and shall be deemed to be duly given if left at or sent by fax or first class registered or recorded delivery post or express or other fast postal service to the address set out at the head of the Agreement. Any such notice shall be deemed to be served at the time when the same is left at the office of the Party to be served or (if served by fax) when the same would have reached the addressee in the normal course or (if served by post) on the third business day following the day of posting.

20 TERMINATION

- 20.1 The Agreement may without prejudice to any other rights be terminated at any time by the Company if:-
- a) The Customer fails to comply with any part of the Agreement or the terms and conditions referred to herein, or commits a material breach of the Agreement and fails to remedy such breach (where the breach is capable of remedy) within 30 days after receipt of a written notice giving full particulars of the breach and requiring it to be remedied. Any material breach of the Agreement shall be notified in writing in accordance with the provisions of Clause 19; or
 - b) The Customer enters into liquidation whether compulsory or voluntary (but not if the liquidation is for amalgamation or reconstruction of a solvent company) or has a receiver or administrator appointed; or
 - c) The Customer ceases or threatens to cease to carry on its business or to dispose of the whole or any part of its undertaking to a third party; or
 - d) There is a change in control of the Customer. For the purposes of this sub-clause, "control" means the ability of a person to secure that the affairs of the body corporate are conducted in accordance with the wishes of that person (or persons).
- 20.2 Termination of the Agreement shall not affect or relieve any Party of any liability or obligation that may have accrued prior thereto.

TERMS AND CONDITIONS

Part 2 – Cargo Handling and Port Operations

21 CUSTOMER'S OBLIGATIONS

Without derogation from any other obligations and duties the Customer may have under the terms of the Agreement, the Customer shall have the following obligations:-

21.1 Declaration of Description

- a) The Customer shall ensure that all Goods sent to the Company for export are accompanied by a National Standard Shipping Note stating the gross weight of each consignment. Weights must be verified before despatching Goods to the Company and, if the gross weight is omitted on the National Standard Shipping Note, it will be taken as instruction to the Company for the Goods to be weighed at the Company's premises at the expense of the Customer.
- b) The Company will not be responsible for the accuracy of the weigh bridge or for any error in entering on the ticket the weight of any Goods weighed. The Customer's representative in charge of the Goods shall examine the ticket and ascertain that it gives the correct weight as shown by the scale of the weighbridge.
- c) The Company may check the validity of any declarations and if the weight or bulk proves to be in excess of that declared, all charges will be based on actual gross weight. The customer will also be liable for the costs of weighing or checking the measurement of the Goods in question.
- d) Except by special arrangement with the Company, articles weighing in excess of 3,000 kilos will not be accepted.
- e) The Customer shall be deemed to warrant the accuracy of all descriptions values weights and other particulars of any Goods supplied to the Company for any purpose whatsoever or marked thereon and shall indemnify the Company against all proceedings claims expenses and pecuniary penalties that the Company may suffer or incur as a result of any inaccuracy or omission therein.

21.2 Protection of Goods

Customers should take reasonable measures to protect their Goods from loss or damage and shall ensure that at all times their Goods are packed in a proper manner with particular care being taken to protect fragile goods.

21.3 Marks and Numbers

The Customer shall ensure that each package has stencilled on it all identifying marks and numbers in characters of not less than 10cms in height together with a final destination and port of discharge which shall be stencilled immediately below the shipping mark.

21.4 Clearance of goods through H.M. Revenue & Customs

It shall be the Customer's responsibility to prepare the necessary documentation for the clearance of Goods through H.M. Revenue & Customs, to obtain such clearance and to comply with all Customs' formalities.

22 RELEASE OF GOODS

- 22.1 No Goods shall be available for delivery by the Company until such time as H.M. Revenue & Customs clearance has been obtained in respect thereof.

- 22.2 On no account will Goods be delivered by the Company without production of a Delivery order issued by or on behalf of the Shipowner in his usual form authorising such delivery and in the case of sub- orders issued by or on behalf of the Customer named in the original Delivery Order and being in a form satisfactory to the Company and authorising such delivery.

- 22.3 If the document of title is lost, or there is an irregularity, the Company will not deliver the Goods until it is satisfied that the person claiming delivery is entitled to delivery and against an indemnity by a bond or otherwise as the Company may require by or on behalf of the person taking delivery of the Goods.

23 DOCUMENTATION

23.1 Orders for Delivery or Sampling of Goods

Every order for the delivery or sampling of Goods shall be lodged by or on behalf of the Customer at the Company's offices at Vanguard House, Great Yarmouth Port and must detail:-

- a) Vessel's name;
- b) The port of loading and bill of lading number;
- c) Marks, quantity and description of Goods;
- d) The person to whom charges are to be rendered; and must be signed by or on behalf of every person in whose name the Goods stand in the books of the Company.

23.2 Manifests, Shipping Notes and orders for Cargo Handling Services

All manifests, shipping notes/advices, consignment notes, packing lists documents of title and instructions and orders concerning Cargo Handling Services must be lodged in writing with the Company between the hours 0800 to 1600 Monday to Friday inclusive and not less than 72 hours (excluding Bank or other National Holidays) before the relevant Service is required to be or is to be performed or provided.

23.3 Tally of Goods

Any tally of Goods prepared by the Company in connection with the loading or discharging of any vessel or vehicle shall be the property of the Company which shall not be under any obligation to disclose such document to any other party. The accuracy of any document based whether wholly or partially upon such tallies shall not be presumed by any other party unless and until such accuracy is confirmed in writing by the Company in respect of the document in question.

24 SHIPOWNER'S OBLIGATIONS

24.1 Acceptance of Goods

- a) The Customer shall ensure that the vessel receiving Goods for shipment shall accept same if tendered for loading from the quay.
- b) The receiving by the Company for and on behalf of the Shipowner of Goods for shipment does not imply that such Goods will be shipped. The acceptance or refusal of Goods for shipment is the responsibility of the Shipowner concerned, for whom the Company accepts as agent.

24.2 Provision and Use of Gear

- a) The Shipowner shall permit the Company the full use of all lighting, cranes, gantries, winches, derricks, runners and tackle on the vessel and shall supply full power therefor and for lighting at all times without charge. The Shipowner shall provide all necessary standing and running gear, hatch and winch tents, gear and dunnage.

- b) All the equipment and gear referred to in Clause 24.2(a) shall be maintained in good working order by the Shipowner and before work commences the Shipowner shall produce to the Company a current certificate of test for such equipment and gear showing the same meets the requirements of any statute, order or regulation then in force within the United Kingdom.
- c) To the extent that the equipment and gear referred to in Clause 24.2(a) is not available to the Company or is not maintained or certified in the manner specified in Clause 20.2(a), the Company shall be at liberty at its discretion and subject to availability to supply the same at the expense of the Shipowner in accordance with the Company's standard rates current from time to time.
- d) The shipowner shall indemnify the Company against any claim in relation to any accident howsoever arising out of or caused or contributed to by any defect in the equipment or gear referred to in Clause 24.2(a).

25 REMOVAL OF GOODS FROM THE GROUP'S PREMISES

- 25.1 The Customer shall ensure that all Goods delivered to the Company by the Customer for export shall be received by the Shipowner within a period of twenty-one days from such date of delivery. If for any reason whatsoever the Goods are not so received by the Shipowner within the said period, then on the expiration of the said period the Company may remove the Goods into warehouse at the Customer's expense.
- 25.2 All imported Goods shall be removed by the appropriate Customer from the Company's premises within a period of twenty-one days from the date on which the Goods were received from a Vessel. If for any reason whatsoever the Goods are not so removed by the Customer, the Company may remove the Goods into warehouse at the Customer's expense.

26. WAREHOUSING

- 26.1 All warehousing undertaken by the Company is subject to the United Kingdom Warehousing Association Conditions of Contract. Copies are available on request.

27. NOT USED

28. HAZARDOUS GOODS AND LIVE ANIMALS

- 28.1 No Goods of a dangerous, hazardous, poisonous, tainted, infested or contaminated nature or other Dangerous Substances will be handled by the Company except with the consent of the Company and in accordance with statutory and the Company's directions regulations and byelaws governing the handling of such Goods.
- 28.2 All extra costs charges and expenses incurred by the Company in handling Goods of a dangerous, hazardous, poisonous, tainted, infested or contaminated nature or other Dangerous Substances shall be repaid by the Shipowner of the vessel on which they were or were to be consigned.
- 28.3 The Customer shall be responsible for and shall indemnify the Company against all injury, loss or damage however and whenever caused and against all claims whatsoever made against the Company for which they may be or become liable in respect of death or injury to persons or loss of or damage to property or delay arising out of, caused or contributed to by:-
 - a) a failure to comply with the conditions, directions and regulations referred to in Clause 28.1; or
 - b) live animals exported, or intended to be exported, or imported by the Customer.

29 CONTAINERISED CARGO

Any Containerised Cargo handled by the Company shall be subject to the 'Standard Terms and Conditions for Container Terminals Operated by Members Of Peel Ports Group' as the same may apply from time to time.

30 PERFORMANCE OF CARGO HANDLING SERVICES

- 30.1 Subject to these Terms and Conditions, the Company shall provide supervision labour plant and equipment as available for the discharging, loading, receiving and delivering of Goods at the Port and operations ancillary thereto, as requested by the Customer and agreed by the Company.
- 30.2 The Company shall be entitled not to commence Cargo Handling Services until a suitable berth, quay and, if required, transit shed and suitable plant and equipment are available and sufficient port operations workers and other employees are available to perform Cargo Handling Services on the vessel, the quay or in the transit shed. After the commencement of Cargo Handling Services, they will be continued as and to the extent that the necessary plant and port operations workers and other employees are reasonably available in all the circumstances from time to time bearing in mind the Company's obligations to meet the requirements of other customers of the Port.
- 30.3 No liability shall attach to the Company in consequence of its not commencing or continuing Cargo Handling Services for the reasons specified in Clause 30.2.
- 30.4 The Company shall perform or provide such Cargo Handling Services as the Company in its reasonable discretion considers appropriate and expedient for each vessel and its cargo or for particular Goods unless instructed to the contrary in writing by the Customer.
- 30.5 Without prejudice to the generality of the foregoing when a cargo is exceptionally difficult to work due to unsoundness of the cargo, bad or collapsed stowage, damage to the cargo or the vessel or other matter creating exceptionally difficult working conditions, then the Company may in its absolute discretion elect whether or not to perform or provide or continue to perform or provide Cargo Handling Services and if it should so elect and informs the Shipowner for that vessel thereof then the Company shall not be liable for any loss or damage whatsoever howsoever caused (including where caused by the negligence of the Company, its servants, agents or independent contractors) to the Goods or the vessel, including any claim for loss of use or profit or the loss of a particular market, and the said Shipowner shall indemnify the Company against all proceedings claims and expenses arising out of or consequent to any such election by the Company, including all proceedings claims and expenses relating to the handling of the Goods on the quay or in a shed. The Company, by reason of its specialised knowledge, shall be the sole arbiter as to whether a cargo is exceptionally difficult to work or not.
- 30.6 The Company shall have the right, having made an election, to subsequently reverse that election in the light of circumstances then prevailing and no liability shall attach to it thereby.
- 30.7 All extra costs charges and expenses incurred by the Company hereby shall be repaid by the Shipowner of the vessel on which the cargo was or was to be consigned.
- 30.8 The charges for Cargo Handling Services specified by the Company from time to time cover the provision of such of the Services as are specified by the Company in relation thereto (other than the provision of plant, gear and equipment except as expressly stated) where the cargo is sound general cargo under normal conditions on a normal vessel such that a reasonable rate of receiving loading discharging or delivering in relation to that particular vessel or cargo is achievable.

- 30.9 Where cargo is not sound cargo able to be worked under normal conditions on a normal vessel or, at the discretion of the Company, for any other reason such that a reasonable rate of receiving loading or discharging delivering is not achievable, and in such regard the Company by reason of its specialised knowledge shall be the sole arbiter, then the rates per tonne specified from time to time by the Company shall not be applicable but shall be substituted by the Company's standard charges for labour plant gear and equipment and, in addition, all extra costs charges and expenses incurred by the Company shall be repaid by the Shipowner of the vessel on which the cargo was or was to be consigned.
- 30.10 Notwithstanding the provisions above, if any Statute or Statutory Instrument shall become compulsorily applicable to the Cargo Handling Services performed hereunder, the Shipowner will reimburse the Company any extra cost occasioned thereby for the duration that such Statute or Statutory Instrument shall apply or until such time as the extra costs shall be incorporated in the Company's charges for such Cargo Handling Services.
- 30.11 All times agreed for the performance or provision of Services are approximate only (notwithstanding any representation made by any servant or agent of the Company) and the Company shall have no liability for its failure to meet any such times.
- 30.12 Any appointment made with the owner of a vehicle or with the Customer or their respective employees servants or agents for the receipt from vehicle of Goods for shipment, or for the delivery of Goods to vehicle, at any particular time or within a particular interval of time shall (notwithstanding any representation made by any servant or agent of the Company) be construed merely as the anticipated time when the Goods may be received or delivered and shall not oblige the Company to accept such Goods (nor refrain from accepting other Goods) at that time nor determine the order in which vehicles may unload or load.
- 30.13 No liability shall attach to the Company in consequent of any failure to permit the loading or unloading of any vehicle at or within a particular time or interval of time, including the time or interval of time referred to in Clause 25.8 notwithstanding any representation made by any servant or agent of the Company, and the Customer shall release and indemnify the Company from and against such liability.
- 30.14 The Company shall be entitled to refuse to receive a Container from or deliver a Container to any vehicle at the Port if:
- the Company has not been presented with the correct information and documentation in respect of such Container, or
 - such Container is not sealed, or
 - in respect of a Container carrying hazardous cargo, such Container is not fully and correctly labelled.

In addition, the Company shall be entitled to refuse to receive/deliver a Container to/from any vehicle whose driver;

- declines to be photographed in accordance with the Company's security requirements applicable from time to time, or
- has not presented to the Company either a current EC driver's licence or a valid passport.

31 SECURITY

- 31.1 The provision of any security services or anti-terrorist measures in respect of a vessel shall be the responsibility of the relevant Shipowner.
- 31.2 The Shipowner and the Customer shall comply in every respect with the International Ship and Port Facility Security Code ("the ISPS Code") together with all relevant UK and EU Regulations including in particular Regulation 11 of the Ship & Port Facility (Security)

Regulations 2004 (S1 2004/1495) and any instructions or directions issued by the Maritime Security and Resilience Division (MS&RD) relating to any of the said Regulations, and in particular the Owner shall at all times comply fully with the instructions of the Port Facility Security Officer(s) in accordance with the Great Yarmouth Port Facility Security Plan and any other such Plan approved from time to time by MS&RD relating to the Port and/or any other property of the Company adjacent thereto.

Part 3 – Pilotage Services

32 PILOTAGE DIRECTION

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

33 PROVISION OF SERVICE

The Provision of the Pilotage Service is subject to Pilotage Directions published by Great Yarmouth Port Authority (or any notice that supersedes it).

34 CHARGES

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

35 PILOTAGE EXEMPTION CERTIFICATES

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

36 LIABILITY

- 36.1 The provision of pilotage services is subject to availability and the Company accepts no liability for any delay, loss or damage, directly or indirectly arising out of, or caused or contributed to by an inability to supply or continue to supply such services or for any charges or expenses incurred in such circumstances.
- 36.2 Limitation of Liability in respect of Pilots is covered under Section 22 of the Pilotage Act 1987.

37 PERFORMANCE OF SERVICES

The charges and tariffs contained in Parts 1 and 2 hereof shall apply to all quotations, orders, Agreements and contracts entered into by the Company for the performance or provision of Services at the Port unless otherwise expressly agreed in writing by the Company.

Great Yarmouth Port Company Ltd.
Trading As – Peel Ports Great Yarmouth
Registered office: Maritime Centre, Port of Liverpool, L21 1LA
Registered No. 5971330

Registered office: Maritime Centre, Port of Liverpool, L21 1LA Registered No. 5398690

SCHEDULE OF CHARGES with effect from 1.1.2018

Contents

Part 1 River port Tariff

Part 2 Outer Harbour Tariff

SCHEDULE OF CHARGES PORT TARIFF - RIVER PORT

(Published in conjunction with Terms and Conditions) All prices excluding VAT unless otherwise stated

1. SHIP DUES

(These rates are chargeable upon entry to our jurisdiction & cover the vessel for a seven day period whilst remaining in port)

a)	All vessels below are subject to a Minimum Charge, £57.20 per vessel including visiting pleasure craft	
		(£ per G.T.)
b)	General Cargo Vessels, Tankers & Bulk Carriers	£0.62
c)	Tugs	£1.23
d)	Offshore Support Vessels (including those with walk to work technology)	£1.26
e)	Barges & Self Propelled Jack-up Vessels	£1.58
f)	Fishing Vessels, Training Vessels (including tall ships) & Naval Vessels (Subject to Confirmation of Classification)	£0.88

2. LAYBY

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

3. PERIOD TOLLS

- a) Any Vessel in item 1 (b) to 1 (f) above which remains in the Port for a continuous period greater than 7 days from entry will be charged 1/5th of the applicable Ship Due for each successive complete or incomplete period of 24 hours that it remains thereafter.
- b) Any Vessel subject to the Minimum Charge (item 1 a) will be charged for each complete or incomplete period of 7 days that it remains after the first period.

4. RESIDENT SMALL CRAFT ANNUAL FEES

- a) Small Craft (excluding those Mentioned in items 1 to 3. Consolidated annual rates for resident small craft having a specific berth allocation)
- | | |
|---|---------------|
| (i) Downstream of Haven Bridge | £192.40 + VAT |
| (ii) Downstream of Haven Bridge & Engaged in Commercial Fishing | £283.40 + VAT |
| (iii) Upstream of Haven Bridge | £160.34 + VAT |
| (iv) Upstream of Haven Bridge & Engaged in Commercial Fishing | £203.67 + VAT |

5. GOODS DUES – GENERAL CARGOES

	(£ per unit)
a) Price Band A	
(i) Aggregates, Coal, (per tonne)	£0.71
(ii) Sawn Timber (per cubic metre)	£0.71
b) Price Band B (per tonne)	
(i) Animal Feed, Barley, Pulses, Wheat & Grain	£0.89
c) Price Band C (per tonne)	
(i) Barytes, Cement, Fertiliser, Scrap Metal, Tubulars (pipe work) & Grout	£1.07
d) Price Band D (per tonne)	
(i) Concrete Mats, Metal Fabrications, Crane Parts/Components	£2.66
e) Fuel oils	
(i) Light oils (per tonne)	£2.12
(ii) Heavy oils (per tonne)	£1.10
f) CCU's (per unit)	£5.20
g) All Other Cargoes	P.O.A
h) Passenger Dues	P.O.A

6. PILOTAGE CHARGES

Pilots National Pension Fund Deficit Surcharge

There will be a 15% PNPf surcharge applied to the published Pilotage Charges below. This is shown as an itemised cost on billing invoices. Note that this may be amended.

Charges 6 (a) (Pilotage) and 6 (b) (Shifting) are the sole charges for the use of an Authorised Pilot for a vessel movement, inclusive of attendance.

Table of Charges according to Vessel Size

(all measurements are in metres)

Length:	<65	65 - <86	86 - <100	100 - <125	125 - <150	150 - <175	175 - <200
Draught:							
<3:	£197.81	£197.81	£218.09	£271.54	£321.88	£370.03	£417.04
3 - <4:	£197.81	£218.09	£271.54	£321.88	£370.03	£417.04	£464.15
4 - <5:	£218.09	£271.54	£321.88	£370.03	£417.04	£464.15	£512.20
5 - <5.5:	£271.54	£321.88	£370.03	£417.04	£464.15	£512.20	£559.21
5.5 - <6:	£321.88	£370.03	£417.04	£464.15	£512.20	£559.21	£606.22
6 - <6.5:	£370.03	£417.04	£464.15	£512.20	£559.21	£606.22	£654.37

a)	Pilotage (for a single vessel movement)	
b)	Pilotage within the River Yare (Shifting)	Charged as item 6 (a) x 90%
c)	Pilotage from any berth in the River Port to the Outer Harbour	Appropriate charge from item 6 (a) applied.
d)	Cancellation With less than two hour's notice	£164.11
e)	Detention	
(i)	first 30 minute period	£164.11
(ii)	each successive 30 minute period or part thereof	£218.61
f)	Over-carriage	

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

- The Pilot must be disembarked at the earliest opportunity in the range from Cux haven/Humber and Calais/Dover. In addition to the normal pilotage charge, a charge will be levied at the rate of £1,562.80 per 24-hour period or part thereof commencing from the time of the departure from the Pilotage District until repatriation to Great Yarmouth.
- The vessel will also be required to reimburse all travel and subsistence costs involved in repatriating the Pilot to Great Yarmouth plus 15%.

7. PILOTAGE EXEMPTION CERTIFICATES & BUNKERING PERMITS – TABLE OF FEES

Written Examination:	£283.30
Oral Examination:	£260.94
Written Examination, Re-take of part:	£128.34
Issue of New Certificate, Parts 1 and 2:	£70.51
Issue of Replacement Certificate, Parts 1 and 2:	£70.51
Annual Renewal of Certificate:	£128.34
Addition of Vessel Name to Part 2 (per submission):	£70.51
Change of Vessel Name:	£35.36
Removal of Vessel Name:	£35.36
Bunkering Permit Application:	£125.00
Bunkering Permit Annual Renewal:	£65.00

A Deck Officer (As defined in the Marine Navigation Act 2013) may obtain Pilotage Exemption Certificates from the Authority, as the Competent Harbour Authority, subject to certain conditions and requirements. All applicants must complete a written examination and, in the case of ships of 65 or more metres in overall length, an oral examination.

Pilotage Exemption Certificates are valid for a maximum of one year at a time and, subject to conditions, may also be renewed. Full details of the conditions, requirements and examination process for the grant of a Pilotage Exemption Certificate are obtainable from the Harbour Office.

8. WASTE CHARGES

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

a)	Domestic Waste (excluding Category 1 Waste) Minimum charge (up to 1 cubic metre)	£27.14
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- b) Category 1 Waste, Hazardous Waste & Other Waste (contact Commercial Department)

9. PORT ADMIN FEE

- a) Levy towards the cost of statutory external administration requirements, applied upon entry of all vessels
- | | |
|--|------------------|
| | £20.00 |
| | Per Vessel Entry |

10. PORT SECURITY CHARGES

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

- a) Security Level 1: Sweep & Patrol if requested
- | | |
|---|---------------|
| (i) First 6 hours | £133.64 + VAT |
| (ii) Each subsequent 12 hour period or part thereof | £271.54 + VAT |
- b) Security Level 2: Access Control/Security Guards: Cost + 15% + VAT
- c) Security Level 3: As directed by the security services Cost + 15% + VAT

11. MARINE SERVICES

- a) Mooring or Unmooring
- | | |
|---|---------|
| (i) Vessels up to 100 metres LOA | £108.78 |
| (ii) Vessels of 100 metres LOA or greater | £189.90 |
- b) Cancellation (Marine Services)
- | | |
|---------------------------------------|---------------|
| (i) With two hours or more notice | 50% of above |
| (ii) With less than two hour's notice | 100% of above |
- c) When using a Pilot boat for purposes of shipping on or shipping off (up to 4 persons/hand luggage/packages)
- | | |
|---|---------------|
| to within 3 mile radius of the piers | £468.00 + VAT |
| 3 mile to 8 mile radius of the piers | £624.00 + VAT |
| Excess Time Charge (per hour or part thereof) | £312.00 |
- d) Towage
Towage may be required in order to ensure safety of navigation. Ships Masters, Owners and Agents are directly responsible for procuring and paying for towage for vessels where towage is required. GYPC does not supply or procure towage. Appropriate towage should be agreed in consultation with the Harbour Master.

12. PORT CRANE CHARGES

- a) Grab Work 6 Hour Minimum Charge £138.94 p/hour
- b) Crane Matting If Matting Is required, this will be charged in addition to the crane hire costs. Obtainable on application from the Operations Office in advance.
- c) Grab Crane Driver Overtime see 12 (d) below

- d) Cancellation Charge Hourly rate x 4

13. LABOUR CHARGES

- | | |
|--|--------|
| a) Slinger Banksman – Normal Time (Min. Charge Period 4 hours) | £32.03 |
| b) Slinger Banksman – Overtime (Min. Charge Period 4 hours) | £42.74 |
| c) Slinger Banksman – Bank holidays (Min. Charge Period 8 hours) | £64.06 |
- d) Crane Driver Overtime (per Hour) as an addition to item 11 (a) £26.73

14. WEIGHBRIDGES (Available Normal Working Hours Only)

- | | |
|----------------------------|--------------|
| a) Weigh Charge, per weigh | £40.00 + VAT |
|----------------------------|--------------|

15. OFFICE, WAREHOUSING AND OPEN STORAGE FACILITIES

Facilities available for short-term and long-term use

For Further Details – Please Contact the Commercial Department
(GreatYarmouthSales@peelports.com)

Great Yarmouth Port Company is a member of the United Kingdom Warehousing Association and the standard U.K.W.A. conditions of contract will apply. Details of this are available on application.

16. QUAY CHARGE

When vehicles or equipment such as cranes are mobilised on the Port's quays or where the quay is sterilised or access is restricted for use by others, then a charge of £500 per 24 hour period or part thereof will be made.

17. ANCILLARY PORT SERVICES

The following services are available:

Attendance for Operations conducted under Explosives Licences
Management of Quayside Operations
Quayside Cleansing following Cargo Operations
Emergency Marine Operations
Survey Services
Hire of Safety barriers
Hire of Loading shovels & Forklifts
Other Marine Services

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

18. TERMS AND CONDITIONS FOR TARIFF ITEMS

a) SHIPS DUES (item 1 to 3)

(i) Vessels measured in accordance with the International Convention on Tonnage Measurement of Ships 1969 and the Merchant Shipping (Tonnage) Regulations 1997 (as amended) will be charged at the appropriate rate on entry.

(ii) Vessels not measured under (i), or which cannot produce either an International Tonnage Certificate or a Tonnage Certificate showing the excluded spaces from which a comparable measurement can be made under the 1969 Convention, will be measured, using length overall, breadth, moulded depth and the appropriate conversion factor. The result of this calculation, multiplied by two, will be the rate charged on entry.

(iii) Ship Dues charged on segregated ballast oil tankers, will be in accordance with Council Regulation (EC) No. 2978/94 of the European Commission, on presentation of an International Tonnage Certificate for the vessel showing the tonnage figure which results from the deduction of the tonnage measurement for the vessel's segregated ballast tanks.

(iv) Ship Dues 1 to 3 are payable on entry and shall commence from the time at which the vessel either:

- passes Gorleston Pier inwards from sea, or
- passes south of the River Yare/Bure confluence from the north, or
- otherwise enters the navigation from land

(v) If, at any time, a particular Ship Due is found to be inapplicable, the appropriate Due will be substituted for it and the amount payable will be re calculated and charged accordingly.

(vi) If a vessel transits from the Outer Harbour to the River Port, the appropriate River Port tariff charges will apply.

(vii) Hire Leisure Craft are not permitted in the Port Jurisdiction or Down Stream of the Yare/Bure confluence.

(viii) North of the River Yare/Bure confluence, the navigation authority is the Broads Authority. Visiting small craft which enter the Broads Authority's navigation area become liable to the appropriate tolls for that area. For further information, contact the Broads Authority, Yare House, 62-64 Thorpe Road, Norwich, NR1 1RY (Telephone: 01603 610734).

b) RESIDENT SMALL CRAFT ANNUAL FEES (item 4)

(i) "Small Craft" means a vessel whose length overall is less than 20 metres.

(ii) In Item 4, "Commercial Fishing" means any Small Craft, with a Gross Tonnage (As defined by certificate of registry or as calculated) of less than or equal to 15 tonnes earning income solely from any fishing activity of any sort.

(iii) The application of Item 4 is dependent on the availability of berths.

(iv) Item 4 will only apply to a Small Craft which has sole use of a specific berth and the owner of the Small Craft must produce written evidence to the Harbour Office, in advance, of an agreement between the owner of the craft and the owner/operator (whether the Port itself or another party) of the berth for the use of that berth by that craft on an annual basis. In addition to this the owner of the craft must complete the annual declaration of the craft's anticipated use during the period.

(v) For the purposes of Item 4, the "consolidated annual rate" is payable, in full, for the year commencing on the 1st January from which this Port Tariff becomes effective, by the person

who owns the vessel on that date. No apportionment or refund of this rate for periods of less than the calendar year is permitted, and is non-transferable to another craft or owner.

c) PILOTAGE CHARGES (item 6)

(i) A "vessel movement" means any of the following single acts of navigation:

- outside the compulsory area (i.e. to or from the roads)
- within the compulsory area (i.e. to or from a berth)
- within the River Yare (shifting from berth to berth)

(ii) Pilotage between a point outside the compulsory area and a berth constitutes two vessel movements and will be charged accordingly.

(iii) The Authority reserves the right to make a charge for any vessel movement by the holder of a valid Pilotage Exemption Certificate, (this charge is currently suspended).

(iv) A full Pilotage charge will be levied when a vessel subject to compulsory pilotage is moved without the use of an Authorised Pilot or Pilotage Exemption Certificate holder.

(v) Where a vessel movement is a tow involving two or more vessels, Items 7(a) to 7(c) will be regulated by the overall distance between the extreme ends of the vessels concerned and by the draught of the deepest vessel.

(vi) At least two hours' notice is required for orders for Pilotage to shift (Charge 7(b)).

(vii) Item 7e will apply to any occasion that a Pilot is kept on board a vessel over and above the period of time for a normal act of pilotage, whether or not actively engaged in pilotage duties during that extended period.

(viii) If a vessel transits from the River Port to the Outer Harbour the appropriate pilotage charges will apply i.e. all charges will apply for both the River exit and the subsequent Outer Harbour entry.

d) WASTE CHARGES (item 8)

(i) Item 8 (a) and 8 (b) are applied in accordance with the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and the Animal By Products Regulation (EC) 1774/2002.

(ii) All vessels which berth at a quay controlled by the Company are required to pay a waste charge, unless they are exempt under the Regulations or are exempted by the Maritime and Coastguard Agency.

(iii) "Category 1 Waste" means all domestic waste whose origin is not within the European Union, and, for a vessel whose last port of call was not in the European Union, all domestic waste on board will be treated as Category 1 Waste.

(iv) "Special Waste" means hazardous or dangerous waste as defined by the Special Waste Regulations 1996 (as amended).

(v) "Other Waste" means all waste that is not Domestic Waste or Special Waste and includes waste oils, cargo associated waste and cargo residues.

(vi) Vessels are required to give advance notification, via their agents, of all waste to be landed.

(vii) Vessels are only permitted to land waste that has been declared.

(viii) Domestic Waste, Category 1 Waste and Other Waste must each be declared separately.

(ix) Domestic Waste must be contained in double wrapped plastic bags and all other waste must be adequately packaged or sorted for disposal.

(x) Only Domestic Waste is to be deposited in the receptacles provided.

(xi) Category 1 Waste must be deposited in the special receptacles which will be provided as required.

(xii) Irrespective of quantity, any additional work required for organising waste will be charged for, and any waste which is not properly deposited in the appropriate receptacles will be charged for as Other Waste.

(xiii) Item 8 (a) covers the same seven day period as the Ship Due. If Item 3 is applied, a further Domestic Waste Charge will also be applied for each subsequent seven day period or part thereof.

e) PORT SECURITY CHARGES (item 10)

(i) Under the ISPS Code, the berths operated by the Authority are subject to the Port Facility Security Plan for Great Yarmouth, as approved by the Department for Transport.

(ii) Under the ISPS Code, the Security Level for the Port is set by TRANSEC and by the Maritime and Coastguard Agency.

(iii) The manned security services defined in Charges 9 (a) to 9 (c) are in compliance with the specifications set by the Department for Transport.

(iv) The following berths operated by the Authority are equipped for use as Temporary Restricted Areas: 3-9 (East Quay), 13-14 (Atlas Terminal) and 25 26 (Southtown Wharf).

(v) Vessels which are subject to the ISPS Code and which are moored at the Authority's berths will be required to move to the Authority's Temporary Restricted Areas in order to work cargo, using manned security services, as follows:

Security Level	Vessels	Security Requirements
Level 1	Offshore Vessels	As specified for Item 9 (a)
Level 2	All Vessels	As specified for Item 9 (b)
Level 3	All Vessels	As specified for Item 9 (c)

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

f) MARINE SERVICES (item 11)

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

(ii) Users of the shipping on/off service are responsible for ensuring that any person to be transported is capable of transferring between vessels. The Company reserves the right not to transport any person who is considered to be unfit to travel, but the full charge will still apply.

(iii) Boarding and landing points in the Port must be agreed in advance.

(iv) The shipping on/off service is regulated by safety procedures and is under the control of the launch coxswain, whose instructions must be complied with at all times.

(v) The maximum carrying capacity is governed by the load line requirements of the launch.

(vi) All hand luggage and packages must be secure and properly packaged for transfer and no item exceeding 20 kg will be permitted.

(vii) Embarkation/disembarkation is subject to immediate turn round at the vessel.

(viii) The Excess Time Charge will apply to the duration of any delay, whether occurring at the boarding/landing point or (except for normal operating requirements) caused at the vessel.

(ix) The use of the GYPC mooring crews will be compulsory for all vessels of LOA 40 metres or more, when arriving, sailing or shifting berth within the port. The only exception to this requirement will be when shifting along a quay, without the need to let go all of the vessel's ropes and where the ship's crew are undertaking the operation under the vessel's own Safe System of Work.

This requirement applies to the following berths within the Port:-

Berths 1C&D, 2-9, 11-14 & 21 A-H on the East bank of the River Yare

Berths 42-44, 31A-E and 25 & 26 on the West bank of the River Yare

(x) Where towage is being carried out mooring charges will apply for the whole length of the tow and not to the individual vessels

g) CRANE CHARGES (item 12)

(i) Great Yarmouth Port Company is a member of the Construction Plant Hire Association and C.P.A. Model Conditions apply to all plant and equipment offered for hire. Further information on this is available upon request.

(ii) For any hire, a Crane Appointed Person and a Lift Supervisor must be nominated by the hirer in accordance with BS 7121 and notified to the Company when the booking is made.

(iii) These charges apply to cranes provided, on hire, by the Company, within the range shown in item 12 and according to these conditions.

(iv) More than one vessel may be worked during a hire period, if such work is confined to quays which are operated by the Company and which are easily accessible in relation to each other by the crane provided.

(v) Any hire period will be deemed to commence from the ordered starting time or from the beginning of the hour during which the work commences (whichever is the sooner) and to end when the crane reverts to travel condition and has been signed off by the hirer.

(vi) The charge for a hire period will be derived from a Minimum Charge Period and an Hourly Rate and, where applicable, a Tracking With Load Rate and an Overtime Rate.

(vii) The Hourly Rate, plus the Tracking With Load Rate, where applicable, will be charged for the Minimum Charge Period or for each hour or part thereof of the hire period, whichever is the greater.

(viii) The Cancellation Charge (item 12 d) will be applied for any booking which is cancelled with less than 24 hours notice. Notification of cancellation must be received within normal working hours

(ix) For the cancellation of any crane hire outside normal working hours, the Crane Driver Over time rate for 4 hours will be applied along with the Cancellation charge.

(x) "Normal working hours" means 0800 to 1200 hours and 1300 to 1700 hours, Monday to Friday, excluding bank and public holidays.

(xi) The Driver Overtime Rate item 13 (d) will be charged for one hour for work carried out between 1200 and 1300 hours, Monday to Friday, excluding bank and public holidays.

(xii) For hires commencing outside the normal working hours, the Overtime Rate will be charged for a minimum of 4 hours.

(xiii) If an order is received with insufficient notice, the Company will use its best endeavours to comply, but accepts no responsibility if the crane arrives later than booked.

(xiv) Cranes are only permitted to work in the port where they are either hired directly from Great Yarmouth Port Company or are approved in advance by Great Yarmouth Port Company in terms of safety and operations.

h) LABOUR (item 13)

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

i) WEIGHBRIDGES (item 14)

(i). "Normal Working hours" means 0800 to 1200 hours and 1300 to 1700 hours, Monday to Thursday and 0800 to 1300 hours on Friday, excluding bank and public holidays.

(ii). Advance bookings are required for all weighs, with a minimum of 24 hours' notice.

(iii). Orders for weighbridge bookings can only be received during office hours (0830 to 1700 hours, Monday to Friday, excluding bank and public holidays).

18. CONTACT DETAILS

Subject	Department	Contact
Berthing of Vessels & Marine Matters	Marine Department	+44(0)1493 335 501 GreatYarmouthHarbourOffice@peelports.com
Quay Operations Including Cranes & Plant Hire	Operations Department	+44(0)1493 335 522 +44(0)1493 335 524 +44(0)1493 335 506 GreatYarmouthOperations@peelports.com
Sales Enquiries & Business Development	Commercial Department	+44(0)1493 335 510 GreatYarmouthSales@peelports.com
Invoicing	Financial Services	+44(0)1519 496 220
Payment of Invoices	Financial Services	+44(0)1519 496 254
General Enquiries	Main Switchboard	+44(0)1493 335 500

SCHEDULE OF CHARGES

PORT TARIFF - OUTER HARBOUR & OUTER PORT LIMITS

1. CONSERVANCY CHARGES

a)	General Cargo Vessels, Bulk Carriers, Tankers and Ships engaged in Offshore Activity (including Oil/Gas/Renewables etc)	
	Vessels	Up to 3,500 GT £0.10 per G.T. 3,501 to 8,000 £0.20 per G.T. 8,001 to 11,000 £0.30 per G.T. 11,001 and above £0.40 per G.T.
b)	All other categories of Vessel	Obtainable on application from the Commercial Department in advance
c)	Minimum Charge (All vessels above)	£65.75 per vessel

2. HARBOUR DUES

a)	All vessel types are subject to a Minimum Charge	(£ per G.T.) £1,185.60 per vessel entry
b)	General Cargo Vessels, Bulk Carriers & Tankers	
	a) trading within the EU Community countries	£1.18
	b) trading outside the EU Community countries	£1.76
c)	Ships Engaged in Offshore Activity (including Oil/Gas/Renewables etc)	£1.63
d)	Barges & Self Propelled Jack-Up Vessels	£1.75
e)	All other categories of Vessel	Obtainable on application from the Commercial Department in advance

3. LAYBY

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

4. PERIOD TOLLS

Any vessel which remains in the Port for a continuous period exceeding the period stated below will be charged as follows:-

- a) Any Vessel subject to the Minimum Charge item 2 (a) will be charged for each complete or incomplete 24-hour period that it remains after the first period.
- b) All Vessels mentioned above in item 2 (b) to 2(e) will be charged 50% of the harbour due rate for each and every subsequent 24 hour period or part thereof.

5. GOODS DUES – GENERAL CARGOES

a)	Windfarm Components	(£ per tonne)
	WTGs (Nacelles)	£9.62
	Tower Sections	£6.50
	Blades	£6.50
	Cable Reels, Carousels & Windfarm Other	£7.80
	Concrete Mats	£2.66
	Monopiles, Jackets & Gravity Based Foundations	£7.80
	Grout Bags & Pallets	£2.18
	Transfer Pieces	£8.27
b)	Fabrications (Iron & Steel)	
	Crane Sections	£2.96
	Profiles	£1.99
	Decommissioning related cargo	£6.50
	Scrap Metal Shredded	£1.49
	Scrap Metal Sections	£2.03
c)	Plant & Machinery	
	Turbines, Compressors, Boilers & Pipework	£9.62
	Automotive	£9.62
	Used Vehicles	£5.46
d)	Fuel Oils	£2.12
e)	CCU's	£5.20 (per unit)
f)	All Other Cargoes not shown above	£10.00
g)	Passenger Dues	P.O.A

6. PILOTAGE CHARGES

Pilots National Pension Fund Deficit Surcharge

There will be a 15% PNF surcharge applied to the published Pilotage Charges below. This is shown as an itemised cost on billing invoices. Note that this may be amended.

Charges 6 (a) (Pilotage) and 6 (b) (Shifting) are the sole charges for the use of an Authorised Pilot for a vessel movement, inclusive of attendance.

a) Pilotage (for a single vessel movement)

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

Length:	<65	65- <86	86- <100	100- <125	125- <150	150- <175	175- <200	>200
Draught:								
<3:	£197.81	£197.81	£218.09	£271.54	£321.88	£370.03	£417.04	£464.15
3 - <4:	£197.81	£218.09	£271.54	£321.88	£370.03	£417.04	£464.15	£512.20
4 - <5:	£218.09	£271.54	£321.88	£370.03	£417.04	£464.15	£512.20	£559.21
5 - <5.5:	£271.54	£321.88	£370.03	£417.04	£464.15	£512.20	£559.21	£606.22
5.5 - <6:	£321.88	£370.03	£417.04	£464.15	£512.20	£559.21	£606.22	£654.37
6 - <6.5:	£370.03	£417.04	£464.15	£512.20	£559.21	£606.22	£654.37	£702.52
6.5 - <7:	£417.04	£464.15	£512.20	£559.21	£606.22	£654.37	£702.52	£750.67
7 - <7.5:	£464.15	£512.20	£559.21	£606.22	£654.37	£702.52	£750.67	£799.86
7.5 - <8:	£512.20	£559.21	£606.22	£654.37	£702.52	£750.67	£799.86	£847.91
8 - <8.5:	£559.21	£606.22	£654.37	£702.52	£750.67	£799.86	£847.91	£897.10
8.5 - <9:	£606.22	£654.37	£702.52	£750.67	£799.86	£847.91	£897.10	£945.26
9 - <9.5:	£654.37	£702.52	£750.67	£799.86	£847.91	£897.10	£945.26	£993.30
9.5 - <10:	£702.52	£750.67	£799.86	£847.91	£897.10	£945.26	£993.30	£1,042.60
>10:	£750.67	£799.86	£847.91	£897.10	£945.26	£993.30	£1,042.60	£1,090.75

b)	Pilotage within the Outer Harbour (Shifting)	Charged as Item 6 (a) x 90%
c)	Pilotage from any berth in the Outer Harbour to the River Port	Appropriate charge from Item 6 (a) applied
d)	Cancellation With less than two hour's notice	£164.11
e)	Detention (i) First 30 minute period (ii) Each successive 30 minute period or part thereof	£164.11 £218.61
f)	Over-Carriage	

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

- (i) The Pilot must be disembarked at the earliest opportunity in the range from Cuxhaven/Humber and Calais/Dover. In addition to the normal pilotage charge, a charge will be levied at the rate of £1562.80 per 24-hour period or part thereof commencing from the time of the departure from the Pilotage District until repatriation to Great Yarmouth.
- (ii) The vessel will also be required to reimburse all travel and subsistence charges involved in repatriating the Pilot to Great Yarmouth, plus 15%.

7. PILOTAGE EXEMPTION CERTIFICATES & BUNKERING PERMITS – TABLE OF FEES

Written Examination:	£283.30
Oral Examination:	£260.94
Written Examination, Re take of part:	£128.34
Issue of New Certificate, Parts 1 and 2:	£70.51
Issue of Replacement Certificate, Parts 1 and 2:	£70.51
Annual Renewal of Certificate:	£128.34
Addition of Vessel Name to Part 2 (per submission):	£70.51
Change of Vessel Name:	£35.36
Removal of Vessel Name:	£35.36
Bunkering Permit Application:	£125.00
Bunkering Permit Annual Renewal:	£65.00

A Deck Officer (As defined in the Marine Navigation Act 2013) may obtain Pilotage Exemption Certificates from the Authority, as the competent harbour authority, subject to certain conditions and requirements. All applicants must complete a written examination and, in the case of ships of 65 or more metres in overall length, an oral examination is also required. Pilotage Exemption Certificates are valid for a maximum of one year at a time and, subject to conditions, may also be renewed. Full details of the conditions, requirements and examination process for the grant of a Pilotage Exemption Certificate are obtainable from the Harbour Office.

8. WASTE CHARGES

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

- | | | |
|----|--|--------|
| a) | Levy towards the cost of the disposal of ships' domestic waste in accordance with MARPOL requirements. | £76.09 |
| b) | Category 1 Waste, Hazardous Waste & Other Waste (Contact Commercial Department GreatYarmouthSales@peelports.com) | |

9. PORT ADMIN FEE

- | | | |
|----|--|----------------------------|
| a) | Levy towards the cost of statutory external administration requirements, applied upon entry of all vessels | £20.00
Per Vessel Entry |
|----|--|----------------------------|

10. PORT SECURITY CHARGES

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

- | | | |
|----|--|---|
| a) | ISPS – Vessels Security Surcharge (Security Level 1) per entry | £101.16 |
| b) | All other security services | Obtainable on application from the Operations Office in advance |

11. MARINE SERVICES

- | | | |
|----|--|------------------------------------|
| a) | When using a Pilot boat for purposes of shipping on or shipping off (up to 4 persons/hand luggage/packages) to within 3 mile radius of the harbour entrance | £468.00 + VAT |
| | 3 mile to 8 mile radius of the harbour entrance | £624.00+ VAT |
| | Excess Time Charge | £312.00 per hour (or part thereof) |
| b) | Services of Boatmen- Mooring or Unmooring | |
| | Vessels up to 100 metres LOA | £160.37 |
| | Vessels of 100 metres to 120 metres LOA | £320.74 |
| | Vessels of 120 metres to 150 metres LOA | £513.24 |
| | Vessels greater than 150 metres LOA | £705.74 |
| c) | Cancellation of Services of Boatmen | |
| | With more than two hour's notice | 50% of above |
| | With less than two hour's notice | 100% of above |
| d) | Towage Services | |
| | Towage may be required in order to ensure safety of navigation. Ships Masters, Owners and Agents are directly responsible for procuring and paying for towage for vessels where towage is required. GYPC does not supply or procure towage. Appropriate towage should be agreed in consultation with the Harbour Master. | |

12. CRANE & PLANT EQUIPMENT CHARGES

All prices on application from the Commercial Department (GreatYarmouthSales@peelports.com)

13. LABOUR CHARGES

- | | | |
|----|---|--------|
| a) | Slinger Banksman – Normal Time (Min. Charge Period 4 hours) | £32.03 |
| b) | Slinger Banksman – Overtime (Min. Charge Period 4 hours) | £42.74 |
| c) | Slinger Banksman – Bank holidays (Min. Charge Period 8 hours) | £64.06 |

14. OFFICE, WAREHOUSING AND OPEN STORAGE FACILITIES

Facilities available for short term and long term use

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

Great Yarmouth Port Company is a member of the United Kingdom Warehousing Association and the standard U.K.W.A. conditions of contract will apply. Further details of this are available on application.

15. QUAY CHARGE

When vehicle or equipment such as cranes are mobilised on the Port's quays or where the quay is sterilised or access is restricted for use by others, then a charge of £1,500 per 24 hour period or part thereof will be made.

16. ANCILLARY PORT SERVICES

The following services are available:

- Attendance for Operations conducted under Explosives Licences**
- Management of Quayside Operations**
- Quayside Cleansing following Cargo Operations**
- Emergency Marine Operations**
- Survey Services**
- Hire of Safety barriers**
- Hire of Loading shovels & Forklifts**
- Other Marine Services**

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

17. TERMS AND CONDITIONS FOR TARIFF ITEMS

- | | |
|----|--|
| a) | CONSERVANCY CHARGES (item 1) |
| | (i) Vessels measured in accordance with the International Convention on Tonnage Measurement of Ships 1969 and the Merchant Shipping (Tonnage) Regulations 1982 (as amended) will be charged at the appropriate rate on entry. |
| | (ii) Vessels not measured under (a), or which cannot produce either an International Tonnage Certificate or a Tonnage Certificate showing the excluded spaces from which a comparable measurement can be made under the 1969 Convention, will be measured, using length overall, breadth, moulded depth and the appropriate conversion factor. The result of this calculation, multiplied by two, will be the rate charged on entry. |

(iii) Conservancy Charges items 1 (a) to 1 (c) are payable on entry and shall commence when the vessel passes inwards through the breakwater heads or when the vessel anchors, attaches or secures the vessel to the seabed (in any manner) within the Port Limits seaward of the Outer Harbour entrance.

(iv) If a vessel transits from the River Port to the Outer Harbour the appropriate Outer Harbour tariff charges will apply.

(v) If at any time, a particular Conservancy Charges is found to be inapplicable, the appropriate Due will be substituted for it and the amount payable will be re calculated and charged accordingly.

(vi) For any vessel with less than 15 G.T, the appropriate toll is subject to VAT.

b) HARBOUR DUES (item 2)

(i) Vessels measured in accordance with the International Convention on Tonnage Measurement of Ships 1969 and the Merchant Shipping (Tonnage) Regulations 1982 (as amended) will be charged at the appropriate rate on entry.

(ii) Vessels not measured under (a), or which cannot produce either an International Tonnage Certificate or a Tonnage Certificate showing the excluded spaces from which a comparable measurement can be made under the 1969 Convention, will be measured, using length overall, breadth, moulded depth and the appropriate conversion factor. The result of this calculation, multiplied by two, will be the rate charged on entry.

(iii) Harbour Dues item 2 (a) to 2 (b) are payable on entry when an inbound vessel passes through the breakwater heads, or when a vessel at anchor or attached to the seabed (in any manner) within the Port limits seaward of the Outer Harbour entrance, commences any ship transfer operations of cargo, personnel or goods of any kind.

(iv) A period commences from the time at which the vessel passes the breakwater, or when a vessel at anchor or attached to the seabed (in any manner) within the Port limits seaward of the Outer Harbour entrance, commences any ship transfer operations of cargo, personnel or goods of any kind.

NB: this toll is payable in addition to any conservancy toll for which the vessel is liable.

(v) If, at any time, a particular Harbour Due is found to be inapplicable, the appropriate Due will be substituted for it and the amount payable will be re calculated and charged accordingly.

(vi) For any Craft with less than 15 G.T., the appropriate toll is subject to VAT

c) PILOTAGE CHARGES (item 6)

(i) A "vessel movement" means any of the following single acts of navigation:

- outside the compulsory area (i.e. to or from the roads)
- within the compulsory area (i.e. to or from a berth)
- within the Outer Harbour (shifting from berth to berth)

(ii) Pilotage between a point outside the compulsory area and a berth constitutes two vessel movements and will be charged accordingly.

(iii) The Authority reserves the right to make a charge for any vessel movement by the holder of a valid Pilotage Exemption Certificate, but this charge is currently suspended.

(iv) A full Pilotage charge will be levied when a vessel subject to compulsory Pilotage is moved without the use of an Authorised Pilot or Pilotage Exemption Certificate holder.

(v) Where a vessel movement is a tow involving two or more vessels, Item 6 (a), 6 (b) & 6 (c) will be regulated by the overall distance between the extreme ends of the vessels concerned and by the draught of the deepest vessel.

(vi) At least two hours' notice is required for orders for Pilotage to shift (item 6 (b)).

(vii) Item 6 (e) will apply to any occasion that a Pilot is kept on board a vessel over and above the period of time for a normal act of Pilotage, whether or not actively engaged in pilotage duties during that extended period.

(viii) If a vessel transits from the Outer Harbour to the River Port the appropriate pilotage charges will apply i.e. all charges will apply for both the Outer Harbour exit and the subsequent River entry.

d) WASTE CHARGES (item 8)

(i) "Category 1 Waste" means all domestic waste whose origin is not within the European Union, and, for a vessel whose last port of call was not in the European Union, all domestic waste on board will be treated as Category 1 Waste.

(ii) Vessels are required to give advance notification, via their agents, of all waste to be landed.

(iii) Vessels are only permitted to land waste that has been declared.

(iv) Domestic Waste, Category 1 Waste and Other Waste must each be declared separately.

(v) Domestic Waste must be contained in double wrapped plastic bags and all other waste must be adequately packaged or sorted for disposal.

(vi) Only Domestic Waste is to be deposited in the receptacles provided.

(vii) Category 1 Waste must be deposited in the special receptacles which will be provided as required.

(viii) Irrespective of quantity, any additional work required for organising waste will be charged for, and any waste which is not properly deposited in the appropriate receptacles will be charged for as Other Waste.

(ix) Item 8 (a) covers a seven-day period from commencement of the Harbour Dues. If the vessel remains in port for a period greater than seven days, a further Domestic Waste Charge will also be applied for each subsequent seven-day period or part thereof.

e) PORT SECURITY CHARGES (item 10)

(i) Under the ISPS Code, the berths operated by the Company are subject to the Port Facility Security Plan for Great Yarmouth, as approved by the Department for Transport.

(ii) Under the ISPS Code, the Security Level for the Port is set by TRANSEC and by the Maritime and Coastguard Agency.

(iii) Security requirements and costs for passenger vessels are obtainable on application.

f) MARINE SERVICES (item 11)

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

(ii) Users of the shipping on/off service are responsible for ensuring that any person to be transported is capable of transferring between vessels. The Company reserves the right not to transport any person who is considered to be unfit to travel, but the full charge will still apply.

(iii) Boarding and landing points in the Port must be agreed in advance.

(iv) The shipping on/off service is regulated by safety procedures and is under the control of the launch coxswain, whose instructions must be complied with at all times.

(v) The maximum carrying capacity is governed by the load line requirements of the launch. All hand luggage and packages must be secure and properly packaged for transfer and no item exceeding 20 kg will be permitted.

(vi) Embarkation/disembarkation is subject to immediate turn round at the vessel.

(vii) The Excess Time Charge will apply to the duration of any delay, whether occurring at the boarding/landing point or (except for normal operating requirements) caused at the vessel.

(viii) The use of the GYPC mooring crews will be compulsory for all vessels of LOA 40 metres or more, when arriving, sailing or shifting berth within the outer harbour. The only exception to this requirement will be when shifting along a quay, without the need to let go all of the vessel's ropes and where the ship's crew are undertaking the operation under the vessel's own Safe System of Work.

(ix) Where towage is being carried out mooring charges will apply for the whole length of the tow and not to the individual vessels.

g) LABOUR CHARGES (item 13)

(i) "Normal Time" means 0800 to 1700 hours, Monday to Friday, "Overtime" all hours outside this.

18. CONTACT DETAILS

Subject	Department	Contact
Berthing of Vessels & Marine Matters	Marine Department	+44(0)1493 335 501 GreatYarmouthHarbourOffice@peelports.com
Quay Operations Including Cranes & Plant Hire	Operations Department	+44(0)1493 335 522 +44(0)1493 335 524 +44(0)1493 335 506 GreatYarmouthOperations@peelports.com
Sales Enquiries & Business Development	Commercial Department	+44(0)1493 335 510 GreatYarmouthSales@peelports.com
Invoicing	Financial Services	+44(0)1519 496 220
Payment of Invoices	Financial Services	+44(0)1519 496 254
General Enquiries	Main Switchboard	+44(0)1493 335 500

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