



Port of Sheerness Limited

Port Dues and Charges

Operative from:
1st May 2026

Peel Ports Group
More Than Ports

Port Charges London Medway

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Definitions

1. In these terms and conditions and charging provisions, unless the context otherwise requires:
 - (a) “Chatham Docks” means the Docks at Chatham.
 - (b) “the Company” means Port of Sheerness Limited whose registered company number is 02639118 and whose registered office is situated at Maritime Centre, Port of Liverpool, L21 1LA
 - (c) “Customer” means any person for whom Services are performed or provided by the Company, including:-
 - A. 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.
 - B. where used in relation to any road or rail vehicles; the owner, agent, operator, driver or other person in charge of the vehicle.
 - (d) “the Docks” means the docks (including the basins and approaches thereto), locks, bridges, wharves, quays, berths, roads, railways and other property and works of every description and nature, and the buildings, structures and erections thereon for the time being owned, occupied or managed by the Company.
 - (e) “Goods” includes any goods, cargo, commodities, livestock, articles and things of every description (including any crates or packaging within which they may be contained), but excluding bunkers.
 - (f) “GT” means Gross Tonnage as calculated in accordance with the International Convention of Tonnage Measurement of Ships 1969.
 - (g) “Harbour Master” means the harbour master appointed by the Company and includes the harbour master’s authorised deputies and assistants and any person authorised by the Company to act in that capacity.
 - (h) “Length Overall” (LOA) means the extreme length of the vessel as declared on the vessel’s Tonnage Certificate or in Lloyds Register of Shipping.
 - (i) “Medway Pilot” means a person authorised by the Company under section 3 of the Pilotage Act 1987 to act as a pilot.
 - (j) “the Pilotage Area” means the Compulsory Pilotage Areas as described in the Medway Ports Pilotage Directions.

- (k) “the Port” means the ‘port’ as defined in section 3 of the Medway Ports Authority Act 1973 as amended by article 3(3) of the Medway Ports Authority Harbour Revision Order 1989 (including Chatham Basin 3), and the ‘Medway Approach Area’ area as defined in section 3 and described in Schedule 1 of the Medway Ports Authority Act 1973.
- (l) “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.
- (m) “Services” means any service or operation of whatsoever nature performed or provided by the Company.
- (n) “vehicle” means any vehicle, including any motor car, motorcycle, lorry, trailer, tractor, steam roller, excavator, agricultural machine or other machine on wheels or tracks.
- (o) “vessel” means every description of vessel, however propelled or moved, and includes a hovercraft, a hydrofoil vessel and anything constructed or used to carry persons or goods by water.
2. Unless the context otherwise requires, words implying the singular include the plural and vice versa and words importing gender shall include any other gender.
3. Unless otherwise stipulated in any special conditions relating to Services and facilities provided by the Company, all vessels may enter or leave the Port or use the Company’s equipment or facilities or the service of its employees for or in connection with the loading, discharging or trans-shipping of goods or in connection with repairing, fitting out, victualing, provisioning or laying-by of the vessel only with the consent of the Company and subject to:
- (a) payment of the relevant dues or other charges;
 - (b) such terms and conditions as the Company may impose;
 - (c) the lawful directions of the Harbour Master or other appropriate officers of the Company, and
 - (d) compliance with the Statutes, Directions, Byelaws and regulations of the Company.
4. The Company notwithstanding any consent given or arrangement made shall be at liberty to vary, postpone or cancel such arrangements for any reason whatsoever without the Company thereby incurring to any person any liability whatsoever for loss, damage, injury, delay or expense.
5. The Company does not take any charge of or assume any responsibility whatsoever in respect of any vessel navigating or lying in the Port, or entering, leaving, moving, mooring or unmooring in the Port; all craft under such circumstances being at the sole risk of the owner, who alone is responsible for the safety and security of their vessel and moorings and also for any damage done by their vessel or servants to the Port, or to vessels or

goods in or upon any part of the Port.

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

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

8. All goods at the Port (whether in transit, laid down or deposited) are at the owner's risk in every respect. The Company has no custody of such goods and shall not be responsible for any loss or damage.
9. Goods are not in the custody of the Company unless taken possession of by the Company as warehousemen or carriers in accordance with the Company's relevant terms and conditions from time to time in force.
10. The Company's Services shall be undertaken only in accordance with the Company's relevant terms and conditions from time to time in force. The Company requires the appropriate requisition, together with any other necessary documents, to be lodged before any service is begun.
11. When an agent for a vessel ceases to act whilst that vessel is still in the Port and does not accept responsibility for all charges arising, that agent must at once notify the Company so that charges may be correctly debited to the responsible parties.
12. When discharging or loading a vessel, the Company may, on request, furnish to the owner or agent an estimate, to the best of its ability, of the time at which discharging, or loading is likely to finish. In giving this estimate, the Company accepts no responsibility for any inaccuracy or for any delay in finishing discharging or loading.
13. These terms and conditions and charging provisions, including the charges herein, may be altered or varied at any time and from time to time in such respects and in such manner as the Company may determine.
14. Where the Company has agreed to provide any Services or facilities in respect of which

no charges have been assigned in this schedule, then the charges applicable to those Services or facilities will be as determined from time to time by the Company.

15. Except where specified herein to the contrary, all charges payable hereunder shall be payable on demand unless otherwise agreed by the Company. The Company may charge interest on any overdue amount in accordance with the Late Payment of Commercial Debts (Interest) Act 1998.
16. Value Added Tax (or any other tax required to be levied on the Company's charges) shall be payable where applicable at the appropriate rate current from time to time on and in addition to the charges specified or referred to herein. The Company's VAT Registration number is GB 618 6241 39
17. Payments should be made payable to: Port of Sheerness Limited

Sort Code:	60-13-19
A/C No.	45174733
IBAN:	GB24NWBK60131945174733
BIC:	NWBKGB2L

Remittances should be posted to Credit Control Section, Port of Sheerness, Maritime Centre Port of Liverpool, Liverpool, L21 1LA. Or email remittances@peelports.com.

18. All activities undertaken and Services provided by the Company are in accordance with these terms and conditions and charging provisions, and all applicable statutes, byelaws, directions, regulation and terms and conditions for trade or the supply of Services, which will continue to apply except where varied from time to time by the Company.
19. By (a) entering the Port with a vessel; (b) landing, depositing, loading or storing goods within the Port; (c) requesting any Services from the Company; or (d) making use of any of the Company's equipment or facilities, the relevant person, Hirer or owner (or their appointed agents) is deemed to have acknowledged and accepted these terms and conditions and charging provisions (including the charges herein and any associated directions, regulations or terms and conditions).
20. Nothing in these terms and conditions and charging provisions will restrict, prejudice, or affect the Company's powers and duties in the exercise of its functions as the statutory harbour authority for the Port and its approaches or as the competent harbour authority.
21. The Company may collect and process information relating to the owner, and their appointed agents, in accordance with the privacy notice that is available on the Peel Ports Group website. Each party agrees to comply with their respective obligations under the Data Protection Legislation.
22. The terms and conditions cannot be varied other than in writing by the Company.
23. These terms will be governed by and construed in accordance with English Law.

Documents to be Furnished by the Master or Owner

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

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

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

Confirmation of the quantity of goods 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 fails to provide a cargo declaration commits 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 **£1259.50 per instance**.

Audit

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

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

Withdrawal of the United Kingdom from the European Union “Brexit”

The Company reserves all rights to introduce a Brexit Surcharge should legislative changes dictate a material change to the Port’s operational activity during 2026. This includes but is not limited to the physical presentation of examinations, examination activity, physical infrastructure and supporting administration.

Company Land Rights and use of Natural Resources

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

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

Seafarers’ Wages Declaration

Under the Seafarers’ Wages Act (the ‘Act’) and relevant regulations, from 1 December 2024, the Company is required to demand a declaration from certain 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 administrative surcharge. Failure to pay this surcharge may result in a refusal of access.

Chapter 1 - Vessels and Goods

1. Conservancy and Related Charges

1. Conservancy Charges

- a) The following rates are chargeable upon each vessel for each entry to the Port and are subject to a minimum charge of **£150.00**.

Any vessel entering the Port for the first time will need to show an International Tonnage Certificate ('ITC') which will then be used to raise charges. Where a vessel is unable to provide an ITC, the Company reserves the right to make a Conservancy charge using details of a similar type of vessel.

Vessels up to 11,000 GT	£0.48 per GT
11,001 - 20,000 GT	£0.57 per GT
20,001 - 30,000 GT	£0.60 per GT
30,001 - 40,000 GT	£0.69 per GT
40,001 - 50,000 GT	£0.73 per GT
50,001 - 60,000 GT	£0.76 per GT
60,001 - 80,000 GT	£0.82 per GT
Over 80,001GT	£1.52 per GT

- b) All vessels carrying Petroleum, Liquefied CO₂, Oil, Gas or their derivatives will be subject to an additional charge of **£0.26 per GT**
- c) All vessels loading or discharging goods within the port including ship to ship transfers, will be subject to an additional charge of **£0.053 per tonne of goods**
- d) All vessels berthing at the Car Terminal in port will be subject to an additional charge of **£0.021 per GT**

- e) Extended Presence Conservancy Charges

Where a vessel remains within the Port for a continuous period exceeding five (5) calendar days from the date of entry, further conservancy charges at the rates in 1(a) above (which are subject, each time, to the imposition of a minimum charge of **£1,219.05**) will be levied on that vessel for each further continuous period of five (5) days, or part thereof, until the vessel's departure from the Port (i.e. levied on day 6, 11, 16 and so on, with no discount on the amount levied if the vessel were to leave, for example, on day 7, 12, 17 and so on).

For the purposes of this paragraph:

- (i) a vessel shall be deemed to remain within the Port if at all times during the relevant

period it is present within the Port, whether at berth, at anchor, at a mooring, or otherwise, and whether or not the vessel shifts between locations within the Port during that period;

- (ii) the date of entry shall be determined by reference to the vessel's crossing into the Port as recorded by the Company's vessel traffic service, and the date of entry shall count as the first day;
- (iii) the charges under this paragraph are in addition to, and not in substitution for, any other charges payable under these Port Charges (including but not limited to the initial Conservancy Charge under Section 1(a), anchorage charges under Section 4, and dock charges under Part 2);
- (iv) where a vessel departs the Port (even if only briefly) the continuous period ends and any reentry of the vessel into the Port, will be counted as a new entry;
- (v) the Company may in its absolute discretion waive or reduce the charge under this paragraph in respect of any vessel or class of vessels, or in any particular case, without thereby creating any precedent or obligation to do so in any other case.

2. Annual Tonnage Charges

An annual charge on barges, lighters and tugs which are ancillary to the Port's trade: -

- | | |
|---|-------------------------|
| a) In the case of a barge or lighter | £3.71 per GT |
| b) In the case of a lighterage tug or vessel used for commercial activity within the Port | £451.85 per year |
| c) In the case of a tug used for vessel towage the sum of | £900.00 per year |

Charges 2a) and 2c) (above), shall be levied on or after the 1st January each year and once paid, exempts the Vessels concerned from paying Conservancy Charges for a period of one year, provided that the Vessel concerned is not carrying coal, petroleum or aggregates and does not pass seaward of a line from Havengore Creek in Essex to Warden Point in Kent in which case 2(a) applies.

3. River / Sheerness Camber Mooring Charges

A charge on all vessels using moorings owned by the Company, per mooring (subject to a maximum of 2 vessels per mooring or as directed by the Harbour Master) for each day or part thereof.

- | | |
|--|----------------|
| a) Rochester Moorings | £744.7 |
| b) Entry and berthing at Sheerness Port Camber Berths | £258.50 |
| c) For vessels loaded with explosives that go to anchor a charge will be made for each day or part thereof | P.O.A |

4. Anchorage

For vessels anchoring which require the permission of the Harbour Master, will be subject to a daily charge.

P.O.A

5. Pleasure Craft and other small craft - Conservancy charges/mooring

a) Pleasure Craft and Other Small Craft – Conservancy Charges.

Annual charge in the form of a conservancy fee is payable by pleasure, leisure and any other small recreational craft including propelled and steered by directionally controlled water jet, with the exception of dinghies under 5.1 metres in length.

For a period of 12 months (from 1st April 2026 to 31st March 2027 payable by 31st March 2025 the charge is: **£108.70 (incl. VAT);**

Users who do not process the payment by 31st March 2026 will be charged late payment surcharge of 25% (**£27.17 incl. VAT**) in addition to the annual composite charge above.

In the event that the owner of the pleasure, leisure and any other small recreational vessel including propelled and steered by directionally controlled water jet, transfers ownership of it, they must ensure that change of ownership information and documentation, as applicable, is submitted to the Company. If such information or documentation is not provided, or details are materially incorrect, the owner of the vessel will remain liable for all charges, expenses and costs in relation to the relevant vessel.

b) Charges for all new moorings applications from **1st January 2026** and for existing moorings renewed on **1st January 2026**.

Schedule of Charges for leisure and other small vessels

Rate	Location	Remarks	Charge (12 months)
1	Stoke, Colmouth, Halstow Creeks etc	Drying Bank – Lay your own moorings	£154.09
2	Wickham Reach, Bridge Reach, Middle Short Reach (19 – 22 buoys)	Up to 25 ft Each additional foot	£609.31 £24.04
3	All deep-water moorings other than those in 'Rate 2'	Up to 30ft Each additional foot	£916.62 £29.41
4	Trade Moorings	Deep Water Moorings Drying Bank Moorings	£396.40 £199.53
5	Yacht Club Moorings	Per vessel irrespective of length	£154.09

A charge of **£63.24 + VAT per day** will be made for unauthorised occupation of Company owned yacht moorings.

Charging Period:

The charging period for moorings is **1st January 2026 to 31st December 2026**. New applications made during this period will be charged as 1/12th for each month or part month that remains. Drying bank moorings will be charged at a minimum of 6/12ths.

Permit Charge:

An initial charge of **£74.81** will be made for drawing up and issuing a mooring permit for craft within the Port.

A charge of **£29.41 + VAT** will be made for re-issuing a copy of a permit which has been lost.

VAT is payable on all moorings other than Houseboats (as defined by HMRC) which are exempt from VAT

6. Notice to Mariners

- | | |
|---|----------------|
| a) A charge for the preparation and issue of Notices pertaining to the Port | £807.14 |
|---|----------------|

N.B. Seven (7) days prior notice in writing must be provided to the Company in order to prepare and issue a Notice. In the event that at least 7 days prior notice is not provided, then a 50% surcharge shall be applied to the above charge.

7. River Works Licence Application

- | | |
|--|------------------|
| a) Fee to accompany application for River Works Licence under Sections 37 and 38 of the MedwayPorts Authority Act 1973 | |
| a. Standard Fee | £2,250.00 |
| b. Complex Applications | P.O.A |

8. Data

- | | |
|---|--------------|
| a) Data and information are available for the River Medway and Swale. Details and prices upon request to the Marine office. A minimum charge will apply | P.O.A |
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9. Outside Works

- | | |
|--|--------------|
| a) Charges for the provision of other marine associated Services are available from the Marine office. | P.O.A |
|--|--------------|

10. Capital/Maintenance Dredging Licence Application

- | | | |
|----|---|------------------------------|
| a) | Charges for the administration and issuing of | |
| | i. a Maintenance Dredging Licence | £1762 up to 5,000 cbm |
| b) | Maintenance Dredging Licence | |
| | i. Above 5,000 cbm | P.O.A |
| c) | Charges for the administration and issuing of a | |
| | i. Capital Dredging Licence | £2644 up to 5,000cbm |
| d) | Capital Dredging Licence | |
| | i. Above 5,000 cbm | P.O.A |

11. Filming

- | | | |
|----|--|--------------|
| a) | A charge to be levied for the 'use' or location, afloat, airborne or land based for filming purposes and associated activities | P.O.A |
|----|--|--------------|

12. Vessel Inspection

- a) Where a vessel is required to be inspected by the Harbour Master's representative a charge shall apply **£315.70** per hour per person or part thereof plus a charge for travel expenses of **£0.96** pence per mile from postal code **ME12 1RS**

13. Administration Charges

- a) A port administration charge of **£43.73** will be levied on all vessels upon entry to the Port.
- b) 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:
- | | |
|---|-------------------------------------|
| (i) Request for clarification: | £123.52 per request |
| (ii) Request for a single amendment to a booking: | £123.52 per request |
| (iii) Intervention in the booking process: | £1,259.50 per intervention † |

† An intervention must not engage a GPCC or a representative of Peel Ports Marine Team member in more than 1 man-hour's work. If an intervention engages a GPCC or a representative Peel Ports Marine 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 £1,230.88 per man-hour for each hour or part thereof that a GPCC or a representative of Peel Ports Marine Team is engaged in excess of the first man-hour.

Note: Where an intervention requires consultation with a manager from the Marine Operations Department, the Company reserves the right to levy an additional charge, which will be determined from time to time.

- c) An administration charge of **£67.39** for the application of a License to Operate a tug or Small Commercial Vessel in the Port, in addition to a **£5.00** fee for granting such a License.
- d) Amendments to an existing Licence to Operate will incur a fee of **£27.50** per amendment.
- e) 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. Requests submitted Monday-Friday 0900-1600 (excluding Bank Holidays): **£75 per Consent (†)**
 - b. Requests submitted outside the hours above: **£750 per Consent (†)**

(†) An additional charge of **£137** will apply when the request for consent is submitted less than 24 hours before the intended commencement of the activity requiring

(†) An additional charge of **£137** will apply when the request for consent is submitted less than 24 hours before the intended commencement of the activity requiring consent.

The issuing of Consent is subject to the availability of the relevant authorizing officers of the Company, who may not always be available.

14. Rates for Consultancy, Works/Dredging Licences

- a) The below charges shall apply where Company employees and incurs chargeable man-hours through the provision of other Services including (but not limited to) undertaking attendance and stakeholder meetings or other support in relation to the provision of dredging / work licences or other perimetry.

	Hourly
Director/Duty Holder	£800
Senior Marine Manager	£700
Marine Manager	£470
Named Medway Pilot	£700
Medway Pilot	£390
Travel cost	£0.96 per mile

15. SHA Marine Safety and Technology Transition Surcharge

A surcharge shall apply in relation to the SHA Marine Safety and Technology Transition Surcharge: **£6.12 per vessel per voyage**

16. SHA Green Fuels Surcharge

A surcharge shall apply in relation to the SHA Green Fuels Surcharge: **£3.52 per vessel per voyage**

17. SHA Oil Spill Response Contingency Surcharge

A surcharge shall apply in relation to the SHA Oil Spill Response Contingency Surcharge:
£8.49 per vessel per voyage

2 - Dock Charges - Sheerness Docks

1. Vessels Discharging or Loading Goods

- a) Vessels arriving loaded from or sailing loaded to any port **£6.29 per GT**

2. Lighters discharging or Loading Goods

- a) Dumb lighters or dumb barges not exceeding
 i. 30.5 metres in length and 8.50 metres in beam;
 ii. per visit up to 7 days by special arrangement thereafter **P.O.A per GT**

3. Vessels for Repair, Laying Up etc

- a) Vessels for repair, laying up etc.
 A. Vessels arriving for repairs, laying up and other purposes other than loading or discharging goods for the first seven days or part thereof **P.O.A per GT**
 B. and for each seven days thereafter or part thereof (or if already within the Port) **P.O.A per GT**

4. Vessel for Shelter

- a) Vessels arriving for shelter – provided Vessel sails as soon as weather moderates, if not as for 3 above. **P.O.A per GT**

5. Dock Charges

- a) Payment of Dock Charges in respect of any vessel shall not entitle such Vessel to remain at the Docks for a longer period than may actually be necessary for loading or discharging its goods, and shall not in any way affect the power of the Company to order such vessel to move to any other parts, of the Port, whether or not the vessel shall at the time such order is given have completed the loading or discharging of goods.
 b) In the case of un-manned vessel, the Company may, in order to facilitate the berthing or unberthing of other vessels, have such vessels moved to any other part of the Port, whether or not the vessel shall at the time of the move being made, have completed loading or discharging goods.
 c) Payment of Dock Charges does not entitle the vessels to the use of a berth except for loading or discharging goods.
 d) Where a vessel remains alongside at the Docks for a period longer than

necessary for loading and/or discharging of cargo, a period toll will be charged for each 24-hour period, or pro rata if less than 24 hours. The determination of 'necessary' time for loading/discharging shall be made by the Company, taking into account operational requirements and any prior agreements with the vessel owner. The charge is based on vessel Length Overall multiplied by **£200.36 per linear metre**.

- e) Where a vessel remains alongside at the Docks for a period longer than estimated*, a period toll will be charged for each 24-hour period, or pro rata if less than 24 hours. The charge is based on vessel Length Overall multiplied by **£200.36 per linear metre**.

**The 'estimated' period shall be as agreed in writing between the Company and the vessel owner or agent prior to commencement of operations*

- f) In relation to Period toll charges, the Company will notify the vessel owner or agent in writing of any period tolls applied, including the basis for calculation. Any disputes regarding the toll must be raised within 24 hours of notification.

3 Other Charges - Sheerness Docks

1. Fresh water

- a) Fresh Water – During working hours (0600-1800 hours) Weekdays **P.O.A per tonne**

2. Weighbridge

- a) Weighbridge – Normal hours (0600-1800 hours)
 - i. Weekdays Laden or unladen **£17.41 per vehicle**
- b) All other times, in addition to above, a charge per Attendant per hour or part thereof (minimum charge 4 hours) **£40.56 per attendant**

3. Period Tolls Charges – Vessels Remaining Alongside

- a) Any vessel remaining alongside at the Docks beyond the period deemed necessary by the Company—including for loading, discharging, repairs, lay-up, shelter, breakdown, or any other reason—shall incur a period toll, regardless of Dock Charges payment.
- b) The Company will determine the allowable period, considering operational needs, written agreements. For any overstay, a toll of **£205.02 per linear metre LOA** per 24-hour period (or pro rata) will apply.
- c) The Company will notify the vessel owner or agent in writing of any period tolls. Disputes must be raised in writing within 24 hours of notification; the Company will respond in writing.

4. Berthing and Unberthing Vessels

- a) Labour is provided for the combined operations of berthing and un-berthing vessels 24 hours a day, 365 days a year, with the exception of Bank Holidays, inclusive of supervision and administration at the following rates:

Length Overall of Vessel	Charge
0 – 69.99 metres	£594.00
70.00 – 104.99 metres	£787.04
105.00 – 144.99 metres	£1115.84
145.00 – 160.00 metres	£1904.31
Over 160.00 metres	£2638.11

- b) Berth to Berth Movements – will be charged at 50% of the above applicable rate, or by agreement.
- c) Statutory Bank Holidays, including Christmas Day and Boxing Day, 25% of the applicable rate will be charged in addition to the berthing/ un-berthing rate.
- d) Berthing gangs consist of two or more persons depending on the type of vessel, the berth used, the prevailing weather conditions and safety considerations, and the above charges are for a maximum period of 3 hours per operation. In the event of an aborted arrival or sailing, and if no reasonable notice has been given, then a 25% baulk charge of the applicable rate above will apply.
- e) Overweight mooring lines surcharge + 50% of applicable charge at a) immediately above.

5. Lineboats

- a) Lineboats and labour are provided for mooring of vessels 24 hours a day, 365 days a year, with the exception of Bank Holidays, inclusive of supervision and administration at the following rates: -

Length Overall of Length	Charge
0 – 69.99 Metres	£381.39
70 – 104.99 Metres	£744.46
105 – 144.99 Metres	£1056.89
145 – 160.00 Metres	£1224.74
Over 160 Metres	£1374.88

- b) Berth to Berth Movements – Will be charged at the above applicable rate, or by agreement.
- c) Statutory Bank Holidays including Christmas Day and Boxing Day 25% of the applicable rate will be charged in addition to the Lineboat rate
- d) Commercial Mooring Buoys – Mooring or Un-mooring **£781.24 + Safety boat in**

attendance. All the above rates cover up to 2 hours. If in excess of 2 hours, the charge will be **£195.34 per hour or part thereof (daylight hours only).**

- e) Baulk Tide – In the event of an aborted arrival or sailing, and if no reasonable notice is given, then a full charge of the above applicable rate will apply.

6. Reception facilities for waste

- a) Mandatory Charge under the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended) per vessel, per visit **£172.70**
- b) Additional refuse skips can be hired **P.O.A**
- c) The Company reserves the right to make an additional charge for the improper use of the above detailed waste facilities, or in the event of legislative changes.

7. Unauthorised parking of units, trailers and commercial vehicles

- a) Parking of units, trailers, commercial vehicles, within the Docks is only allowed after prior agreement with the Company, at which time charges will be agreed. Vehicles found parked without authorisation will be charged, at a minimum charge of **£129.80 per vehicle per day**

8. Rail access charge

- a) Wellmarsh sidings into Port of Sheerness and back **P.O.A**

9. Rail cargo dues

- a) Rail Cargo Dues – for all cargo loaded or discharged via rail wagons
 - a. General Cargo - **P.O.A**
 - b. Cars **P.O.A**
- b) Rail Cargo Dues will be levied in addition to charges for cargo handling Services at the Rail Terminal.
- c) Rail Terminal Cargo Handling Charges are available on request from the Commercial Department.

10. Attendance on Vessels, Transfer of Personnel, Goods

- a) The hourly charge for the attendance on vessels using any of the Company's vessels shall be: **£392 per vessel per hour or part thereof**
(subject to a minimum of 2 hours)

11. Fine for Excessively or Dangerously Weighted Heaving Lines or Non-Certified Pilot Ladder

Fine shall apply on each occasion that a vessel is found to be using a dangerously weighted heaving line or a non SOLAS/non compliant pilot ladder. **£1374 per offence**

4 Dock Charges – Chatham Docks

Charges relating to Chatham Docks (including but not limited to Dock Charges) are stated in a separate 'Chatham Docks Port Charges' booklet as amended from time to time.

Chapter 2 - Pilotage

1 - Pilotage, Boarding and Landing Charges

1. Pilotage Rates

Pilotage in the Pilotage Area is compulsory with certain exemptions, subject to the provisions of the Medway Ports Pilotage Directions.

Subject to the minimum charge at 2. and the PNPF Levy at 3. And, in addition to any further charges set out in this Chapter, charges are payable in respect of each act of pilotage between or within the areas stated at the following rates (based on length and draught of the vessel):

RATE 1

SUBJECT TO MINIMUM CHARGE & PNPf LEVY

N.E.SPIT TO MEDWAY BUOY OR VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01 - 300.00	J 300.01- 325.00	K 325.01- 350.00	L 350.01- 400.00
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	£
0.01	4.00	552	613	641	719	823	1176	1263	1596	1968	2168	2379	2581
4.01	5.00	685	716	746	827	932	1285	1373	1707	2080	2291	2512	2725
5.01	6.00	846	868	876	962	1068	1419	1509	1843	2214	2437	2670	2897
6.01	7.00	1094	1094	1094	1192	1297	1647	1738	2070	2441	2683	2936	3186
7.01	8.00	1312	1311	1362	1495	1605	1955	2042	2378	2745	3013	3292	3572
8.01	9.00	1429	1548	1593	1729	1831	2187	2276	2609	2980	3268	3567	3871
9.01	10.00	1557	1676	1722	1858	1965	2317	2406	2739	3112	3412	3723	4040
10.01	11.00	1913	2031	2082	2220	2323	2678	2764	3100	3471	3802	4144	4496
11.01	12.00	2307	2426	2467	2606	2707	3064	3152	3486	3859	4222	4597	4988
12.01	13.00	2518	2654	2683	2823	2926	3278	3367	3699	4070	4451	4845	5257
13.01	14.00	2639	2780	2812	2965	3073	3443	3548	3896	4286	4686	5099	5532
14.01	15.00	2767	2914	2949	3115	3229	3617	3739	4105	4514	4934	5367	5823
15.01		2898	3051	3089	3269	3388	3795	3936	4320	4750	5191	5644	6124

RATE 2

SUBJECT TO MINIMUM CHARGE & PNPf LEVY

MEDWAY BUOY TO SHEERNESS IOG AND SALTPAN AND VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01 - 300.00	J 300.01- 325.00	K 325.01- 350.00	L 350.01- 400.00
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	£
0.01	4.00	307	406	436	610	623	660	976	1069	1179	1231	1291	1401
4.01	5.00	325	406	481	647	659	724	1040	1132	1242	1298	1363	1479
5.01	6.00	347	423	507	688	705	789	1105	1200	1308	1367	1438	1560
6.01	7.00	362	464	565	748	772	854	1174	1270	1377	1440	1517	1646
7.01	8.00	484	599	642	824	851	930	1249	1342	1452	1520	1604	1740
8.01	9.00	656	656	697	880	901	986	1302	1395	1505	1576	1664	1805
9.01	10.00	692	694	732	911	938	1021	1336	1428	1545	1618	1709	1854
10.01	11.00	752	753	791	970	996	1078	1394	1488	1597	1672	1768	1918
11.01	12.00	811	812	854	1031	1054	1139	1455	1548	1658	1736	1837	1993
12.01	13.00	850	849	890	1070	1098	1186	1496	1587	1704	1785	1890	2051
13.01	14.00	898	898	940	1123	1152	1244	1558	1654	1777	1862	1973	2141
14.01	15.00	947	948	991	1177	1208	1305	1623	1723	1852	1941	2059	2234
15.01		1002	1004	1048	1238	1270	1372	1694	1799	1935	2028	2153	2336

RATE 3

SUBJECT TO MINIMUM CHARGE & PNPf LEVY

MEDWAY BUOY TO OAKHAMNESS KNPS CHATHAM ROCHESTER THE SWALE AND VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01 - 300.00	J 300.01- 325.00	K 325.01- 350.00	L 350.01- 400.00
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	£
0.01	4.00	445	564	621	805	856	1027	1416	1583	1806	1908	2023	2195
4.01	5.00	470	564	691	899	946	1110	1507	1672	1896	2003	2126	2306
5.01	6.00	509	630	762	992	1037	1205	1597	1765	1989	2102	2232	2422
6.01	7.00	585	717	842	1126	1167	1336	1731	1898	2118	2240	2382	2584
7.01	8.00	838	979	1039	1291	1333	1498	1903	2062	2285	2419	2575	2793
8.01	9.00	1088	1106	1170	1416	1455	1629	2021	2191	2413	2556	2723	2954
9.01	10.00	1167	1185	1246	1495	1540	1710	2103	2268	2492	2640	2814	3053
10.01	11.00	1348	1366	1431	1680	1718	1892	2246	2450	2671	2832	3021	3278
11.01	12.00	1537	1558	1619	1870	1913	2078	2476	2641	2865	3040	3245	3521
12.01	13.00	1657	1669	1733	1987	2028	2198	2590	2758	2979	3161	3376	3663
13.01	14.00	1745	1759	1824	2086	2129	2308	2707	2884	3115	3307	3533	3834
14.01	15.00	1836	1852	1920	2188	2233	2421	2828	3014	3257	3458	3697	4011
15.01		1936	1954	2024	2299	2347	2544	2960	3155	3410	3621	3873	4202

RATE 14

SUBJECT TO PNPf LEVY

SUNK TO MEDWAY BUOY AND VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01 - 300.00	J 300.01- 325.00	K 325.01- 350.00	L 350.01- 400.00
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	£
7.01	8.00	2132	2174	2275	2544	2717	3263	3529	4054	4638	5060	5504	5972
8.01	9.00	2382	2546	2642	2926	3086	3643	3903	4426	5012	5465	5942	6447
9.01	10.00	2597	2765	2856	3133	3300	3852	4115	4645	5226	5698	6194	6720
10.01	11.00	3171	3337	3436	3712	3872	4432	4692	5217	5801	6320	6865	7449
11.01	12.00	3794	3954	4046	4330	4492	5051	5317	5840	6424	6994	7594	8239
12.01	13.00	4136	4342	4398	4680	4842	5399	5659	6184	6770	7370	7999	8679
13.01	14.00	4337	4552	4613	4914	5085	5670	5955	6506	7122	7751	8411	9126
14.01	15.00	4550	4774	4839	5162	5341	5955	6268	6846	7492	8153	8845	9597
15.01		4769	5004	5073	5418	5606	6251	6591	7199	7877	8571	9297	10087

Note: Vessels of under 7.5 metres draught should be served from N E Spit. A 100% surcharge will be applied to the total pilotage invoice if the vessel is served at the Sunk and the maximum draught is established to be under 7.5 metres.

RATE 15

SUBJECT TO MINIMUM CHARGE & PNPf LEVY

N.E.SPIT TO MEDWAY BUOY VIA FISHERMANS GAT OR VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01 - 300.00	J 300.01- 325.00	K 325.01- 350.00	L 350.01- 400.00
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	
0.01	4.00	580	643	673	755	865	1235	1326	1676	2066	2276	2498	2711
4.01	5.00	719	752	783	869	979	1349	1442	1792	2184	2405	2637	2862
5.01	6.00	888	911	920	1010	1122	1490	1584	1935	2325	2559	2803	3041
6.01	7.00	1148	1148	1149	1252	1362	1730	1825	2173	2563	2818	3083	3345
7.01	8.00	1377	1377	1430	1569	1685	2053	2144	2497	2883	3164	3457	3751
8.01	9.00	1500	1626	1672	1815	1923	2296	2390	2739	3129	3431	3746	4064
9.01	10.00	1635	1760	1808	1951	2063	2433	2526	2876	3268	3583	3910	4242
10.01	11.00	2009	2133	2187	2331	2440	2812	2902	3255	3645	3992	4351	4721
11.01	12.00	2422	2548	2590	2737	2842	3217	3310	3660	4052	4433	4827	5238
12.01	13.00	2644	2787	2818	2964	3073	3442	3535	3884	4273	4674	5087	5520
13.01	14.00	2771	2919	2953	3113	3227	3615	3725	4091	4500	4921	5354	5809
14.01	15.00	2905	3060	3096	3271	3390	3797	3926	4310	4740	5181	5635	6114
15.01		3042	3203	3243	3432	3558	3985	4133	4536	4987	5450	5926	6430

RATE 99 (LSH)

SUBJECT TO PNPf LEVY

N E SPIT TO THE MEDWAY BUOY VIA LONG SAND HEAD AND VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01 - 300.00	J 300.01- 325.00	K 325.01- 350.00	L 350.01- 400.00
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	
0.01	4.00	839	938	1010	1179	1333	1851	2079	2565	3112	3405	3717	4033
4.01	5.00	1034	1086	1102	1348	1507	2019	2252	2738	3285	3595	3922	4255
5.01	6.00	1254	1301	1405	1550	1710	2223	2455	2944	3489	3817	4162	4515
6.01	7.00	1635	1722	1797	1897	2052	2566	2795	3285	3832	4187	4562	4950
7.01	8.00	1981	2013	2106	2351	2510	3020	3251	3741	4286	4680	5094	5527
8.01	9.00	2205	2361	2444	2702	2853	3373	3601	4089	4634	5057	5501	5969
9.01	10.00	2404	2562	2646	2896	3052	3567	3798	4288	4833	5274	5735	6223
10.01	11.00	2939	3095	3184	3435	3589	4107	4335	4823	5368	5853	6361	6901
11.01	12.00	3520	3670	3754	4010	4162	4682	4913	5403	5948	6481	7039	7637
12.01	13.00	3839	4030	4081	4338	4487	5007	5233	5723	6265	6825	7410	8040
13.01	14.00	4025	4225	4280	4556	4712	5258	5508	6022	6592	7179	7793	8456
14.01	15.00	4222	4431	4490	4786	4950	5523	5798	6338	6936	7553	8196	8893
15.01		4425	4643	4706	5023	5195	5797	6098	6665	7293	7941	8615	9348

2. Minimum Charge

- 1 A minimum charge of **£660.86** excluding boarding & landing charges, will apply to all Services or aborted Services provided by a Medway Pilot.
- 2 If the pilot allocated for the act is outside of the working roster, an additional charge may be applied at a rate of **£550.00**.

3. PNPf Levy

From 1st January 2026, a Pilots' National Pension Funding Deficit Surcharge of 24% will apply to all pilotage, boarding and landing and PEC charges.

4. Overcarriage

- a) When a Medway Pilot cannot land from an outward-bound vessel because of adverse weather conditions, a minimum charge of **£1,712** will apply for the first 12 hours from the time of passing beyond the recognised boarding and landing station to returning to the Pilot Station.
- b) A charge of **£98.22 per half hour or part thereof** in excess of 12 hours will apply.
- c) The repatriation of Medway Pilots overcarried is the responsibility of the local Ships Agent

5. Baulk tide/attendance

- a) If a Medway Pilot's services are requested and they attend as ordered or are on route and finds that the vessel has sailed without awaiting the Medway Pilot's arrival or that their services will not be required, or that for any reason they are unable to board, a charge of **£661.93** will apply plus any other additional costs.
- b) If the Medway Pilot allocated for the act is outside of the working roster, the baulk tide/attendance charge of **£1559.42** will apply.
- c) For a vessel requiring the service at Sunk Pilot station a higher charge of **£1098.27** will apply instead of the charge in 5(a) above.
- d) In all cases if the Medway Pilot has boarded the vessel, any boarding charges incurred will be added to these charges.

6. Detention/waiting

- a) If after attending to take charge of a vessel at the request of the owners, agents, or master a Medway Pilot is
 - (i) unable to board at the confirmed time; or
 - (ii) required to stand by awaiting the vessels departure; or
 - (iii) required to standby during a vessel port call; or

(iv) (if after taking charge of a vessel) a Medway Pilot is detained on board by request of the owners, agents or master when no Services are being rendered, then an additional charge of **£98.22** for each completed half hour or part thereof, will be applied.

NB. There is a discretionary limit to the length of time that a Medway Pilot can be detained.

7. Joining abroad

- a) When a Medway Pilot is requested to board a ship at a continental port an additional charge will apply of **£4,431.02**
- b) For each hour or part thereof in excess of 12 hours from the ETD at the continental port a further additional charge shall be payable until the time of entry to the Pilotage Area: **£98.22**
- c) Should this service be cancelled within the period 48 hours prior to the ETD at the continental port a cancellation fee shall be payable of **£2,061.62**
- d) 4 hours written notice is required when ordering this Service and the charges stated are in addition to all other charges in this Chapter, including the Pilotage Rates set out at 1. above.
- e) The provision of this Service is subject to transport availability. Failure to provide the required notice will render the vessel liable to an additional charge of: **£258.59**

8. Shifting

For moving a vessel from jetty or berth within a terminal with Medway Pilot on board a charge of **£690.82** will apply.

9. ETA surcharge

- a) For a vessel which fails to give the compulsory notice of her ETA, or which fails to arrive within one hour either side of her compulsory ETA an increase of 25% of the applicable **pilotage** and **boarding and/or landing** charges, or a minimum charge of **£500.00** will be applied.
- b) For a vessel which fails to give an ETA an increase of 100% of the applicable pilotage and shipping and/or landing dues.

N.B. A vessel which does not give an ETA until within two hours of her time of arrival will be deemed to have given no ETA

10. ETD surcharge

For a vessel which fails to give the compulsory notice of her ETD, or which fails to depart within one hour either side of her compulsory ETD an increase of 25% of the applicable **pilotage** and **boarding and/or landing** charges, or a minimum charge of **£500.00** will be applied

N.B. An Inward vessel which, having arrived at her destination, expects to leave in less than the time required for notice to be given for the further services of a Medway Pilot, will be exempted from payment of a surcharge if she orders her next Medway Pilot as soon as she is secure alongside.

11. Dover

- a) If a Medway Pilot boards or lands from a vessel off Dover, there will be a charge of **£1,712.02** applied plus a charge for the services of the Dover launch in addition to all other charges, including the Pilotage Rates set out at 1. above.
- b) This charge will be applied for a Medway Pilot joining or landing from a vessel at Felixstowe, the Kilo anchorages or outside the Pilotage Area

12. Fee for Services of an Additional Pilot

Where circumstances dictate that the services of a second or additional Medway Pilot are required a separate charge will be applied for each Pilot at (for example for two Pilots, two charges would be made at the relevant pilotage rate set out at 1. above).

13. Class 1 Pilotage Services

- a) Where compulsory Class 1 Authorised Marine Pilot Services are required in respect of a vessel during the port call a charge of **£48,906** per vessel call applies. This charge applies only for vessels meeting the following criteria: LOA greater than 229m and/or a draught greater than 12.29m; vessels which require to be serviced simultaneously by minimum two Medway Pilots for inward and/or outward-bound passage(s).
- b) This charge is in addition to all other pilotage charges.

14. Boarding and Landing

The charges for the boarding and landing of Medway Pilots are detailed in the following matrix. It should be noted that for those vessels visiting the Isle of Grain, the 'IOG' rate applies in addition to any other boarding or landing charge. The PNPf Levy is applicable to these charges.

THE RECOGNISED BOARDING POINT AND LANDING STATION FOR MEDWAY PILOTS SHALL BE AT THE NORTH EAST SPIT

	NE Spit, Warps or Great Nore, Medway Buoy, Little Nore, Sheerness, Garrison Point, Kethole Buoys, Washer Wharf, Swatch, Saltpan etc.	SUNK	IOG and Oness	Dover
LOA	£	£	£	£
Up to 150m	672	963	256	1248
150.01 to 175m	728	963	282	1248
175.0m to 200m	820	963	324	1248
200.01 to 225m	914	1077	354	1248
225.01 to 250m	1006	1184	398	1248
250.01 to 275m	1123	1320	433	1248
275.01 to 300m	1186	1395	472	1248
300.01 to 350m	1272	1500	507	1248
350.01 to 400m	1442	1697	534	1248
Above 400.01m	1657	1950	678	1248

Where a Medway Pilot makes use of a road taxi to board or land, the Company will recover the associated costs in addition to the above charges.

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

From 1st January 2026, a Pilots' National Pension Funding Deficit Surcharge of 24% will apply to all pilotage, boarding and landing rates and PEC charges.

15. Fees for the issues, Examination and renewal of pilotage exemption certificates

- a) Pilot Exemption Certificates are issued for named individuals, named vessels, designated areas and specific companies. Consequently, it will not be allowed for any individual to hold more than one Pilot Exemption Certificate at any time. However, the exemption can have a number of vessels providing they are for the same Company.
- b) PNPf Levy – a levy of 24% will apply to all pilotage charges including Pilot exemption
- c) Issue of a pilotage exemption certificate by written application for part or parts of the Pilotage District or Local Knowledge Endorsement
Exam & issue/ renewal **£277.96**
- d) Pilotage exemption certificate exam for one area. **£715.07**
- e) Pilot exemption certificate exam for two or more areas **£777.26**
- f) Annual renewal of a pilotage exemption certificate
And additions requiring new certificate **£277.96**

N.B. In accordance with the Medway Ports Pilotage Directions PEC renewals should be presented one month prior to their expiry date. Failure to present the required paperwork within the prescribed timescale may result in a charge of £271.64 in addition to the standard renewal charge.

- g) Change or addition to pilotage exemption certificate, not requiring new pilotage exemption certificate **£277.96**
- h) There shall be a pilot exemption certificate charge per movement for vessels subject to compulsory pilotage payable monthly in arrears. The charge will be levied at 20% of the current pilotage charge applicable to the vessel.
- i) PEC Assessment Fee **£495.00**
(The Standard Pilotage Fee is also applicable for this pilotage act as per the tariff)

16. Pilotage Simulator

A simulator able to cover the full Medway Pilotage district is located at Sheerness Docks. Simulation training for selected PEC operations can be undertaken.

Indicative Charges per day

Upto 2 Candidates	£2,376.00
Upto 4 Candidates	£3,564.00

17. PEC Meeting / Familiarisation

- a) Where a Pilot Exemption Certificate applicant requires a meeting with a Company Representative to discuss details and knowledge requirements of the PEC examination **£393.54 per person**
- b) Such meetings are available by appointment only

18. Pilot Consultation

- a) Where a Pilot is consulted by telephone or email: **£125.00 (per instance)**
- b) Where a Pilot attends a pre-arrival or pre-departure consultation: **£393.00 (per hr)**

Chapter 3 – Towage

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Chapter 4 – Quay Rent and Special Rent Charges

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Chapter 5 – Other Sundry Charges

1. Labour charges

	(per hour)
a) Slinger Banksman Normal Time (Min. Charge Period 4 hours)	£57.12
b) Slinger Banksman – Overtime (Min. Charge Period 4 hours)	£67.53
c) Slinger Banksman – Bank holidays (Min. Charge Period 8 hours)	£114.39
d) Supervisor – Normal Time (Min. Charge Period 4 hours)	£111.11
e) Supervisor – Overtime (Min. Charge Period 4 hours)	£125.63
f) Supervisor – Bank Holiday (Min. Charge Period 8 hours)	£135.00

2. Land Exploitation Levy

Price on application.

1. Terms & Conditions for Tariff Items (Chapter 5)

A. LABOUR CHARGES (Item 1 (Labour Charges))

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

Amendments

Ver.	Effective Date	Details
1	1 st January 2026	Original as issued
2	5 th January 2026	Corrected typing errors
3	1 st May 2026	Inclusion of extended conservancy & update to the minimum conservancy charge

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