



**The Mersey Docks and Harbour Company Limited**

**TERMS AND CONDITIONS FOR  
ANCILLARY SERVICES**

# PORT OF LIVERPOOL

## TERMS AND CONDITIONS FOR ANCILLARY SERVICES

### 1 DEFINITIONS

1.1 For the purpose of these Terms and Conditions:

“Ancillary Services” means the provision of line-handling services;

“Boatmen” means the persons employed or provided by the Company to perform line-handling services, and shall include linesmen;

“the Company” means The Mersey Docks and Harbour Company Limited, whose head office is situated at the Maritime Centre, Port of Liverpool L21 1LA;

“Craft” shall include any vehicle, vessel, craft or boat provided by the Company for the performance of any service to the Hirer;

“Data Protection Legislation” means all applicable data protection and privacy legislation, regulations and guidance including, without limitation the Data Protection Act 1998, the GDPR (Regulation (EU) 2016/679) (as amended or re-enacted from time to time and including any replacement or subordinate legislation). Terms in this document shall, so far as the context permits and unless otherwise stated, have the meanings given to them in the Data Protection Legislation;

“Hirer” means any owner, charterer or person in possession of any Vessel or any agent of the foregoing who requests or uses the line-handling services of the Company;

“line-handling services” includes any operation or service related to or arising from assisting the Hirer’s Vessel to moor, unmoor, shift berth, adjust moorings or otherwise assisting in handling moorings or tow ropes to or from the Hirer’s Vessel either ashore, in attendant craft or aboard the Hirer’s Vessel;

the expression “load on board” shall include “discharged from”;

“Lock” means the River Entrance locks at Gladstone, Langton and Alfred Docks in the Port;

“normal working day” means any day excluding Saturdays, Sundays and Bank and other national holidays;

“the Port” means the Port of Liverpool as defined in The Mersey Docks and Harbour Act 1971 and any statutory amendment or re-enactment thereof;

“Vessel” includes any vessel, craft, or object of whatsoever nature (whether or not coming within the usual meaning of the word “vessel”) which the Company agree to assist by providing services of whatsoever nature at the request, express or implied, of the Hirer; and

the expression “whilst providing a service” shall cover the period commencing when the Boatmen leave their base or are otherwise in a position to receive and comply with the Hirer’s request to commence providing a service, whichever is the sooner, and ending when the Boatmen return to their base or commence providing another service, whichever is the sooner.

1.2 Words implying the singular include the plural and vice versa and words importing gender shall include any other gender unless the context otherwise requires.

1.3 The headings to clauses are for ease of reference only and shall not affect the interpretation hereof.

## **2 TERMS AND CONDITIONS**

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

## **3 AUTHORISATION**

If the Hirer is not the owner of the Vessel (hereinafter referred to as "the Hirer's Vessel"), the Hirer expressly represents that (i) he is authorised to make and does make this agreement for the provision of line-handling services for and on behalf of the owner of the said Vessel subject to each and all of these Terms and Conditions and (ii) he agrees that both the Hirer and the Owner are bound jointly and severally by these Terms and Conditions.

## **4 COMPANY'S EMPLOYEES**

Whilst providing a service at the request, express or implied, of the Hirer, the Company's employees shall be deemed to be the servants of the Hirer and/or his servants and/or his agents, and anyone on board the Hirer's Vessel who may be employed and/or paid by the Company shall likewise be deemed to be the servant of the Hirer and the Hirer shall accordingly be vicariously liable for any act or omission by any such person so deemed to be the servant of the Hirer.

## **5 LIABILITY FOR LOSS OR DAMAGE**

5.1 Whilst providing a service at the request either express or implied of the Hirer, the Company shall not be responsible or liable:

(a) for loss or damage of any description caused by or to the Hirer's Vessel or caused by or to any cargo or other thing on board or being loaded on board or intended to be loaded on board the Hirer's Vessel or by or to any other object or property; or

(b) for any claim by a person other than the Hirer for loss or damage of any description whatsoever, arising from any cause, including (without prejudice to the generality of the foregoing) negligence at any time of the Company, its servants, agents or independent contractors, shortage of Boatmen, shortage of Craft, or unseaworthiness, unfitness or breakdown of the Craft (including its machinery, gear, equipment, lines, ropes or hawsers, lack of fuel, stores, speed or otherwise), whether arising before or whilst providing a service or whenever such shortage, unseaworthiness, unfitness or breakdown arises.

- 5.2 The Hirer shall be responsible for and shall indemnify the Company against and in respect of any loss or damage and any claims of whatsoever nature or howsoever arising or caused whether covered by the provisions of paragraph 5.1 hereof or not (including any arising from or caused by the negligence of the Company or their servants, agents or independent contractors) provided that the Hirer shall not be liable to the Company for or in respect of any loss, damage or claims which the Hirer proves (the burden of proof being on the Hirer) to have been solely caused by the personal act or omission of the Company, its servants, agents or independent contractors, committed with the intent to cause such harm or recklessly with the knowledge that such harm would probably result.
- 5.3 Notwithstanding anything hereinbefore contained, the Company shall under no circumstances whatsoever be responsible for or be liable for any loss, damage or costs howsoever caused or contributed to by or arising out of any delay or detention of the Hirer's Vessel or of the cargo on board or being loaded on board or intended to be loaded on board the Hirer's Vessel or of any other object or property or of any person, or any consequences thereof whether or not the same shall be caused or arise before or whilst providing any service of whatsoever nature at the request, either express or implied, of the Hirer. The Company shall not in any event be liable in negligence or otherwise for indirect or consequential damage, including any claims for loss of use or profits.
- 5.4 The Company shall in any event be freed and discharged from all liability for any loss or damage to any Vessel, cargo or other matter or thing unless suit is brought within twelve months of the provision or performance by the Company of the line-handling or other service by or from which such loss or damage was caused or arose.

## **6 SUBSTITUTION OF CRAFT OR BOATMEN**

The Company shall at any time be entitled to substitute one or more Craft for any other Craft and to contract with any other Boatmen not employed by it (hereinafter referred to as "the other Boatmen"), and to hire the other Boatmen's craft and in any such event it is hereby agreed that the Company is acting (or is deemed to have acted) as the agent for the Hirer, notwithstanding that the Company may in addition if authorised whether expressly or impliedly by or on behalf of the other Boatmen act as agent for the other Boatmen at any time and for any purposes including the making of any agreement with the Hirer. Should the Company as agent contract with the other Boatmen for any purpose as aforesaid then such contract is and shall at all times be subject to the provisions of these Terms and Conditions so that the other Boatmen are bound by the same and may as a principal sue the Hirer thereon and shall have the full benefit of these conditions in every respect expressed or implied therein.

## **7 SALVAGE, ETC., AND LIMITATION**

Nothing contained in these conditions shall limit, prejudice or preclude in any way any legal rights which the Company may have against the Hirer including, but not limited to, any rights which the Company or their servants, agents or independent contractors may have to claim salvage remuneration or special compensation for any extraordinary service rendered to Vessels or anything aboard the Vessels. Furthermore, nothing contained in these conditions shall limit, prejudice or preclude in any way any right which the Company may have to limit its liability.

## **8 FORCE MAJEURE**

The Company shall not in any event be responsible or liable for the consequences of war, riots, civil commotions, acts of terrorism or sabotage, strikes, lockouts or other industrial disputes or actions of any nature or anything done in contemplation or furtherance thereof or any cause or event which could not be avoided and whose consequence could not be prevented by the exercise of reasonable diligence.

## **9 PROTECTION OF COMPANY'S SERVANTS ETC.**

The Hirer undertakes not to commence or cause to be commenced any legal proceedings against any employee, servant, agent or independent contractor of the Company, or against the other Boatmen, whether or not the Craft or Boatmen be substituted or hired or the contract or any part thereof has been sublet to the owner of the craft, in respect of any negligence or breach of duty or other wrongful act on the part of such servant, agent or independent contractor which, but for this present provision, it would be legally possible for the Hirer so to do, and the owners of such craft shall hold this undertaking for the benefit of their servants, agents and independent contractors.

## **10 FENDERS AND MOORING**

- 10.1 Fenders installed at the Locks and elsewhere in the Port are installed solely for the protection of the Company's property. If the Hirer requires the Vessel to be provided with extra protection during docking, undocking or transporting, extra Boatmen must be deployed solely for this purpose and, even in circumstances where extra protection is provided, the Company cannot and does not guarantee to prevent any or all damage to a Vessel which may arise as a consequence of the docking, undocking or transporting. It is the responsibility of those in command of the Vessel, and not the Company, to dock, undock or transport the Vessel in such a way that the Vessel does not cause damage to the Port's infrastructure or to the Vessel.
- 10.2 The Company may produce and provide from time to time to the Hirer a mooring plan showing the relative positioning of the Vessel's mooring lines and the lines and equipment or the dynamic mooring system (called "ShoreTension"®) installed in the Port. However, notwithstanding any such plan, the Master and the Hirer are at all times responsible for the safety of the Hirer's Vessel and its moorings.
- 10.3 The Hirer shall be liable for and shall indemnify the Company against and in respect of any loss or damage which it, its servants, agents, independent contractors, or the Hirer's Vessel causes to the dynamic mooring system equipment or any general mooring bollards.
- 10.4 The Company shall not be responsible or liable for any damage to or loss of the Hirer's Vessel, any cargo or other thing on board or being loaded on board or intended to be loaded on board the Hirer's Vessel, or any other object or property, caused by the dynamic mooring system, any general mooring bollards or mooring plan provided by the Company, and the Hirer shall indemnify the Company against and in respect of any such loss or damage and any claims of whatsoever nature or howsoever arising.



## **11 CHARGES**

- 11.1 The Hirer shall pay to the Company the charges in accordance with the Company's Schedule of Line-Handling Charges from time to time in force.
- 11.2 Additional charges to those listed in the said Schedule shall be payable by the Hirer for any special service over and above normal line-handling services (such as, for example, the employment of attendant Craft and crew).
- 11.3 Charges for docking, undocking or transporting Vessels after 2400 hours Sunday and up to 2400 hours Friday, shall be at the standard day rate quoted in the Company's Schedule of Line-Handling Service Charges.
- 11.4 Charges for docking, undocking or transporting Vessels after 2400 hours Friday and up to 2400 hours Sunday ("weekends") shall be at the standard day rate plus 50%.
- 11.5 Charges for docking, undocking or transporting Vessels on Bank and other national holidays (with the exception of Christmas Day, Boxing Day and New Year's Day) shall be at the standard day rate plus 100%. Rates for Christmas Day, Boxing Day and New Year's Day shall be available upon application to the Harbour Master of the Company.
- 11.6 Charges are calculated from time of order, but the rates quoted in paragraphs 11.4 and 11.5 above shall become due if a Vessel docking crosses the outer sill of a Lock after 2400 hours Friday and up to 2400 hours Sunday or on a Bank or other national holiday or when a Vessel sailing or shifting does not 'break away' until such hours or holidays.
- 11.7 Charges for docking, undocking or transporting Vessels from 1730 hours Friday and up to 0900 hours Monday and from 1730 hours Monday to Thursday inclusive until 0900 hours the following day, or on a Bank or other national holiday shall be at the rate applicable for the service plus 30% if the order to the Company's Ancillary Services Control is received after 1630 hours on the last normal working day before the required service.

## **12 ATTENDANCE AND DETENTION CHARGES**

- 12.1 An attendance charge for line-handling services at the rate of 10% of the relevant charge shall become due if an order for line-handling services is cancelled or amended without the required notice of cancellation or re-ordering respectively being given to the Company.
- 12.2 Notices of cancellation and re-orders for line-handling services at a later time (so that no charge is applicable) shall be accepted at the following hours' notice:

### **Time of Original Order**

- (a) from 0800 up to 1630 weekday
- (b) after 1630 up to 2300 weekdays
- (c) after 2300 up to 0800 weekdays and  
after 1630 Friday up to 0800 Monday

### **Hours' Notice for Cancellations and Re-Orders**

- 1 hour's notice
- 3 hours' notice
- 6 hours' notice

- 12.3 Notices of cancellation and re-orders for an earlier time shall be accepted at the above hours' notice and shall be charged at the appropriate rate plus 30% if the time of re-order falls after 1630 and up to 2400 hours or after 2400 and up to 0800 hours on weekdays or after 1630 hours Friday and up to 0800 hours Monday or on a Bank or other national holiday.
- 12.4 If Boatmen are ordered to attend a Vessel and are detained for a complete hour or more without working due to or resulting from the act of default of the Hirers, their servants, agents or independent contractors or any other circumstances not being the act or default of the Company, then a detention charge for each complete hour of such detention at the rate of 10% of the relevant charge shall become due in addition to the relevant charge for the operation.

### **13 ORDERS**

All orders are to be requested as far in advance as possible. During weekdays after 0800 and up to 1630 hours, the minimum ordering time shall be one hour in advance of the required time of the line-handling services.

### **14 PAYMENT OF CHARGES**

- 14.1 The Company's charges shall be payable by the Hirer on demand unless otherwise agreed by the Company.
- 14.2 The Company may charge interest on any overdue amount in accordance with the Late Payment of Commercial Debts (Interest) Act 1998.
- 14.3 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.

### **15 CLAIMS**

These Terms and Conditions shall be governed according to the Laws of England and any disputes arising out of or under these Terms and Conditions shall be subject to the jurisdiction of the English Courts to the exclusion of the jurisdiction of the courts of any other country.

### **16 DATA PROTECTION**

The Company may collect and process information relating to the Hirer in accordance with the privacy notice which is available on the Peel Ports Group website. Each party agrees to comply with their respective obligations under the Data Protection Legislation.

## 17 VARIATION

These Terms and Conditions and charges may be altered or varied at any time and from time to time in such respects and in such manner as the Company may consider desirable, providing this is done in writing. No oral variation shall be allowed.

Issued: April 2018

### List of Amendments

No.	Effective	Details
0	1/4/18	Original as issued
1	1/1/19	Addition of Data Protection provisions
2	1/12/24	Revision of section 5