



Port of Manchester

Port Charges

Operative from:
1st January 2024

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- DEFINITIONS, TERMS AND CONDITIONS 1
- PART 1 - VESSELS AND GOODS 6
 - 1. CHARGES ON VESSELS 6
 - 2. CANAL TOLLS 9
 - 3. USE OF BERTH CHARGE AT ELLESMERE PORT FOR HEAVY LIFTS 11
 - 4. WASTE RECEPTION CHARGES 11
- PART 2 - PILOTAGE..... 12
- PART 3 - TOWAGE..... 16
- PART 4 - QUAY RENT AND SPECIAL RENT 21
- PART 5 - LINE HANDLING 23
- PART 6 - OTHER SUNDRY CHARGES..... 24
 - 1. HOT WORK, DIVING, AND IMMOBILIZATION CONSENTS 24
 - 2. DELIVERY OF STORES TO VESSELS 24
 - 3. FRESH WATER SUPPLIED TO VESSELS 24
 - 4. BERTH AND MOVEMENT APPLICATIONS 24
 - 5. HYDROGRAPHIC INFORMATION 25
 - 6. DANGEROUSLY WEIGHTED HEAVING LINES 25
 - 7. LAND EXPLOITATION LEVY 25
- ENQUIRIES..... 26

DEFINITIONS, TERMS AND CONDITIONS

1. In these terms and conditions and charging provisions, unless the context otherwise requires:
 - “Assistant Pilot” means a pilot authorized by the Company who accompanies a Pilot;
 - “Cargo Operator” means the stevedore or cargo handler having responsibility for receiving, loading, discharging, delivering, storing, or otherwise handling goods;
 - “the Company” means The Manchester Ship Canal Company Limited;
 - “Coastwise” means goods moved or vessels trading between the Port and ports in Great Britain, Northern Ireland, the Isle of Man, the Channel Islands, and Ireland, but excluding traffic between the Port and either the seabed or an offshore installation;
 - “Data Protection Legislation” means all applicable data protection and privacy legislation, regulations and guidance including, without limitation the Data Protection Act 1998, the GDPR (Regulation (EU) 2016/679) (as amended or re-enacted from time to time and including any replacement or subordinate legislation). Terms in this document will, so far as the context permits and unless otherwise stated, have the meanings given to them in the Data Protection Legislation;
 - “day” means a period of 24 hours commencing at midnight, or any part thereof;
 - “the Docks” means the docks, locks, quays, jetties, stages, berths, transits sheds, warehouses and other works, buildings and land for the time being belonging to, vested in, occupied by or under the management of the Company;
 - “European Union” means the European Union excluding Ireland;
 - “goods” (including “cargo”) means any article or thing of any kind whatsoever (including any packages or containers within which the said goods may be contained) including without prejudice to the generality of the foregoing fish, livestock, and animals of all descriptions and also liquids and gases;
 - “grain” means cereal grains, grain legumes and oilseeds, but not fertilizer or processed grains (e.g. rape or soya meal/pellets) or products for animal feeds;
 - “GT” means Gross Tons/Gross Tonnage as defined by the International Convention on the Tonnage Measurement of Ships (1969). In the case of unregistered vessels, the Company will at its discretion estimate a GT figure for the application of any GT-based charges;
 - “Hirer” means, in respect of Part 3 – TOWAGE only, any owner, charterer, master or other person having command or possession of any vessel, or any agent of the foregoing, who requests or uses the towage services of the Company;

“Lower Reaches”	means the section of the Ship Canal from Eastham Locks to the downstream side of Old Quay Bridge including Queen Elizabeth II Dock;
“MSCC”	means The Manchester Ship Canal Company Limited;
“owner”	when used in relation to a vessel, includes the owner of the vessel and any part-owner, broker, charterer, agent, master, or other person in charge of the vessel and disponent owner, consignee mortgagee in possession of the vessel or other person or persons entitled for the time being in possession of the vessel;
“owner”	when used in relation to goods, includes any consignor, consignee, shipper or agent for the sale or custody, loading or unloading of the goods;
“Pilot”	means a pilot authorized by the Company;
“Pilotage District”	means such sections of the Port as defined from time to time in the Pilotage Directions;
“the Port”	(including “Port of Manchester”) means the Harbour and Port of Manchester as defined in The Manchester Ship Canal Act 1885 and any statutory amendment or re-enactment thereof (which comprises the Manchester Ship Canal, the Queen Elizabeth II Dock, and so much of the navigable waters of the rivers Mersey and Irwell as lie between Hunt’s Bank in the City of Manchester and Warrington Bridge and all channels, canals, cuts, wharves, berths, laybys, jetties, docks and works within those limits and Runcorn Docks);
“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;
“the Ship Canal”	means that part of the Harbour and Port of Manchester comprising the Manchester Ship Canal and so much of the River Irwell as lies to the westward of Hunt’s Bank in the City of Manchester, and includes the locks and Docks;
“Upper Reaches”	means the section of the Ship Canal from the upstream side of Old Quay Bridge to Woden Street Bridge;
“vessel”	includes any vessel, ship, lighter, keel, barge, boat, raft, pontoon, and any craft whatsoever navigated, propelled, or moved and seaplanes on the surface of the water;
“working day”	means any day excluding Christmas Day, Boxing Day, New Year’s Day, Good Friday, or any other statutory holiday; and a fraction of a working day will be counted as a whole working day.

2. Unless the context otherwise requires, words implying the singular include the plural and vice versa, and words importing gender will include any other gender.
3. Unless otherwise stipulated in any special conditions relating to services and facilities provided by the Company, all vessels may enter or leave or move within the Port or use the Company’s Docks, equipment or facilities or the service of its employees for or in connection

with the loading, discharging or trans-shipping of cargo or in connection with repairing, fitting out, victualing, provisioning or laying-by of the vessel only with the consent of the Company and subject to:

- (a) payment of the relevant dues or other charges;
 - (b) such terms and conditions as the Company may impose;
 - (c) the lawful directions of the Harbour Master or other appropriate officers of the Company; and
 - (d) compliance with the statutes, byelaws, directions, and regulations of the Company.
4. The Company notwithstanding any consent given or arrangement made will be at liberty to vary, postpone or cancel such arrangements for any reason whatsoever without the Company thereby incurring to any person any liability whatsoever for loss, damage, injury, delay, or expense.
 5. The Company does not take any charge of or assume any responsibility whatsoever in respect of any vessel navigating or lying within the Port, or entering, leaving, moving, mooring or unmooring within the Port; all craft under such circumstances being at the sole risk of the owner, who alone is responsible for the safety and security of their vessel and moorings and also for any damage done by their vessel or servants to the Docks, or to vessels or goods within or upon any part of the Port.
 6. When complying with the lawful directions of the Harbour Master or other appropriate officers of the Company, every vessel will remain at the risk of the owner thereof and all things done, whether by the Company or the owner, in pursuance of execution or intended execution of such directions will be deemed to be done by the owner and all costs and expenses incurred, including those issued by the Company, will be for the owner's account.
 7. Unless agreed to the contrary by the Company, the owner of a vessel warrants that any vessel that it brings into or causes to be within the Port will be:
 - (a) seaworthy and operated in compliance with all relevant international standards and regulatory requirements (including, by way of example only, the ISM Code, flag state, classification society and UK Maritime & Coastguard Agency or equivalent) regarding safety, stability, seaworthiness, fitness for purpose and security;
 - (b) covered by P&I insurance with reputable P&I or London market insurers in respect of third-party liability risks (including but not limited to cargo damage, pollution, and wreck removal) and for levels of cover as would normally be taken out by a prudent operator of comparable vessels in similar trades;and shall ensure that the vessel is operated and covered by P&I insurance in accordance with requirements (a) and (b) above respectively at all times that the vessel is within the Port and must provide to the Company on demand documentary evidence of such status.
 8. All goods at the Docks (whether in transit, laid down or deposited) are at the sole risk of the owner in every respect. The Company has no custody of such goods and accepts no responsibility for any loss or damage to such goods whatever the cause, even if the loss or damage is caused by any act or neglect on the part of the Company's servants or agents.
 9. Goods are not in the custody of the Company unless taken possession of by the Company as warehousemen or carriers in accordance with the Company's relevant terms and conditions from time to time in force.
 10. By landing or depositing goods at any location within the Port, the owner of the goods and the owner of the vessel (from which the goods were discharged or onto which the goods were loaded) jointly and severally indemnify the Company against any claims for HM

Revenue & Customs duties or other taxes on the goods and for any other claims or fines against the Company from other local and national regulatory authorities or agencies in connection with the owners' use of the Port.

11. The Company's services will be undertaken only in accordance with the Company's relevant terms and conditions for services from time to time in force. The Company requires the appropriate requisition, together with any other necessary documents, to be lodged before any service is begun.
12. When an agent for a vessel ceases to act whilst that vessel is still within the Port and does not accept responsibility for all charges arising, that agent must at once notify the Company so that charges may be correctly debited to the responsible parties.
13. When discharging or loading a vessel, the Company may, on request, furnish to the owner or agent an estimate, to the best of its ability, of the time at which discharging or loading is likely to finish. In giving this estimate, the Company accepts no responsibility for any inaccuracy or for any delay in finishing discharging or loading.
14. These terms and conditions and charging provisions, including the charges herein, may be altered or varied at any time and from time to time in such respects and in such manner as the Company may determine.
15. Where the Company has agreed to provide any services or facilities in respect of which no charges have been assigned in this schedule, the charges applicable to those services or facilities will be as determined from time to time by the Company.
16. Except where specified herein to the contrary, all charges payable hereunder are payable on demand unless otherwise agreed by the Company. The Company may charge interest on any overdue amount in accordance with the Late Payment of Commercial Debts (Interest) Act 1998.
17. Value Added Tax (or any other tax required to be levied on the Company's charges) will be payable where applicable at the appropriate rate current from time to time on and in addition to the charges specified or referred to herein. The Company's VAT Registration number is GB 618 6241 39.
18. Payments must be made payable to:
The Manchester Ship Canal Company Limited
Sort Code: 601319 A/c No. 45137420
IBAN: GB33NWBK60131945137420
BIC: NWBKGB2L
Remittances must be sent to the Credit Control Section, The Manchester Ship Canal Company Limited, Maritime Centre, Port of Liverpool, L21 1LA.
19. All activities undertaken and services provided by the Company are in accordance with these terms and conditions and charging provisions, and all applicable statutes, byelaws, directions, regulation and terms and conditions for trade or the supply of services, which will continue to apply except where varied from time to time by the Company.
20. By (a) entering the Port with a vessel; (b) landing, depositing, loading or storing goods within the Port; (c) requesting any services from the Company; or (d) making use of any of the Company's equipment or facilities, the relevant Hirer or owner (or their appointed agents) is deemed to have acknowledged and accepted these terms and conditions and charging provisions (including the charges herein and any associated directions, regulations or terms and conditions).

21. The Company may collect and process information relating to the owner, and their appointed agents, in accordance with the privacy notice that is available on the Peel Ports Group website. Each party agrees to comply with their respective obligations under the Data Protection Legislation.
22. The terms and conditions cannot be varied other than in writing by the Company.
23. These terms will be governed by and construed in accordance with English Law.

Audit

The Company reserves the right, upon the giving of reasonable notice to the owner (and their appointed agents), Cargo Operator, cargo receiver or cargo shipper, to require the production of, and to receive, view and/or copy, any relevant document or material within that party's reasonable control that demonstrates and evidences the quantum or movement of any goods that may be received, loaded, discharged, delivered, stored or otherwise handled within the Port. Such documentation and materials must be provided to the Company upon request, without charge and during the Company's normal working hours.

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

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

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

Company land rights and use of natural resources

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

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

Seafarers' wages declaration

When the Seafarers' Wages Act (the "Act") comes into force, the Company will be required to demand a declaration from vessel operators that all seafarers onboard vessels are paid a wage at least equivalent to the UK's national minimum wage while working in UK territorial waters. Failure to provide this declaration will result in a surcharge in accordance with the terms of the Act, plus an additional Port administration fee. Failure to pay the surcharge applied under the Act may result in a refusal of access.

PART 1 - VESSELS AND GOODS

1. CHARGES ON VESSELS

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

(a) **Ship Dues**

Class of voyage	Charge per GT	Rent on Ships - free period incl. day of arrival
Coastwise	£1.406	7 days
Any place in the European Union	£2.813	14 days
All other places	£4.225	21 days

(b) **Rent on Ships**

Additional Ship Dues ("Rent on Ships") at the rate of **£0.241** per GT per week or part of a week is chargeable on vessels remaining within the Port after the expiration of the free period indicated in the above table. Double this rate will be charged for any period that vessels remain within the Port beyond eight weeks from date of entry. Quadruple this rate will be charged for any period that vessels remaining within the Port beyond twelve weeks from date of entry.

(c) **Special Ship Dues at Queen Elizabeth II Dock**

- (i) When a vessel has remained in Queen Elizabeth II Dock for 14 tides or more, excluding the tide on which the vessel entered the dock, the Harbour Master may serve on the owner or master not less than 24 hours' notice requiring that Special Ship Dues will thereafter become payable in addition to the Ship Dues already payable.
- (ii) Special Ship Dues will be at the rate of **£8,025** for each tide that a vessel remains in dock after the Harbour Master's notice has expired.
- (iii) Special Ship Dues will not be payable for any tide if the owner or master proves that either:
 1. it was not reasonably practicable to complete the loading or unloading of the vessel's cargo before that tide, or
 2. the reason for the vessel remaining in the dock was attributable to no act or neglect or omission on the part of the vessel's owner or master, or of the previous owner or master.
- (iv) Rent on Ships will not be payable for any period for which Special Ship Dues are payable.

1.2 SHIP DUES CONDITIONS

(a) **Application of Ship Dues**

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

(b) **Production of certificates of tonnage and registry, etc.**

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

(c) **Arrival and departure treated as one voyage**

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

(ii) A vessel that leaves the Port without unloading or loading all its intended cargo and, without calling at any other port, returns to complete its unloading or loading will be deemed to have made two voyages. Its first arrival and second departure will be treated as one voyage and its intermediate departure and return will be treated as a second Coastwise voyage, and Ship Dues are payable accordingly.

(iii) Additional Ship Dues will not, however, be payable when the intermediate voyage is for the sole purpose of gas freeing or tank cleaning within the Mersey estuary, provided that such purpose is declared to MSCC prior to the vessel's departure to either gas free or tank clean, and its return arrival for loading is booked at the same time.

(d) **Information as to most distant port**

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

(e) **Reduced Ship Dues**

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

(i) On a vessel that enters the Port light, or without discharging any cargo, and loads salt for any destination or other cargo, at least some of which is to be discharged at a non-Coastwise port.

(ii) On a vessel that arrives from a non-Coastwise port with a cargo consisting only of grain and departs light.

(iii) On any vessel that arrives from a non-Coastwise port and that discharges part of its cargo at another Coastwise port (or ports) on the same voyage, and that discharges within the Port of Manchester a tonnage of cargo less than one third of its gross tonnage, whether it loads outward cargo or not.

(f) Claims for the application of reduced Ship Dues pursuant to paragraph (e) of these Conditions must be submitted to the Collector of Rates & Dues within 24 hours of the relevant vessel's departure from the Port.

(g) **Vessels under arrest, receivership, or detention**

In addition to any other Ship Dues that may be payable, a vessel under arrest, receivership or detention will be subject to an additional Ship Dues charge of **£0.95** per GT per day for each day that the vessel is under arrest, receivership, or detention.

However, this additional Ship Dues charge will not apply to days on which the vessel discharges or loads cargo.

- (h) The owner and master of a vessel are jointly and severally liable for the Ship Dues thereon.

1.3 SHIP DUES ON PLEASURE CRAFT

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

Per transit	Ship Dues Charge
Eastham Locks to Ellesmere Port (or vice versa)	£99
Eastham Locks to River Weaver (or vice versa)	£99
Eastham Locks to Manchester (or vice versa)	£292 †
Ellesmere Port to River Weaver (or vice versa)	£50
Ellesmere Port to Manchester (or vice versa)	£244 †
River Weaver to Manchester (or vice versa)	£244 †

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

- (b) The charges specified in paragraph 1.3(a) are inclusive of VAT and are payable prior to commencement of each transit.
- (c) An information pack is available for the owners of pleasure craft wishing to transit the Ship Canal. The pack must be downloaded from the Company's website.

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

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

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

1.5 RUNCORN DOCKS DUES

Docks Dues are payable at the rate of **£0.39** per GT, notwithstanding any other of these Conditions. The owner and master of a vessel are jointly and severally liable for the Runcorn Docks Dues thereon.

2. CANAL TOLLS

2.1 SCHEDULE OF CANAL TOLLS

	Per Tonne
(a) Bulk liquid traffic	
Petroleum, crude, fuel, gas oil and diesel	£7.41
All other petroleum and petroleum products except chemicals	£10.91
Chemicals - Upper Reaches	£12.22
Animal and vegetable oils and fats	£7.24
(b) Bulk dry traffic	
Grain and animal feeding stuffs	£9.07
Crude minerals, cement, and scrap metal	£5.98
Coal, coke, and patent fuels	£4.56
Salt, sea dredged sand, aggregates	£2.87
Other basic materials, ferro-alloys, and chemicals	£9.18
(c) Other goods not otherwise scheduled	£19.14
(d) Special rates for Canal Tolls will be quoted on application for the following:	
Local movements within the Ship Canal	
Bulk liquid chemicals - Lower Reaches	
General traffic	
Passengers	
Heavy lifts and other project cargoes	

2.2 LIABILITY TO AND PAYMENT OF CANAL TOLLS

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

- (ii) The practice is that the shipowner pays for receiving the goods to quay, or into transit shed, for loading to the vessel, unless other arrangements are made with the Company.
 - (iii) It is customary for the buyer of goods on Free Alongside Ship ("FAS") terms and for the seller of goods Free on Board ("FOB") terms, to be responsible for the payment of Canal Tolls and any other charges, if incurred.
 - (iv) Exporters of goods who have contracted to deliver FOB should arrange with the shipowner, or the shipping agent, to get Customs clearance, where required, and to pay the FOB charges on their behalf.
 - (v) Goods not for immediate shipment can be received only by previous arrangement with the Company, or with the shipowner or agent where a loading berth is allocated to a regular line of vessels, or to a particular vessel. Special arrangements must be made before any bulk goods can be received to quay.
- (f) **Bunkers**
The Canal Toll on bunkers is payable by the supplier unless otherwise agreed.
- (g) **Documents to be furnished**
Unless otherwise agreed in advance by the Company, the master or owner of every vessel discharging or loading cargo must supply to the Company the following documents confirming the quantity of cargo discharged or loaded within the Port and the days upon which discharging, loading or both took place:
- (i) Bills of lading or cargo manifest (indicating the weight of cargo and details of the shippers, consignees, and freight payers); and
 - (ii) Statement of facts.

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

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

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

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

2.3 CONDITIONS

- (a) The Company is not responsible for delay in receiving, loading, or otherwise dealing with the goods.

- (b) The Company may, by prior arrangement, accept goods on the Company's risk terms, details of which will be provided on request.
- (c) Subject to the exceptions mentioned below, Canal Tolls are payable on all goods and passengers in vessels trading in the Ship Canal and Queen Elizabeth II Dock.

2.4 EXCEPTIONS

- (a) Canal Tolls are not payable on cargo carried in vessels trading only to or from Runcorn Docks, Weston Point Docks, the Weaver Navigation and the River Weaver to Frodsham, where the vessel's draught does not exceed the difference between 4.6 m and the predicted height above the Chart Datum, at Liverpool, of the tide on which the vessel passes through Eastham Locks.
- (b) Canal Tolls are not payable on goods that are brought into the Port of Manchester and that remain on board the vessel without being discharged and reloaded.

2.5 RAILWAY TOLLS

Goods passing over the Company's lines of railway will be subject to additional charges, which will be quoted upon application.

3. USE OF BERTH CHARGE AT ELLESMERE PORT FOR HEAVY LIFTS

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

- (a) At Berth 1 £2,051 per cargo working day
- (b) At Berth 3 £1,025 per cargo working day

4. WASTE RECEPTION CHARGES

The owner and the master of a vessel are jointly and severally liable for the waste reception charges in respect of a contribution towards the cost of disposal of non-hazardous, dry domestic waste and international catering waste as set out below:

- (a) Vessels berthing at Queen Elizabeth II Dock £199 per vessel
 - (b) Vessels berthing at Runcorn Docks £154 per vessel
 - (c) Vessels berthing at Runcorn Laybye £154 per vessel (†)
- (†) excluding vessels authorized to use the waste reception facility provided by Inovyn.

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

Queries regarding waste reception should be addressed to mersey_waste@peelports.com.

PART 2 - PILOTAGE

1. PILOTAGE DIRECTIONS

The Manchester Ship Canal Company Limited, as the Competent Harbour Authority for the Harbour and Port of Manchester pursuant to the Pilotage Act 1987 and any statutory amendment or re-enactment thereof, and in exercise of their powers under Section 7 of the said Act, hereby give Pilotage Directions for the Harbour and Port of Manchester.

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

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

2. SCHEDULE OF PILOTAGE CHARGES

2.1 ORDERS FOR PILOTAGE SERVICES

(a) All orders for all services of Pilots and Assistant Pilots must be in writing and made upon the Company's Berth Application Form. Such orders must be received by the Company as early as possible but, in any event, with at least 6 hours' notice prior to the intended time of the relevant pilotage service.

(b) For orders received and accepted with less than 6 hours' notice prior to the order time, the Company reserves the right to charge a short notice fee (in addition to any other Pilotage Charges) of **£184** per Pilot and **£184** per Assistant Pilot, provided that a Pilot and Assistant Pilot (if required) can be made available at such short notice.

2.2 PILOTAGE SECTIONS

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

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

2.3 PILOTAGE FROM EASTHAM TO RELEVANT SECTIONS, AND VICE VERSA

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

Vessel GT	Eastham Working	Ellesmere Port	Stanlow & Ince	Runcorn	Irlam	Manchester
Up to 800	£360	£400	£460	£496	£700	£802
801 to 1,600	£360	£574	£644	£716	£1,002	£1,146
1,601 to 3,500	£496	£802	£900	£1,002	£1,402	£1,598
3,501 to 7,500	£644	£1,026	£1,152	£1,286	£1,794	£2,064
7,501 to 12,000	£862	£1,370	£1,534	£1,704	£2,396	£2,730
12,001 to 15,000	£1,002	£1,598	£1,794	£1,994	-	-
15,001 to 20,000	£1,146	£1,814	£2,064	-	-	-
20,001 and over	£1,286	£2,064	£2,314	-	-	-

2.4 EASTHAM SHIFTING

(a) For a vessel moved at Eastham from the Locks to a berth in Eastham Basin (i.e. the Laybys, Sheerlegs Berth and Crane Berth), or vice versa, or between berths in Eastham Basin with the assistance of a Pilot, a charge of **£184** will be payable for each service provided.

(b) This charge does not apply in cases where either the origin, or destination, berth (per service) is a berth where the vessel is to or has worked cargo (e.g. Eastham Locks to Sheerlegs Berth to discharge cargo).

2.5 VESSELS MOVING WITHIN SECTIONS

For vessels moving within a section (as designated in paragraph 2.2 of this Schedule), a charge of **£360** will be payable for each such service provided by a Pilot. If an Assistant Pilot is also required, whenever the Company considers that the safe conduct of the vessel might be impaired without one, an additional 50% of the said charge is payable per Assistant Pilot per service.

2.6 VESSELS MOVING BETWEEN SECTIONS

(a) For a vessel moving between sections (as designated in paragraph 2.2 of this Schedule), a charge of **£360** plus the difference between the charge from Eastham to the points of arrival and departure (as specified in paragraph 2.3 of this Schedule) will be payable for each such service provided by a Pilot. If an Assistant Pilot is also required whenever the Company considers that the safe conduct of the vessel might be impaired without one, an additional 50% of the said charge is payable per Assistant Pilot per service.

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

2.7 VESSELS SHIFTING BETWEEN THE SHIP CANAL AND QUEEN ELIZABETH II DOCK

For a vessel shifting between the Ship Canal and Queen Elizabeth II Dock, or vice versa, both charges, as specified in paragraph 2.3 of this Schedule, will be payable.

2.8 CANCELLATION

- (a) When a Pilot and Assistant Pilot (if required) are ordered to attend an incoming vessel on a specified tide but the vessel does not arrive and the order is not cancelled, or the order is cancelled with less than 6 hours' notice prior to the order time, a fee of **£184** per Pilot and **£184** per Assistant Pilot will be payable.
- (b) When a Pilot and Assistant Pilot (if required) are ordered to attend a vessel within the Pilotage District and such order is cancelled with less than 6 hours' notice prior to said order time, a fee of **£184** per Pilot and **£184** per Assistant Pilot will be payable.

2.9 AMENDMENT

- (a) When a Pilot and Assistant Pilot (if required) are ordered to attend a vessel within the Pilotage District and such order is amended to a later time, no charge will be payable if at least 6 hours' notice of the amendment prior to the original order time is received. In cases where less than 6 hours' notice is received, a cancellation fee of **£184** per Pilot and **£184** per Assistant Pilot will be payable.
- (b) When a Pilot and Assistant Pilot (if required) are ordered to attend a vessel within the Pilotage District and such order is amended to an earlier time, and at least 6 hours' notice of the amendment prior to the revised order time is provided, no charge will be payable if the amended order is accepted. In cases where the amended order is accepted with less than 6 hours' notice prior to the revised order time, the Company reserves the right to charge a short notice fee of **£184** per Pilot and **£184** per Assistant Pilot.

2.10 DETENTION PRIOR TO SAILING

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

Detention up to 1 hour:	Free of Charge
For each subsequent hour or part thereof:	£184 per hour per Pilot, and £184 per hour per Assistant Pilot

- (b) In the event of the Pilot and Assistant Pilot (if required) being cancelled within the first hour of detention, a cancellation fee of **£184** per Pilot and **£184** per Assistant Pilot will be payable.
- (c) In the event of the Pilot and Assistant Pilot (if required) being cancelled within the second or subsequent hours of detention, a cancellation fee of **£184** per Pilot and **£184** per Assistant Pilot will be payable in addition to the detention fees specified above.
- (d) If the vessel is not ready to move within two hours of ordering, then the Company reserves the right to remove the Pilot and Assistant Pilot (if required) from the vessel for other duties. The appropriate detention and cancellation fees (as specified above) will then be payable.
- (e) In case of a cancellation, or the Pilot and Assistant Pilot (if required) leaving the vessel for other duties, it will then be necessary to place a new order for Pilotage Services.

2.11 DETENTIONS ON PASSAGE DUE

Significant delays to vessels on passage of over 1 hour will incur a detention fee at the rate of **£184** per hour, or part thereof, per Pilot and **£184** per hour, or part thereof, per Assistant Pilot. In the case of detentions on passage caused by prevailing weather conditions, the first two hours of detention will be free of charge.

2.12 PILOTAGE EXEMPTION

The following fees are payable in respect of Pilotage Exemption Certificates granted by the Company:

- (a) **£554** for the issue of a Pilotage Exemption Certificate without oral examination.
- (b) **£1,110** for the issue of a Pilotage Exemption Certificate requiring oral examination (inclusive of one oral examination).
- (c) **£554** per annual renewal per Pilotage Exemption Certificate.
- (d) **£138** for the amendment of a Pilotage Exemption Certificate or to replace a Pilotage Exemption Certificate.
- (e) Where a vessel is piloted in the Pilotage District by a Deck Officer who holds a current Pilotage Exemption Certificate for the Pilotage District in respect of that vessel, the Company will levy a Pilotage Exemption Fee equivalent to 13.0% of the Scheduled Pilotage Charge per movement pursuant to Section 10(3) of the Pilotage Act 1987 (and any statutory amendment or re-enactment thereof).

2.13 SPECIAL CHARGES

The Company reserves the right to apply special surcharges, payable in addition to the charges shown in this Schedule, from time to time. Furthermore, where a pilotage service is performed for which no charge is provided for in this Schedule, the Company will be entitled to make such charge as it considers reasonable in all the circumstances for the service performed.

3. PAYMENT OF CHARGES

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

4. VARIATION

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

Note: A Pilots' National Pension Fund (PNPF) deficit surcharge of 26% is included in the aforementioned charges.

PART 3 - TOWAGE

1. SCHEDULE OF TOWAGE CHARGES

1.1 ORDERS FOR TOWAGE SERVICES

- (a) All orders for Towage Services must be in writing and made upon the Company's Berth Application Form. Such orders must be received by the Company as early as possible but, in any event, not less than 12 hours prior to the intended time of the relevant Towage Service.
- (b) For orders received and accepted with less than 12 hours' notice prior to the intended time of the Towage Service, the Company reserves the right to charge a short notice fee (in addition to any other Towage Charges) of **£707** per tug, provided that a tug can be made available at such short notice.
- (c) The Master of the vessel requiring Towage Services shall, if so requested, sign the Company's tug requisition form confirming the ordering of the Towage Services.
- (d) By ordering Towage Services, the Hirer is deemed to acknowledge that the vessel's owners, operators, master, and agents have been informed of and have accepted this Schedule of Towage Charges and any associated Terms and Conditions.
- (e) The Company will endeavour to supply towage at the time required but does not guarantee to have one or more tugs always available. The Company will not be liable for any delay or extra cost whatsoever howsoever caused that may arise from any cause in connection with the provision or non-provision of Towage Services.

1.2 TOWAGE SECTIONS

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

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

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

and Between	Eastham Basin	E/Port, Stanlow & Ince	Ince NB	Runcorn	Irlam	Manchester
Eastham Locks	(±)	£2,007	£2,719	£2,913	£4,119	£4,408
Eastham Basin		£2,007	£2,719	£2,913	£4,119	£4,408
Ellesmere Port, Stanlow & Ince			(†)	£2,307	£3,647	£4,339
Ince NB				£2,307	(†)	(†)
Runcorn					£3,228	£4,202
Irlam						£3,313

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

from/to Swinging at	Eastham Basin	E/Port, Stanlow & Ince	Ince NB	Runcorn	Irlam	Manchester
Ellesmere Port, Stanlow & Ince	£4,014	Inclusive	N/A	N/A	N/A	N/A
Weaver Bend	(†)	£1,424	Inclusive	Inclusive	N/A	N/A
Manchester	(†)	(†)	(†)	(†)	(†)	Inclusive

(†) = Rate upon application

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

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

1.4 TOWAGE SERVICES WITHIN SECTIONS

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

- (a) Eastham Basin: £690 per tug per hour, or part thereof
- (b) Ellesmere Port, Stanlow & Ince: £690 per tug per hour, or part thereof
- (c) Ince NB: £805 per tug per hour, or part thereof (†)
- (d) Runcorn: £823 per tug per hour, or part thereof (†)
- (e) Irlam: £978 per tug per hour, or part thereof (±)
- (f) Manchester: £1,104 per tug per hour, or part thereof (±)

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

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

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

1.5 CANCELLATION

- (a) When a tug is ordered to attend a vessel for a Towage Service and such order is cancelled more than 6 hours prior to the intended service time, no fee will be payable. Where such order is cancelled 6 hours or less prior to the intended service time, a cancellation fee of **£690** per tug will be payable to the Company.
- (b) When a tug is ordered to attend a vessel (but excluding the non-arrival of an inward-bound vessel, as referred to in paragraph 1.5(c) below) and the tug is in attendance as ordered but the order is then cancelled, the charges as per paragraph 1.7(c) of this Schedule will apply.
- (c) When a tug is ordered to attend an inward-bound vessel on a specific tide but the vessel does not arrive on that tide and the order is not cancelled, the order will be deemed to have lapsed and a cancellation fee of **£690** per tug will be payable to the Company. In such cases, it will then be necessary to place a new order for Towage Services.

1.6 AMENDMENT

- (a) When a tug is ordered to attend a vessel for a Towage Service and such order is amended more than 6 hours prior to the originally intended service time to a later time, no fee will be payable. Where such order is amended 6 hours or less prior to the originally intended service time to a later time, an amendment fee of **£690** per tug will be payable to the Company (in addition to any other Towage Charges)
- (b) When a tug is ordered to attend a vessel and the tug is in attendance as ordered but the order is then amended to a later time, the charges as per paragraph 1.7(c) of this Schedule will apply.
- (c) When a tug is ordered to attend a vessel and such order is amended to an earlier time (and the amended order is accepted), no additional fee will be payable if more than 6 hours' notice of the amendment is received prior to the revised intended service time. In cases where the amended order is accepted and 6 hours' notice or less is received prior to the revised intended service time, the Company reserves the right to charge a short notice fee (in addition to any other Towage Charges) of **£690** per tug, provided that a tug can be made available at such short notice.

1.7 DETENTION PRIOR TO SERVICE COMMENCING

- (a) When a tug is in attendance as ordered but the Towage Service does not commence within 30 minutes of the intended service time, a detention fee of **£823** per tug per hour, or part thereof, calculated from the intended service time until the time the Towage Service commences, will be payable to the Company.
- (b) In the event that the Towage Service does not commence within 2 hours of the intended service time, then the Company reserves the right to remove the tug from attendance for other duties. When the tug is removed from attendance in such circumstances:
 - (i) the fees detailed in paragraph 1.7(c) of this Schedule will be payable to the Company, and
 - (ii) it will then be necessary to place a new order for Towage Services.
- (c) In the event that a tug is in attendance as ordered but the Towage Service is then cancelled or amended to a later time, the following fees will be payable to the Company:

- (i) A detention fee of **£823** per tug per hour or part thereof, calculated from the intended service time until the time the tug is dismissed (subject to a minimum charge of **£823** per tug), plus
- (ii) A cancellation fee of **£690** per tug.

1.8. DETENTIONS ON PASSAGE

- (a) Detentions to vessels on passage of more than 30 minutes will incur a detention fee payable to the Company of **£823** per tug per hour, or part thereof, calculated from the time the detention started.
- (b) In the event that such detention requires the vessel to berth at a point in the Ship Canal and the vessel remains at that point for more than 2 hours, the Company reserves the right to remove the tug from attendance. In such circumstances, the charges relating to broken journeys, as specified in paragraph 1.9 of this Schedule, will apply in addition to any detention charges incurred in accordance with paragraph 1.8(a) of this Schedule.

1.9 BROKEN JOURNEYS

When a vessel breaks its journey, for any purpose, at any intermediate point short of its intended destination, the appropriate rates as specified in paragraphs 1.3 and/or 1.4 of this Schedule will apply to each portion of the journey. In such circumstances, each portion of the journey will be treated as a separate Towage Service, and the ordering, amendment or cancellation thereof will be subject to the relevant sections of this Schedule.

1.10 DEAD TOWS AND VESSELS WITH INOPERATIVE STEERING GEAR

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

1.11 TOW ROPES

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

1.12 SPECIAL CHARGES

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

1.13 SURCHARGES

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

2. PAYMENT OF CHARGES

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

3. TERMS AND CONDITIONS

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

4. VARIATION

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

PART 4 - QUAY RENT AND SPECIAL RENT

Regulations and charges

1. PREAMBLE

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

2. GENERAL RULES AND REGULATIONS

2.1 GOODS IN TRANSIT

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

2.2 QUAY RENT

Any goods landed or deposited at the Docks and not removed before 1700 hours on the third working day next after the day on which the same were so landed or deposited, are liable to Quay Rent at the rate of **£13.53** per square metre per day.

2.3 SPECIAL RENT

(a) Notwithstanding their liability to Quay Rent, inward and outward goods landed or deposited at the Docks shall, until further Order of the Company and subject to the provisions of these Regulations, be permitted to remain thereon or therein, without application in that behalf, subject to the payment of Special Rent in lieu of Quay Rent. Details of such charges are available on request.

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

- (i) extend the period for which goods may be permitted to remain on the Docks at a specified Special Rent, or
- (ii) refuse or withdraw, on 24 hours' notice, the privilege of Special Rent in respect of any goods.
- (iii) vary the terms for Special Rent in respect of any particular cargo at any time, and in such respects and in such manner as the Company may consider desirable.

2.4 OVERLANDED CARGO

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

2.5 OUTWARD CARGO

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

2.6 PAYMENT OF CHARGES

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

2.7 APPEALS

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

3. NOTICE TO OWNERS OF GOODS

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

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

PART 5 - LINE HANDLING

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

As of the date of publication of this Schedule, the following berths are serviced by boatmen licensed by the Company:

1. Queen Elizabeth II Lock	GAC Services (UK) Limited
2. Queen Elizabeth II Dock	GAC Services (UK) Limited
3. Eastham Sheerlegs Berth	Southwood Boatmen Limited
4. Eastham Crane Berth	Southwood Boatmen Limited
5. Manisty Wharf	Southwood Boatmen Limited
6. Ellesmere Port Wharf	Peel Ports Logistics Limited
7. Innospec Wharf	GAC Services (UK) Limited
8. Stanlow Chemical Berth	Stanlow Terminals Limited
9. Stanlow Oil Docks Nos 1 & 2	Stanlow Terminals Limited
10. Stanlow Laybye	Stanlow Terminals Limited
11. Ince Coaster Berth	Stanlow Terminals Limited
12. Ince Oil Berth	Stanlow Terminals Limited
13. Ince New Berth	Southwood Boatmen Limited
14. Runcorn Salt Works	Runcorn Boating Services Limited
15. Runcorn Laybye	Runcorn Boating Services Limited
16. Runcorn Docks	Runcorn Boating Services Limited
17. Wigg Wharf	Runcorn Boating Services Limited
18. Acton Grange Wharf	Runcorn Boating Services Limited
19. Partington Basin	Bilway Limited
20. Irlam Wharf	Bilway Limited
21. Irwell Park Wharf	Bilway Limited
22. Cerestar Wharf	Bilway Limited
23. Weaste Wharf	Bilway Limited
24. Manchester Drydock No.1	Bilway Limited

PART 6 - OTHER SUNDRY CHARGES

1. HOT WORK, DIVING, AND IMMOBILIZATION CONSENTS

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

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

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

2. DELIVERY OF STORES TO VESSELS

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

3. FRESH WATER SUPPLIED TO VESSELS

3.1 LOCATIONS

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

3.2 CHARGES (where fresh water is supplied by the Company)

- (a) Fresh Water Supply £5.29 per tonne
- (b) Connection and Attendance Fee at Sheerlegs and Crane Berth £31.31 per hour
- (c) Connection Fee at Other Locations £75.21 per connection

4. BERTH AND MOVEMENT APPLICATIONS

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 party making the booking as follows:

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

† An intervention must not engage the Group Marine Planning Team in more than 1 man-hour's work. If an intervention engages the Group Marine Planning Team in more than 1 man-hour's work, the Company reserves the right to (i) cancel the booking and instruct the party making the booking to resubmit same; or (ii) charge the party making the booking **£1,089** per man-hour for each hour or part thereof that the Group Marine Planning Team is engaged in excess of the first man-hour.

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

5. HYDROGRAPHIC INFORMATION

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

- (a) Printed hydrographic survey charts (A2 size and over): £28 per chart
- (b) All other hydrographic information: Rate upon application

6. DANGEROUSLY WEIGHTED HEAVING LINES

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

7. LAND EXPLOITATION LEVY

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

Rate upon application

ENQUIRIES

SUBJECT	DEPARTMENT	CONTACT
Charge Application/ Collector of Rates & Dues	Marine Operations	+44(0) 151 949 6222
Berthing of Vessels	Marine Operations	+44(0) 151 949 6141 <i>Option 1</i>
Hot Work, Diving & Immobilization Consents	Marine Operations	+44(0) 151 327 1244
Towage Bookings	Marine Operations	+44(0) 151 327 4638
PortLinks Registration & Help	Marine Operations	+44(0) 151 949 6154
Runcorn Docks Manager	Cargo Operations	+44(0) 1928 508593
Invoicing	Financial Services	+44(0) 151 949 6196
Payment of Invoices	Financial Services	+44(0) 151 949 6254
Sales/Business Development		+44(0) 151 949 6496

Issued by:

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

December 2023

Amendments

Ver.	Effective Date	Details
1	1.1.24	Original as issued

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