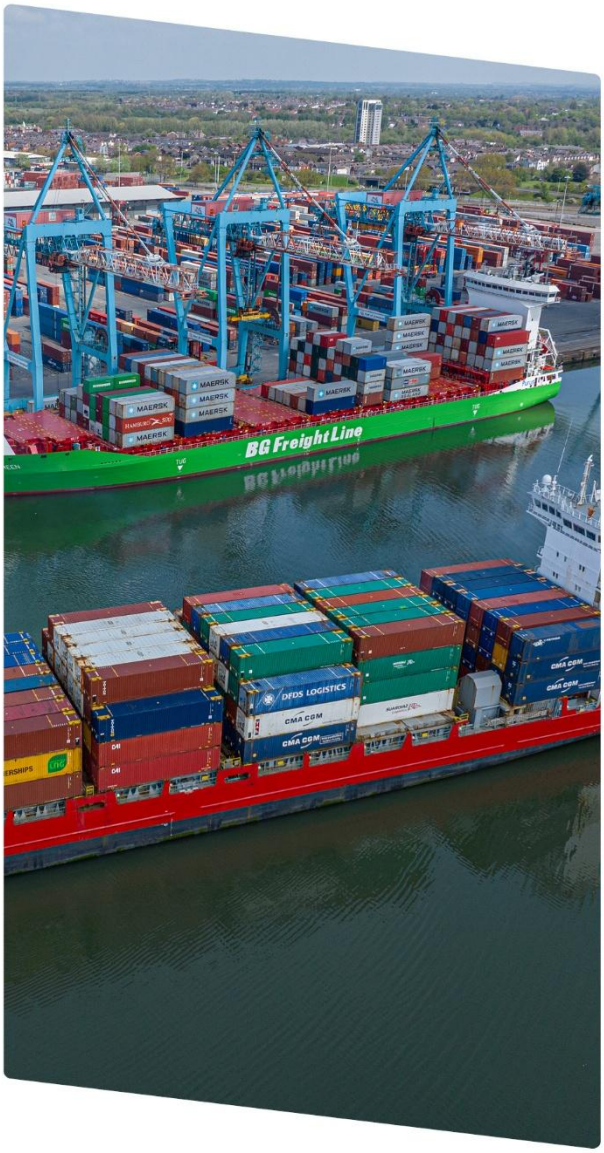

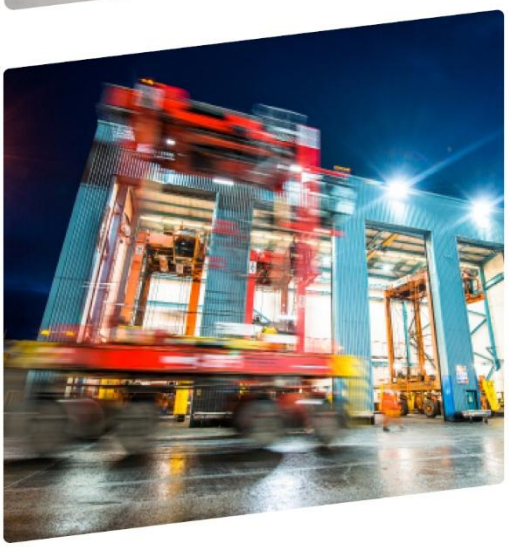

Port of Liverpool

Schedule of common user Charges
Royal Seaforth Container Terminal

Operative from:
1st November 2026

Peel Ports Group
More Than Ports

Schedule of Common User Charges
Royal Seaforth Container Terminal

Terms and Conditions

All operations at Royal Seaforth Container Terminal ("the Terminal"), for which The Mersey Docks and Harbour Company (RSCT) Limited is the Terminal Operator, are undertaken in accordance with the "Standard Terms and Conditions for Container Terminals Operated by Members of the Peel Ports Group" as amended from time to time, unless otherwise agreed or varied in advance by the Terminal Operator.

All operations may be performed or provided during the normal working hours of the Terminal, details of which can be found in the Standard Terms and Conditions for Container Terminals Operated by Members of the Peel Ports Group. Such normal working hours may be subject to change from time to time, and current normal working hours may be obtained on enquiry to the Terminal Manager.

Additional charges may be levied for services performed outside normal working hours and/or at weekends or Bank Holidays or Super Bank Holidays, and subject to such other applicable restrictions or conditions.

Charges

Unless otherwise agreed in advance by the Terminal Operator, or advised to the contrary elsewhere in this Schedule, the charges payable under this Schedule are chargeable to the relevant Line Operator.

The charges herein are subject to alteration at any time.

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

PART I – OPERATIONAL CHARGES

Where the operations referred to hereunder are performed or provided on a Bank Holiday or outside the relevant midweek periods, the overtime charges detailed in Part II shall be payable in addition to the operational charges detailed in Part I.

(a) For receiving/loading or discharging/delivering ISO in-profile containers to/from a vessel during the relevant midweek periods: **£224.00 per container**.

(b) For receiving/loading or discharging/delivering non-ISO containers (including overheight and overwidth containers which can be safely delivered using a standard straddle carrier) to/from a vessel during the relevant midweek periods: **£389.00 per container**.

(c) For discharging laden containers from a vessel to the quay for subsequently loading onto another vessel at the Terminal, or loading such containers from the quay to a vessel having been discharged from another vessel at the Terminal (transhipment containers) during the relevant midweek periods (in addition to the extra move charge at Part III(b) where applicable):

£144.43 per ISO in-profile container or £274.00 per non-ISO or other out of profile container

(d) For loading/discharging non-carrier owned empty containers: **£138.00 per container**

Refers to Container, tanks or any other unit that has been declared as EMPTY, yet does not belong to the Line Operator or is part of the Line Operators fleet.

(e) For receiving/loading or discharging/delivering Class 1 and Class 7 containers to/from a vessel during the relevant midweek periods: **£POA**

(f) For receiving/loading or discharging/delivering all other IMDG Classes of hazardous containers to/from a vessel during the relevant midweek periods:: **Charges in Part I(a) plus 200%.**

Note 1: 45ft containers which comply with ISO standards shall be charged as for ISO in-profile containers provided they have lifting points at 40ft, otherwise they will be charged at the relevant rates applicable to non-ISO containers.

Note 2: The charges shown in Part I (c) apply only to those laden containers that have been nominated by the Line Operator by container number, prior to their being discharged at the Terminal from the vessel on which such containers are imported, for export on a nominated vessel/sailing. Where such notice is not given, the charges specified in Part I (a) or (b) as appropriate shall apply for each discharge or load move from/to a vessel.

Note 3: Additional charges shall apply where a non-ISO container cannot be safely delivered using a standard straddle carrier.

Note 4: Charges in (e) and (f) shall be payable in addition to the administration surcharge detailed in Part III(t) (below).

PART II – OVERTIME CHARGES

Whenever any work is performed during a Bank Holiday or otherwise outside of the relevant midweek periods ("overtime"), the following overtime charges payable in addition to the charges detailed in Part I, Part III and Part V shall apply

(a)	**Loading/discharging containers** (including transshipment containers)	**£43.22 per container**
(b)	**Receiving/delivering containers**	**£43.22 per container**
(c)	**Other landside operations**	**Rate upon Application**
(d)	**Work performed on Super Bank Holidays †**	**Rate upon Application**

† Subject to suitable and sufficient plant and volunteer labour being available.

PART III – SPECIAL OPERATIONS

(a) **Extra moves on a vessel**

(i) Restows on the vessel:	**£192.92 per lift**
(ii) Restows via the quay‡:	**£192.92 per lift**
(iii) Restows via all other areas within the Terminal†:	**£192.92 per lift**
(iv) Hatch cover moves:	**£192.92 per lift**
(v) Unplanned restow (restow requested after vessel arrival)	**200% of the rate quoted above in (i) or (ii) (as applicable)**

‡ Including but not limited to lifting on/off of ships equipment e.g. lashing gear.

† Any additional lifts shall be charged to the Line in accordance with Part III(b)(i).

(b) **Extra moves or lifts within a Terminal**

(i) A charge of **£61.99 per move** shall apply for moving a container within the Terminal (inclusive of one lift) from one point to another (including but not limited to when an empty container has been rejected), where such move is not covered by an inclusive rate.

(ii) A charge of **£57.03 per lift** shall apply for any additional container lift required within the Terminal (including but not limited to when a lift is required to change orientation of a container), where such lift is not covered by an inclusive rate.

(c) For the transferring by a Terminal Transfer Tug of Full/Laden or Empty containers from/to the Terminal from/to the Terminal transfer area and shunting from/to L2 Container Terminal, Port of Liverpool for subsequent load or delivery: **£128.50 per container**.

(d) For the transferring of Full/Laden or Empty containers from / to the Terminal from / to the Railhead for subsequent load or delivery (inclusive of one lift at the Railhead): **£120.18 per container**.

(e) For retrieving / delivering specific Line nominated empty containers from the container stack, the Line shall pay: **Price on Application**.

Note 5: The rates stated above are applicable for all containers requested for transfer between Terminals by the Line via explicit request or implicit necessity to meet the Terminal Operators requirements.

Note 6: 'Railhead' means the railhead owned and operated by the Terminal Operator at Terminal 1 for loading and discharge of containers onto the freight trains.

(f) **Receiving/delivering Landward Containers**
For receiving a container into the Terminal from road or rail transport and then subsequently delivering such container from the Terminal to road or rail transport (a Landward Container), a charge of **£217.17 per container** shall apply.

(g) **ISPS Code requirements**
In the event that the level of security threat in the Port of Liverpool increases at any time, the Terminal Operator reserves the right to levy an additional charge proportional to the increased costs incurred by the Terminal Operator thereby.

(h) **Seal & other ISPS Code related operations** **Rate upon Application**

(i) **Receiving containers after the cut-off time** **£232.05 per container**

(j) **Transferring containers for HMR&C X-ray scanning**
For transferring containers from/to the container stacks at the Terminal to/from the HMR&C X-ray scanner, a charge of **£106.94 per container/scan** shall apply.

Where HMR&C require any sort of physical examination as a result of these scans, the charges in respect of the Terminal Operator's plant and labour performing such work shall be as specified in Part III (l) and (m) and shall be paid in addition to the charge for scanning.

(k) **Transferring containers for Mersey Port Health Authority ID-check**
For transferring import containers to the Border Inspection Post (situated within the Terminal) for MPHA ID-check, a charge of **£129.66 per container**, inclusive of up to two container moves, shall apply.

Where Mersey Port Health Authority require any sort of physical examination as a result of these ID-checks, the charges in respect of the Terminal Operator's plant and labour performing such work shall be as specified in Part III (m) and be paid in addition to the charge for the ID-check.

(l) **Examinations by HMR&C and Border Force on import Goods and containers**
For import containers and all other Goods having an Import UCR discharged at the Terminal a charge (as specified below) per Customs import entry shall apply in respect of any examination (but excluding X-ray scanning – for which see Part III (j)) undertaken by HMR&C and Border Force on import Goods and containers, and is inclusive of moving such Goods and containers to/from the examination facility. The charge shall be: **£26.93 per Customs import entry**.

This charge shall be payable by the nominated agent as recorded in Destin8 at the time the relevant

Goods or container is delivered from the Terminal. Invoices in respect of this charge shall be issued by Maritime Cargo Processing PLC as agent for the Terminal Operator.

(m) **Examinations by relevant authorities**

(i) Charges for attending to the inspection/examination of containers by relevant authorities (but excluding examinations covered in Part III (l)):

(1) Door Side Examination	**£186.59 per container** (labour content up to 1 man-hour)
(2) Turn-Out 20'	**£940.70 per container** (labour content up to 15 man-hours)
(3) Turn-Out 40'	**£1126.94 per container** (labour content up to 20 man-hours)

The charges above are inclusive of up to two container moves.

Where a gas check is required by any relevant authority, and where such service is not supplied by the Terminal Operator, an independent contractor may be appointed (at a charge payable direct to them).

Partial turn-outs of 25%, 50% or 75% shall be charged pro rata for the rates (2) and (3) as appropriate.

Relevant authorities shall include, by way of example only, HM Revenue & Customs, Border Force, Mersey Port Heath Authority and The Forestry Commission.

Charges levied against the Terminal Operator by any relevant authority in respect of processing export paperwork for outside of midweek periods shall be reimbursed to the Terminal Operator upon demand.

(ii) Where prior to examination of a container, a valid certificate confirming that a container has been gas tested or fumigated is not available, the Terminal Operator may undertake the necessary checks/fumigations and provide the necessary certification at a charge of: **£231.43 per container**.

(n) **Groupage operations** **Rate upon Application**

(o) **Reprogramming containers and Ro/Ro traffic (Status Change)**

For reprogramming the declared status of a container e.g. for change of destination, change of vessel, change from laden to empty, hazardous cargo misdeclaration, change import to transshipment (or vice versa)) (including Ro/Ro traffic) as previously declared to the Terminal Operator, a charge of: **£42.78 per status change** shall apply (plus the charge for any applicable additional moves or lifts within the Terminal as per Part III(b) or (c)).

(p) **Container Mis-declaration)**

A charge shall apply to any container declared as empty or laden via the port system pre-entry and confirmed by the haulier presenting the container but subsequently found to have been mis-declared during the in gate process. The Container will be put on hold pending change of status and shipping line accepting charges., a charge of: **£237.20 per container plus the Status Change charge** in paragraph (o) above.

(q) **Reefer container facility**

For each container positioned at a reefer point on the Terminal (inclusive of electricity supplied if required but exclusive of any quay rent charges), the following charges shall apply:

(i)	From day or receiving plus The following 6 calendar days:	**£39.66 per day or part thereof**; and
(ii)	From the eighth calendar day and each day thereafter:	**£79.36 per day or part thereof**

For the purposes hereof, a 'day' shall mean any twenty-four hour period, or part thereof, subsequent to arrival at the Terminal until departure.

The operations of connecting/disconnecting reefer containers to electricity points, and monitoring the temperature of such containers, are not services supplied by the Terminal Operator. These operations are provided by independent contractors (at a charge payable direct to them).

(r) **Additional Terminal Surcharges**

1. For each **laden import** container or RoRo Unit discharged at the Terminal a surcharge of **£72.56 per container** shall apply which is inclusive of (a) a Terminal security charge at £14.10; (b) decarbonisation surcharge at £15.82 per container; and (c) a Brexit Surcharge at £13.07 per container; and (d) a fuel surcharge at £9.94 per container; and (e) an energy surcharge of £19.63 per container;
2. For each **laden export** container or RoRo Unit loaded at the Terminal a surcharge charge of **£41.14 per container** shall apply to reflect (a) a Terminal security charge at £6.62; and (b) decarbonisation surcharge at £7.22 per container; and (c) a Brexit Surcharge at £2.32 per container; and (d) a fuel surcharge at £9.94 per container; and (e) an energy surcharge of £15.04 per container.

Note 7:For the purpose of this Schedule of Common User Charges, "RoRo Unit" means any self drive vehicles, drop trailers or mobile units, chassis, wheeled units, trailers or vehicles of another description or any other towable or drivable units.

Note 8: This charge shall be payable by the nominated agent as recorded in Destin8 at the time the relevant container or RoRo is delivered from the Terminal. Invoices in respect of this charge shall be issued by Maritime Cargo Processing PLC as agent for the Terminal Operator.

(s) **SOLAS container weight verification**

(a) For weighing each container that is received at the Terminal without a Verified Gross Mass (VGM) declaration the following charges shall apply: **£67.19 per container**

(b) If the VGM calculated by the Terminal (TVGM) for each container, is greater than the shipper / lines stated VGM by 5% or more, then the Terminal shall be processed via Destin8 accordingly and a SOLAS VGM Discrepancy Fee of: **£67.19 per container** shall apply.

(c) OOG additional charge to standard
Where specialist equipment is used in the event that the VGM of an Out of Gauge unit cannot be verified using the Terminals Solas Certified Dynamic Weighbridges, then a charge of **£68.86 per container** shall apply.

(d) Non VBS arrival VGM (Rail)
Where the VGM of a container cannot be verified due to un-loading via the Railhead, a charge shall be incurred for shunting the container to the Solas Certified Dynamic Weighbridges at the Terminal, at a rate of: **£67.19 per container**

(c) VGM Administration Surcharge **£1.61 per laden export container**

Invoices in respect of this charge shall be issued by Maritime Cargo Processing PLC as agent for the Terminal Operator.

(t) **Dangerous goods administration charge**
Administration Fee for all containers with dangerous goods **£15.50 per container**

(u) **Terminal Infrastructure Charge** **£21.32 per laden import**

Note 9: This charge shall be payable by the nominated agent as recorded in Destin8 at the time the relevant container is delivered from the Terminal. Invoices in respect of this charge shall be issued by Maritime Cargo Processing PLC as agent for the Terminal Operator.

(v) **Ancillary Use of Cranes**

For the use of the Terminal operators crane for the provisions of ancillary services (such as lighting for crew lashing or cage work), the Line shall pay: **£2,500 per hour or part thereof**.

(w) **Provision of lashing services (using lashing bars)**

For the provision of lashing services, the Line shall pay **£15.50 per bar lashed.** Where a line requires additional bars to be lashed (for instance double lashing for winter or storm)and where the provision of lashing services is included in the container handling rate then the line will pay the same charge for each additional bar lashed.

(x) **Vehicle Booking System (VBS) Charges**

	Per Appointment (booking)
No show	**£61.62**

If an appointment is booked but it is either left to expire or cancelled after 45 mins past the hour (within the slot),, a VBS No Show fee will apply.

Driver's Truck Card (TRUC) **£50.00** (06:00 > 18:00 hours)

This charge covers the provision of a Autogate and ISPS passes necessary for haulier drivers to be able to use the Terminals facilities and is valid for 24-months from issuance with unlimited use.

Driver's Emergency Pass **£39.85** (06:00 > 18:00 hours)

Driver's Emergency Pass: Provision of a one off pass for haulier drivers that do not possess the TRUC pass. Single use only and subject to business and traffic demands.

Amendment to existing VBS: **£27.94 per VBS**
(may be requested up to 2hrs prior to the commencement of the slot, but not later than 30mins inside the slot)

Immediate Manual VBS **£40.00 per VBS**
(where the haulier requests a VBS booking within the same hourly slot. Issued on a case-by-case basis and subject to availability).

VBS Booking Fee
All bookings out of hours or at non-peak hours are free to be booked by hauliers. Peak Hour bookings are chargeable as the significant increase in business requires additional staff to support traffic flows and service demand and are chargeable as follows:

	SLOTS	CHARGES
Working day	05:00 - 08:00	£1.13
	13:00 - 16:00	£1.13
Weekend	15:00 Sat - 08:00 Sun†	Rate on application
Sunday	15:00 - 22:00†	Rate on application
Any other time		FREE

† Opening / closing times are subject to change during these hours. Please contact the Terminal in order to confirm opening / closing prior to booking.

Note 10: Not used.

PART IV – TIME LOST OR WORK DELAYED

Notwithstanding the below charge in relation to failure of a vessel to depart after the Departure Time, charges shall be issued by the Terminal Operator in respect of all gangs ordered and/or engaged for work, whether employed or not (unless redeployed to work another vessel), vessel delays, vessel cancellations of vessel booking, changes to vessel bookings and detentions (such as but not limited to awaiting vessel, awaiting containers, etc.). Charges applied shall be as determined by the Terminal Operator from time to time.

Failure of the Line to comply with the directions of the Terminal Operator requesting the vessel to leave the Berth at the stated Departure Time, the Line shall be charged:

(a) For the first hour (or part thereof) after the stated Departure Time	**£4,428**
(b) For the second hour (or part thereof) after the stated Departure Time:	**£9,011**
(c) For each subsequent hour (or part thereof) thereafter:	**£13,518**

PART V – OTHER OPERATIONS NOT DESCRIBED ABOVE

Where the Terminal Operator has agreed to provide any services in respect of which no charges have been assigned in this Schedule, the charges in respect of those services shall be as determined by the Terminal Operator from time to time.

PART VI – SPECIAL RENT (Quay Rent)

(a) **Empty containers**
For each empty container stored on the Terminal a Special Rent charge of **£4.15 per TEU per calendar day or part thereof** shall apply.

(b) **Laden import containers**

	Per TEU per calendar day or part thereof
Day of receiving onto the Terminal plus following 5 calendar days	Free of Charge
For the next following calendar day	**£17.11**
For the next two following calendar days	**£34.24**
For each calendar day thereafter	**£130.72**

(c) **Laden export containers**

	Per TEU per calendar day or part thereof
Day of receiving onto the Terminal plus following 7 calendar days	Free of Charge
For each calendar day thereafter	**£54.02**

(d) **Uncontainerised cargo/RoRo Units†**

Per square metre per calendar

	day or part thereof
Day of receiving onto the Terminal plus following 3 calendar days	Free of Charge
For the next 2 following working days	**£4.17**
For each calendar day thereafter	**£15.31**
† Subject to a minimum charge of	**£26.19 per Bill of Lading**

Note 11: In calculating the charges in paragraph (d), the area (sqm) used shall rounded up to the nearest whole metre by length and width.

(e) **Damaged Containers**

	Per TEU per calendar day or part thereof
Day of receiving onto the Terminal plus following 4 calendar days	Free of Charge
For each calendar day thereafter	**£7.88**

(f) **Transhipment Containers**

	Per TEU per calendar day or part thereof
Day of receiving onto the Terminal plus following 5 calendar days	Free of Charge
For each calendar day thereafter	**£54.02**

(g) **Frustrated Containers**

For Containers that ingate as an Export Laden from road or rail transport and then subsequently delivered from the Terminal to road or rail transport as a frustrated container.

	Per TEU per calendar day or part thereof
Day of receiving onto the Terminal and each calendar day thereafter	**£71.29**

(h) **Non-carrier owned empty containers (Imports, Export and Transhipments)**

For Container, tanks or any other unit that has been declared as empty, yet does not belong to the Line Operator or is part of the Line Operators fleet.

	Per TEU per calendar day or part thereof
Day of receiving onto the Terminal plus following 5 calendar days	Free of Charge
For the next following calendar day	**£7.97**
For the next two following calendar days	**£20.49**
For each calendar day thereafter	**£34.16**

(i) **Empty Containers (Export / Import or Transhipment)**

For empty export, import or transshipment containers that do not form part of the Lines agreed Empty Pool Allowance, the Line shall pay:

	Per TEU per calendar day or part thereof
Day of receiving onto the Terminal plus following 2 calendar days	Free of Charge
For the next following calendar day	**£17.11**

(j) **Quay Rent on Out of Gauge, Overheight or other non-stackable containers, trailers, mafis, tanks etc.**

In addition to the applicable quay rent charge applied to standard ISO containers, a charge shall be incurred on import, export or transhipment containers (including tank containers extending beyond the ISO frame) where such containers / units cannot be stowed in standard stacks at a rate of: **the applied quay rent charge for standard containers / units plus 300% (chargeable per TEU per calendar day or part thereof)**.

Note 12: In relation to paragraph (e) above, the above charges will apply to any containers arriving at the Terminal in a damaged condition by road or ex. vessel in addition to any other applicable Quay Rent charges.

Note 13: For the avoidance of doubt, for the calculation of charges specified in this Part VI, containers, trailers, mafis, tanks etc (defined hereinafter as "Units") of the following sizes shall be assigned the following TEU conversion factors:

Units less than 20ft in length	= 1.0 TEU
Units over 20ft and up to 40ft	= 2.0 TEU
Units greater than 40ft (including Megacubes)	= 3.0 TEU

PART VII – STATUTORY CHARGES, VESSEL DUES, CARGO DUES, CONSERVANCY ETC. & OTHER CHARGES

All other charges whatsoever howsoever arising in respect of vessels and containers/cargo shall be payable to the Statutory Harbour Authority or relevant service provider by the party responsible for the charge.

GENERAL CONDITIONS

Except where specified herein to the contrary, all charges payable hereunder shall be payable on demand unless otherwise agreed by the Terminal Operator.

Value Added Tax (or any other tax required to be levied on the Terminal Operator'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 Terminal Operator's VAT registration number is GB 618 6241 39.

Payments should be made payable to:

The Mersey Docks and Harbour Company (RSCT) Limited
Sort Code: 601319A/c No. 49915061
IBAN: GB71NWBK60131949915053
BIC: NWBKGB2L

Remittances should be sent to the Credit Control Section, The Mersey Docks and Harbour Company (RSCT) Limited, Maritime Centre, Port of Liverpool, L21 1LA.

This Schedule and Terms shall be governed by and construed in accordance with English Law.

ENQUIRIES

Enquiries regarding this Schedule should be routed as follows:

New Services & Business Development	+44 (0) 151 949 6327
All Other Enquiries	+44 (0) 151 949 6181

Amendments

Ver.	Effective Date	Details
1	1st January 2026	Original as issued
2	1st May 2026	Additional Terminal Surcharges updated
3	1st November 2026	Additional Terminal Surcharges updated

The Mersey Docks and Harbour Company (RSCT) Limited

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