

Clydeport Operations Limited Port Charges

Operative from:
1st January 2021



Port Charges

Clydeport

Contents:

Definitions

General Conditions

Chapter 1 - Vessels and Goods

- Part 1.1** **Conservancy**
- Part 1.2** **Vessel Dues**
- Part 1.3** **Laying Up of Vessels**
- Part 1.3** **Charges on Goods**
- Part 1.4** **Charges for Vessels Working at Anchorage**

Chapter 2 - Pilotage

- Part 2.1** **River / Finnart**
- Part 2.2** **Firth of Clyde**
- Part 2.3** **Sectional Pilotage**
- Part 2.4** **Shifting**
- Part 2.5** **Pilotage Exemption Certificate**
- Part 2.6** **Boarding & Landing**
- Part 2.7** **Pilotage Cancellations and Pilotage Charges for Use of Cutter**
- Part 2.8** **Pilotage Simulations and Pilotage Charges for Additional**
- Part 2.9** **Charges for use of Pilot Boat**

Chapter 3 – Towage

Part 3.1 Perмитry

Chapter 4 - Quay rent and special rent charges

Chapter 5 – Other sundry charges

Part 5.1 Sundry Charges

Definitions

In these terms and conditions and charging provisions, unless the context otherwise requires:

- (a) "Charges" means Charges, dues, fares, tolls, costs, interest and all other sums of every description due to the Company in respect of Services.
- (b) "Company" means Clydeport Operations Limited, incorporated under the Companies Acts, and having its Registered Office at 16 Robertson Street, Glasgow G2 8DS and including, where the context so admits, its holding, subsidiary and associated companies, and their successors and assignees from time to time.
- (c) "Conservancy Area" means the River Clyde from Albert Bridge, Glasgow to the seaward limits as follows: (a) to the east of the Isle of Arran a line drawn due east and west across the river or Firth of Clyde from the coast of Ayrshire to Corrygills Point on the east coast of the Isle of Arran; and (b) in Kilbrannan Sound, a line drawn due east and west across the river or Firth of Clyde from the north-west coast of the Isle of Arran to the coast of Kintyre, being an extension of a line drawn due east and west from the southernmost point of the island of Little Cumbrae to the northwest coast of the Isle of Arran.
- (d) "Customer" means any party contracting with the Company for the Services, including (a) the owner, agent or master of a Vessel, or such other person as the Company may, from time to time, in writing, accept as being in charge of a Vessel, and (b) the original depositor of Goods or the person to whom such Goods have been transferred, in each case jointly and severally.
- (e) "Deadweight" means the total weight in tonnes of cargo, fuel, fresh water, stores, crew and passengers carried by the Vessel when loaded to a maximum summer load line, sometimes shown as DW or DWT.
- (f) "Director" means a director of the Company.
- (g) "Goods" means any items, substance or property (including grain, fish, livestock and animals of all descriptions) which may be loaded or discharged in the Port.
- (h) "Grain" means grain, feeding stuffs and other similar goods.
- (i) "Harbour" means any harbour or berth operated or owned or otherwise under the control of the Company.
- (j) "Harbour Area" means the area around a harbour owned or under the control of the Company.

- (k) “Harbour Master” means the Company’s Harbour Master or such other employee of the Company as may from time to time perform the role of Harbour Master.
- (l) “Pilotage Area” means all areas within the jurisdiction of the Company as defined in the Clyde Port Authority Order 1965 as amended.
- (m) “Port” means the River Clyde between Albert Bridge, Glasgow and a line drawn across the River Clyde from the eastern end of the Castle of Newark on the south bank to the mouth of the Cardross Burn on the north bank, or the Port and Harbours of Greenock and Port Glasgow or Hunterston.
- (n) “Services” means the services of berthing, unberthing, shifting, loading, discharging, transportation, carriage, warehousing, marine services, pilotage and such other Services as may be provided by the Company from time to time.
- (o) “Tonnage” means the Vessel’s G.T. ascertained in accordance with Part II of the Merchant Shipping (Tonnage) Regulations 1982 (corresponding to what is known as 1969 Tonnage Regulations). Where the G.T. of the Vessel, ascertained as mentioned above, is not available, dues will be based on an assessment of the G.T. as so ascertained, made by the appropriate officers of the Company. Where in such a case the Vessel’s Certificate of Measurement is not immediately available, or does not clearly indicate the amount to be added under this procedure, the Vessels’ G.T. shall be deemed to be the Tonnage ascertained from the Tonnage Certificate, increased by up to a maximum of 40%. Retrospective adjustment may be made on the full facts being made available.
- The G.T. of unregistered Vessels shall have their chargeable Tonnage assessed by the appropriate officers of the Company.
- (p) “Vessel” means a ship, boat, raft or water craft of any description and includes non- displacement craft, seaplanes and any other thing constructed or adapted for floating on or being submersed in water (whether permanently or temporarily), and a hovercraft and any other amphibious vehicle.
1. Unless the context otherwise requires, words implying the singular include the plural and vice versa and words importing gender shall include any other gender.
 2. Unless otherwise stipulated in any special conditions relating to services and facilities provided by the Company, all vessels may enter or leave the Port or use the

Company's equipment or facilities or the service of its employees for or in connection with the loading, discharging or trans-shipping of 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 and regulations of the Company.
3. The Company notwithstanding any consent given or arrangement made shall be at liberty to vary, postpone or cancel such arrangements for any reason whatsoever without the Company thereby incurring to any person any liability whatsoever for loss, damage, injury, delay or expense.
 4. The Company does not take any charge of or assume any responsibility whatsoever in respect of any Vessel navigating or lying in the Port, or entering, leaving, moving, mooring or unmooring in the Port; all craft under such circumstances being at the sole risk of the owner, who alone is responsible for the safety and security of their Vessel and moorings and also for any damage done by their vessel or servants to the Port, or to vessels or goods in or upon any part of the Port.
 5. All goods at the Port (whether in transit, laid down or deposited) are at the owner's risk in every respect. The Company has no custody of such goods and shall not be responsible for any loss or damage.
 6. 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.
 7. The Company's services shall be undertaken only in accordance with the Company's relevant terms and conditions from time to time in force. The Company requires the appropriate requisition, together with any other necessary documents, to be lodged before any service is begun.
 8. When an agent for a Vessel ceases to act whilst that Vessel is still in the Port and does not accept responsibility for all charges arising, that agent must at once notify the Company so that charges may be correctly debited to the responsible parties.
 9. 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.
 10. The charges and terms herein are subject to alteration at any time.
 11. Where the Company has agreed to provide any services in respect of which no

charges have been assigned in this schedule, then the charges applicable to those services shall be as determined from time to time by the Company.

General Conditions

Documents to be Furnished by the Customer, Master or Owner

Unless otherwise agreed in advance by the Company, the Customer, 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 in the Port and the days upon which discharging or loading 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, then a certified discrepancy report (including details of supporting surveys etc.) must be provided.

These documents must be supplied by the Customer, master or owner, or the appointed agent, to the Company within two working days of the day upon which the vessel completes discharging or loading as appropriate. The documents must be submitted (as PDF-format attachments) via e-mail to Clydeport.Billing@peelports.com.

Audit

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

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

Terms and Conditions

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 and Terms & Conditions for trade or the supply of Services, which shall continue to apply except where varied from time to time by the Company.

These terms shall be governed by and construed in accordance with Scottish Law.

Payment

Except where specified herein to the contrary, all charges payable hereunder shall be payable on demand unless otherwise agreed by the Company. The Company may charge interest on any overdue amount in accordance with the Late Payment of Commercial Debts (Interest) Act 1998.

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.

Payments should be made payable to:

Clydeport Operations Limited

Sort Code:	60-13-19
A/C No.	45137757
IBAN:	GB52NWBK60131945137757
BIC:	NWBKGB2L

Remittances should be sent to: Credit Control Section, Clydeport Operations Limited, Maritime Centre, Port of Liverpool, L21 1LA

Chapter 1 - Vessels and Goods

1.1- Conservancy

1. Conservancy Charges are payable by all Vessels navigating in any part of the Conservancy Area.
2. The Customer is liable for Charges in accordance with the table below.
3. Conservancy Charges will be based on Tonnage.
4. The arrival and departure of a Vessel shall be treated as one voyage. Vessels moving within the Conservancy Area will be charged for each movement.
5. Vessels remaining in the Conservancy Area beyond 7 days (except for those stated in paragraph 6 below and those trading within the Conservancy Area) are liable to a further charge of 50% of the scheduled rate for each period of 7 days or part thereof. Charges for Vessels lying-up for extended periods are by arrangement.
6. The following Vessels are those excepted in terms of paragraph 5 above:
 - a. New Vessels, which will be charged when launched or arriving within the Conservancy Area for the first time for each subsequent movement relating to fitting out or trials, and for the final outward voyage.
 - b. Vessels arriving to go into dry dock or undergo repairs.
7. Vessels belonging to the Northern Lighthouse Board will be exempt from Conservancy Charges.
8. Charges on oil/gas related platforms and structures (including floating) are available on application.

Table of Conservancy Charges	Per G.T.
Vessels up to 10,000 G.T.	£0.255
Vessels between 10,001 and 15,000 G.T.	£0.310
Vessels between 15,001 and 25,000 G.T.	£0.344
Vessels between 25,001 and 40,000 G.T.	£0.389
Vessels between 40,001 and 60,000 G.T.	£0.552
Vessels between 60,001 and 80,000 GT	£0.579
Vessels over 80,000 G.T.	£0.634
(Minimum charge per voyage £50.00)	

1.2 - Vessel Dues

1. Charges on Vessels are payable by all Vessels entering the Port.
2. Charges will be calculated on the basis of Tonnage in accordance with Schedule A, Schedule B or Schedule C (as appropriate). Vessel dues for Hunterston will be provided on application.
3. The arrival and departure of a Vessel shall be treated as one voyage.
4. Vessels remaining in Port are liable to a further charge, in accordance with Schedule C.
5. If, after leaving Port, a Vessel which has incurred Charges is immediately obliged to return and re-enter the Port by reason of stress of weather or such other cause as may be adjudged by the Company as sufficient no further charge will be made.
6. Vessels belonging to the Northern Lighthouse Board will be exempt from Vessel Dues.

Schedule A

	Per G.T.
On all Vessels entering the Port to load or discharge cargo:	
Vessels up to 3,500 G.T.	£2.437
Vessels between 3,501 and 8,000 G.T.	£2.850
Vessels between 8,001 and 16,000 G.T.	£3.186
Vessels over 16,000 G.T.	£3.409

- a. The charge for Vessels entering the Port to discharge and load cargo will be liable for the above rates + 25%.
- b. Minimum charge per voyage **£100.00**

Schedule B

	Per G.T.
Charges on the following Vessels:	
B.1 All new Vessels	£1.272
<ol style="list-style-type: none"> a. launched or coming into the Port for the first time from any shipbuilding yard, graving dock or other works; or b. arriving in Port to be fitted out; or c. proceeding to and returning from trials per round trip; or d. final outward voyage 	
B.2 Vessels which call at the Port in order to go into dry dock or to undergo repairs with the Port	£1.272

- | | | |
|-----|---|---------------|
| B.3 | Vessels in ballast that come into the Port to lie up or to be broken up | £1.272 |
| B.4 | Vessels that call at the Port only to take on stores, bunkers or ballast for their own use, and which do not remain longer than 24 hours within the Port. | £1.272 |
| B.5 | Non-trading Vessels moving within the Port shall be charged at the rate of £0.636 per G.T. on each movement. | |
| B.6 | Minimum charge per voyage £100.00 . | |

Schedule C

In addition to the Charges authorised under Schedules A and B, the following berth Charges shall be levied:

- C.1 All Vessels (except those after-mentioned) are allowed 7 days from the date of arrival in the Port, thereafter per week or portion thereof there will be a charge of **£0.519 per G.T.**
- C.2 Vessels coming into the Port to lie up are charged **£0.519 per G.T. per week or portion thereof** from date of arrival.
- C.3 Vessels that call at the Port only to take on stores, bunkers and ballast for their own use which remain longer than 24 hours, shall be charged **£0.519 per G.T. per week or portion thereof** from date of arrival.
- C.4 Vessels fitting out or repairing will, from date of arrival, be charged **£0.519 per G.T. per week or portion thereof** (time in graving docks excepted).

1.3 Laying-up of Vessels

For layup (but excluding under arrest, receivership or detention) of Vessel / structure at anchor (Loch Striven and Firth of Clyde):

- | | | |
|----|------------------------------------|-----------------------------|
| 1. | Vessels (other than stated below): | Price on application |
| 2. | Offshore rigs/semi-submersibles: | Price on application |

Additional conditions may apply in relation to the laying-up of Vessels and such conditions shall be discussed with the applicant on submission on application.

1.4 Charges for Vessels Working at Anchorages

Charge to discharge / load:

- | | |
|-----------------------------|-----------------------------|
| 1. Dry bulk cargo: | Price on application |
| 2. All other cargo: | Price on application |
| 3. Bunkering at Anchorages: | Price on application |

NB. Any Vessel, barge or rig being loaded on or discharged from a semi-submersible heavy lift Vessel will be charged an additional fee as per the rate for Conservancy for that size and type of Vessel in addition to any Conservancy or Pilotage charges that may apply to the main Vessel.

1.5 – Charges on Goods ¹

1. Charges on Goods are payable in respect of all Goods loaded or discharged in the Port.
2. The Customer is liable for the Charges thereon.
3. Charges are payable before the removal from the Port of any Goods.
4. Goods imported into or exported from the Port whether or not discharged/loaded at a Company quay are subject to the appropriate Goods charge.
5. Where any Goods are not listed in the following schedule, the Charges will be as for the Goods listed which most nearly resemble them in nature, packing and quality. Provided that where the Company considers that no such comparison is feasible, the Charges will be as for “all commodities”.

¹ Documents to be Furnished by the Master or Owner, (please see General Conditions)

6. Charges on Goods loaded and discharged from places within the Port will be given a reduction of 40%.

Table of Charges on Goods	Charge per Tonne
All commodities (including but not limited to project cargo and other structures (including floating structures), with the exception of:	£12.71
Group 1 Oils Malt Structural Steel Pipes and Tubes	£9.08
Group 2 Sugar Molasses Cereals Fertilisers Fish and Vegetable Oil (unrefined) Soya Beans Forest Products Iron and Steel Plate, Coils Angles and Bars Cement	£5.68
Group 3 Scrap Pig Iron	£2.81
Group 4 Coal and Coke (except Hunterston) Aggregates Sand Salt Sulphur	£1.64

Chapter 2 - Pilotage

Charges for the Services of a pilot shall be based on Tonnage.

From 1 January 2013 all pilotage charges have included a Pilots National Pension Fund (PNPF) supplement; the supplement was introduced by many ports across the Ports sector as a consequence of having to fund the significant deficit in the PNPF. From 1 January 2021 a supplement of 24% will be applied to all acts of pilotage. This charge is kept under regular review.

2.1 – River / Finnart

For pilotage of Vessels:

1. From Glasgow, or from any place between Glasgow and Dumbuck Light to Port Glasgow, Greenock, the Anchorage Area or the upper pilotage district limit west of Kempock Point, or vice versa; and
2. From any place east of Shieldhall East Light to any place west of Duntocher Light, or vice versa; and
3. From any place north of Portdornage Light in Loch Long to the Anchorage Area or the upper pilotage district limit west of Kempock Point, or vice versa.

Under 250 G.T.	£314.40
250 and under 500 G.T.	£404.86
500 and under 1,000 G.T.	£493.88
1,000 and under 1,500 G.T.	£555.54
1,500 and under 2,000 G.T.	£614.95
2,000 and under 3,000 G.T.	£675.11
3,000 and under 4,000 G.T.	£735.31
4,000 and under 5,000 G.T.	£795.15
5,000 and under 6,000 G.T.	£855.55

For every additional 1,000 G.T. or part thereof up to 10,000 G.T. **£59.94**

For every additional 1,000 G.T. or part thereof up to 50,000 G.T. **£30.90**

For every additional 1,000 G.T. or part thereof above 50,000 G.T. **£59.94**

All Vessels incurring any of the above rates and requiring to be docked or undocked at any of the docks or basins at Greenock or Port Glasgow shall, in addition, be charged on half of the appropriate rate for a shift.

If an Assistant Pilot is also required, wherever the Company considers that the safe conduct of the vessel might be impaired without one, an additional 50% of the Pilotage Charge is payable per Assistant Pilot per service.

2.2 – Firth of Clyde

For the pilotage of Vessels from the Lower Boarding and Landing area off Little Cumbrae Island to the upper district limit west of Kempock Point, or to any place in the lower pilot- age district, including Loch Fyne, Loch Striven, Rothesay Sound and the Largs Channel, and vice versa; if the total distance exceeds eight nautical miles, the following rates shall be charged on the G.T.

Under 1,500 G.T.	£640.98
1,500 and under 2,000 G.T.	£679.33
2,000 and under 3,000 G.T.	£718.10
3,000 and under 4,000 G.T.	£759.30
4,000 and under 5,000 G.T.	£798.49

For every additional 1,000 G.T. or part thereof up to 50,000 G.T.	£39.16
For every additional 1,000 G.T. or part thereof above 50,000 G.T.	£77.93

2.3 – Sectional Pilotage

For pilotage of Vessels:

1. From any place between Glasgow and Duntocher Light to any place between Duntocher Light and Dumbuck Light, or vice versa; or
2. From any place between Dumbuck Light and Estuary Tower to the Anchorage Area of the upper pilotage district limit west of Kempock Point, or vice versa; or
3. From the Anchorage Area or the upper pilotage district limit west of Kempock Point to any place within the Holy Loch or south of Portdornaige Light in Loch Long, or north of Rosneath Point including the Gareloch, or vice versa; or
4. From the Lower Boarding and Landing Area off Little Cumbrae Island directly via the Largs Channel, and to Ardrossan Harbour, or vice versa.

Under 250 G.T.	£226.35
250 and under 500 G.T.	£254.19
500 and under 1,000 G.T.	£281.47
1,000 and under 1,500 G.T.	£309.36
1,500 and under 2,000 G.T.	£337.30
2,000 and under 3,000 G.T.	£365.12
3,000 and under 4,000 G.T.	£391.54
4,000 and under 5,000 G.T.	£420.61

For every additional 1,000 G.T. or part thereof up to 50,000 G.T.	£27.57
For every additional 1,000 G.T. or part thereof above 50,000 G.T.	£41.52

2.4 – Shifting

For pilotage of Vessels:

1. From any place to any other place between Glasgow and Duntocher Light; or
2. From any place to any other place, both between Duntocher Light and Dumbuck Light; or
3. From the upper pilotage district limit west of Kempock Point to the Anchorage Area, or vice versa; or from Port Glasgow to Greenock, or vice versa; or at Port Glasgow, Greenock, the Anchorage Area or north of Rosneath Point, including Gareloch, or within the Holy Loch or Lower Loch Long south of Portdornaige Light, or Upper Loch Long north of Portdornaige Light or within Ardrossan Harbour.

Under 2,000 G.T.	£160.32
2,000 and under 3,000 G.T.	£188.99
3,000 and under 4,000 G.T.	£216.29
4,000 and under 5,000 G.T.	£244.78
For every additional 1,000 G.T. or part thereof	£27.27

2.5 – Pilotage Exemption Certificates

- | | |
|--|---------------|
| 1. Full Application for PEC
<i>(includes examination but excludes Check Trip by Clydeport Pilot)</i> | £1,018 |
| 2. Re-examination for PEC | £509 |
| 3. Check Trip | £509 |
| 4. Annual Revalidation of PEC | £255 |
| 5. Alterations (e.g. area/vessel)
<i>(includes examination but excludes Check Trip by Clydeport Pilot)</i> | £153 |
| 6. Administration Fee
<i>(e.g. copy or replacement certificate)</i> | £51 |
| 7. Where a pilotage exemption certificate is held, a usage charge of 20% of the appropriate pilotage rate is payable on all vessels with the exception of Ferries. | |
| 8. Where a ferry is operated by a PEC holder a usage charge of 2% of the appropriate pilotage rate is payable per movement. | |

2.6 – Boarding & Landing

The following Charges, based upon Tonnage, shall be made for boarding pilots on Vessels and then landing pilots from Vessels.

1. Within the anchorage area bounded on the west by a line joining Baron's Point and Cloch Point:

Under 1,000 G.T.	£255.99
1,000 and under 5,000 G.T.	£338.46
5,000 G.T. and over	£426.52

All other places within the Conservancy Area:

Under 750 G.T.	£306.58
750 and under 1,000 G.T.	£468.40
1,000 and under 5,000 G.T.	£595.49
5,000 and under 10,000 G.T.	£724.97
10,000 and under 15,000 G.T.	£894.65
15,000 and under 20,000 G.T.	£1098.22
20,000 and under 25,000 G.T.	£1277.72
25,000 and under 30,000 G.T.	£1490.38
30,000 and under 40,000 G.T.	£1703.46
40,000 and under 50,000 G.T.	£1916.61
50,000 and under 75,000 G.T.	£2129.82
75,000 and under 100,000 G.T.	£2342.15
100,000 G.T. and over	£2556.14

Charges for other Services can be had on application.

2.7 - Pilotage Cancellation Charges and Charge for Use of Cutter

- | | |
|---|--------------------------------------|
| 1. Pilotage cancellation | £255 per cancellation |
| 2. Pilotage over carriage | |
| (a) The vessel will be responsible for all repatriation charges which may occur. | |
| (b) Until the pilot has been fully repatriated to his place of work the following charge shall apply: | £153 per hour or part thereof |
| 3. Use of pilot cutter to transfer ships personnel to/from Vessels | £255 per rip |

2.8 - Pilotage Simulations and Pilotage Charges for Additional Duties

1. Pilot/hour (as above) – note, may require more than one pilot to conduct simulations
2. Use of simulator **£1530 per half day**
3. Additional charges will apply for production of new simulator models/infrastructure etc. and will be advised in advance.
4. Where a pilot's attendance is required for:
 - (a) the purposes of correcting a compass, standing by a Vessel at anchor or for the performance of comparable duties, then a charge will be payable at a rate of: **£255 per hour or part thereof**; or
 - (b) meetings outside a pilots normal operational duties, then a charge will be payable at a rate of: **£255 per hour or part thereof**.

2.9 - Charge for Use of Pilot Boat

At its sole discretion, the Company may permit its pilot boat to be used for purposes other than for the boarding/landing of port officers, officials or pilots.

The charge for such use of pilot boats will be **£255 per hour or part thereof** for each occasion a pilot boat is used.

For the avoidance of doubt the Company does not offer any warranty regarding time of performance or failure of performance.

Chapter 3 – Towage

3.1 - Permitry

1. Tow Notification

£87 per notification

Chapter 4 – Quay Rent and Special Rent Charges

Intentionally blank

Chapter 5 – Other sundry charges

5.1 – Sundry Charges

1. Charges for Water Supply

- 1.1 Charges for water shall be payable at the rate of **£4.49 per tonne**. There will be a minimum charge for a single supply of water to a Vessel of **£100.00**.

A standard connection charge of **£80** will be applied to all supplies of water based on Mon – Fri 0800 – 1700, thereafter supplies out of hours or at weekends will incur an additional premium of **£80**

2. Charges for weighing: Price on application

3. Charges for Glasgow Harbour Boatmen: Price on application

4. Port Waste Reception Facilities

4.1 Mandatory Charges for Clydeport Berths:

Per visit

Vessels up to 2,000 G.T.	£66
Vessels over 2,000 G.T.	£97

- 4.2 A Charges for Clydeport Berths in Rothesay Dock, James Watt Dock and Great Harbour are on application to the appropriate contact from the list below.

Where a vessel requires more than one skip then the owners/agents/masters should contact the Port/Terminal/Berth Operators for the cost of additional skips.

4.3 Port Waste Reception Facilities Regulations 2003

These regulations place requirements on ships to notify Ports, Terminal and Berth Operators within Clydeport Operations Limited's Conservancy Area, in advance of their arrival, of the type and quantities of waste onboard, deliver waste to the reception facilities provided before leaving the Port/Terminal/Berth, and pay a mandatory charge to contribute to the cost of providing waste reception facilities.

Clydeport Operations Limited require all vessels to notify by facsimile or e-mail the appropriate Operations Manager or independent Berth Operator at least 24 hours in advance of arrival. For details refer to Clydeport Operations Limited Notice to Mariners issued from time to time.

Clydeport contacts are as follows:

Berth	Contact Tel No	Fax No	E-mail address
Hunterston Bulk Terminal	01475 565210	01475 568285	Hunterston.Vessels@peelports.com
Greenock Ocean Terminal	01475 726171	01475 888130	GOT.operations@peelports.com
King George V Dock / Shieldhall Quay Berth 2	0141 445 2241	0141 445 2791	KGVops@peelports.com
Other Clydeport Greenock Berths	01475 726221	01475 727006	GOT.operations@peelports.com
Clydeport Berths in Rothesay Dock	01475 726221	01475 727006	KGVops@peelports.com

Vessels bound for other berths that are not listed above are to contact the Harbour Master at Marine Department:

Fax No: 01475 727006,
E-mail: clydemarinemanagers@peelports.com

FAILURE TO COMPLY WITH THE REGULATIONS WILL RESULT IN VESSELS BEING REPORTED TO THE MCA.

4.4 **Exemptions:** Vessels can apply for an exemption to notify/offload and charges. Applications must be made to the MCA and information can be obtained from MGN 259. Clydeport Operations Limited must be notified of the details of any exempted vessels, allied with proof of exemption.

5 Port Environmental Charges

All vessels with the exception of Tankers	Per G.T. £0.012
Tankers	£0.025

6 Port Administration Charge

Shall be payable at a rate of **£21.50 per vessel** entering the Conservancy Area

7 Vessel Bunkering Charge

	Per Road Tanker
Any vessel bunkering fuel/oil by road in a Clydeport Port	£107
Any vessel disposing of fuel/oil/sludge by road in a Clydeport Port	£ 81

8 Online Vessel Booking Portal (“PortLinks”)

8.1 Commercial vessel bookings (including pilotage) should be made using the PortLinks Booking System. For each occasion where the company is requested to:

- (i) provide or request clarification on a booking; or
- (ii) amend a booking; or
- (iii) otherwise intervene in the booking process

registered users of PortLinks may be charged as follows:

- | | | |
|-----|---------------------------------|---------------------------------|
| (a) | request for clarification | £80 per request |
| (b) | request single amendment | £80 per request |
| (c) | intervention in booking process | £213 per intervention †. |

† An intervention shall not engage the PortLinks Planning Team in more than 1 man-hour’s work. If an intervention engages the PortLinks Planning Team in more than 1 man-hour’s work, then the Company reserves the right to (i) cancel the booking and instruct the registered user of PortLinks to resubmit same; or (ii) charge the registered user of PortLinks **£213 per man-hour for each hour or part thereof** that the PortLinks Planning Team is engaged in excess of the first man-hour.

NB 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 shall be determined by the Company from time to time.

9 Notices to Mariners

- | | | | |
|-----|------------------|-------------|---|
| 9.1 | Commercial Works | £458 | Per notice to mariners |
| 9.2 | Leisure Events | £458 | (commercially organised events) |
| 9.3 | Leisure Events | £102 | (non-commercial organised groups) |
| 9.4 | Charity Events | £51 | (individuals/groups fundraising – e.g. charity swim) |

10 Audits/Inspections

Where any the Harbour Master, Marine Manager / Officer (or their representative) is required to attend a Vessel to carry out an audit or inspection duties outside of their normal operational duties, then a charge will be payable at a rate of: of **£230.00 per hour per person or part thereof** plus a charge for travel expenses of **£0.60 pence per mile** from postal code PA16 8UU to and from the location of the meeting will be applied.

11 Rate for consultancy, research, stakeholder engagement, Works/Dredging Licences

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

	Hourly
Director/Duty Holder	£509
Senior Marine Manager	£407
Marine Manager	£305
Marine Compliance Officer	£204
Named Pilot	£509
Pilot	£255
GIS Technician	£102
Other marine staff	£102
Travel cost	£0.60 per mile

12 International Ship and Port Facility Security Code (ISPS) Surcharge

Vessels calling at King George V Dock in Glasgow will be charged a fixed sum of £155 in respect of the International Ship and Port Facility Security Charge

In the event that ISPS conditions, and/or the level of security threat, at the Port increases at any time, the Company reserves the right to then charge the Customer an additional charge proportional to the increase in port security costs thereby incurred by the Company in relation to the performance of the Services.

13 Other Permits

Diving	£76 per Dive Permit
	£30.50 per Dive Permission
13.1 Hot Works Permission	£32.00 per permission

13.2 Works Licences:

Price on application

13.3 Dredging Licences:

Price on application