



Port of Sheerness Limited Port Charges

Operative from:
1st January 2023

Peel Ports
More than Ports

London Medway

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Definitions

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

- (a) “Chatham Docks” means the Docks at Chatham.
- (b) “the Company” means Port of Sheerness Limited whose registered company number is 02639118 and whose registered office is situated at Maritime Centre, Port of Liverpool, L21 1LA
- (c) “Customer” means any person for whom Services are performed or provided by the Company, including:-
 - A. where used in relation to any Goods; the owner, consignor, shipper, consignee, receiver or other person in charge of the Goods or other respective agents (other than the Company) in relation thereto.
 - B. where used in relation to any road or rail vehicles; the owner, agent, operator, driver or other person in charge of the vehicle.
- (d) “the Docks” means the basins and docks (including the approaches thereto), locks, bridges, wharves, quays, berths, roads, railways and other property and works of every description and nature, and the buildings, structures and erections thereon, at the Ports of Sheerness and Chatham (respectively or collectively as the context dictates) for the time being owned, occupied or managed by the Company. Where relevant, the expression “the Docks” shall include “the Port”.
- (e) “Goods” means any goods, cargo, commodities, livestock, articles and things of every description (including any crates or packaging within which such Goods may be contained), but excluding Containerised Cargo, stores and bunkers.
- (f) “GT” means Gross Tonnage as calculated in accordance with the International Convention of Tonnage Measurement of Ships 1969.
- (g) “Harbour Master” means the harbour master appointed by the Company and includes his authorised deputies and assistants and any person authorised by the Company to act in that capacity.

- (h) “Length Overall” (LOA) means the extreme length of the vessel as declared on the vessel’s Tonnage Certificate or in Lloyds Register of Shipping.
- (i) “the Pilotage Area” means the Compulsory Pilotage Area as described in the Medway Ports Pilotage Directions.
- (j) “the Port” means the area bounded to the south by Allington Lock and to the north by an imaginary line drawn from the Garrison Point Navigation Light (position 51° 26.788’N 00° 44.738’E) in a 305° (T) direction for 1890 metres as defined in the Medway Ports Re-Organisation Scheme 1968. The area also includes an area bounded by an imaginary line drawn from the Garrison Point Navigational Light in a 305° (T) direction for 143 metres, thence in a 045° (T) direction for 273 metres, thence in a 090° (T) direction for 250 metres and thence in a 180°(T) direction for 355 metres to the shore line, as defined in the Medway Ports Authority Harbour Revision Order 1989 and Chatham Basin 3. The eastern limit of the Port is an imaginary line drawn from Shellness across The Swale on a bearing of 160° (T) to the opposite shoreline. The area also includes an area bounded by an imaginary line drawn straight from the London Stone on the east side of Yantlet Creek on a bearing 86 degrees reckoned clockwise from the true north point of the compass until Warden Point in the Isle of Sheppey bears 166 degrees reckoned as aforesaid, thence on a bearing 166 degrees reckoned as aforesaid to the level of high water on the Kentbank of the river Thames, thence in a north-westerly direction along the level of high water to Garrison Point, thence straight across the river Medway on a bearing 305 degrees reckoned as aforesaid to Dolly Bank, and thence in a north-westerly direction along the level of high water to the London Stone.
- (k) “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.
- (l) “Services” means any service or operation of whatsoever nature performed or provided by the Company.
- (m) “vehicle” means any vehicle, including any motor car, motorcycle, lorry, trailer, tractor, steam roller, excavator, agricultural machine or other machine on wheels or tracks.

- (n) “vessel” means any vessel, including any hovercraft, hydrofoil vessel and anything constructed or used to carry persons, goods or cargo by water.
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, Directions, 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 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.

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 **£256 per instance**.

Audit

The Company reserve the right, upon the giving of reasonable notice to the Customer, Master, Owner, Vessel Agent, Operator, Cargo Receiver or Cargo Shipper, to require the production of, and to receive, view and / or copy, any relevant document or material within that party's reasonable control that demonstrates and evidences the quantum or movement of any 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.

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

The Company reserves all rights to introduce a Brexit Surcharge should legislative changes dictate a material change to the Port's operational activity during 2023. This includes but is not limited to the physical presentation of examinations, examination activity, physical infrastructure and supporting administration.

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 English Law.

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.

Payments

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:

Port of Sheerness Limited

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

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

Chapter 1 - Vessels and Goods

1. Conservancy and Related Charges

(Made pursuant to Section 26 of the Harbours Act 1964)

1. Conservancy Charges – Inward and Outward Cargoes

1. There is a conservancy charge on vessels entering the Port to load or discharge cargo or to disembark or embark passengers. A conservancy charge is also applicable where vessels having discharged then load cargo prior to sailing.

Any Vessel entering the port for the first time will need to show an ITC which will then be used to raise charges. Where a vessel is unable to provide an International Tonnage Certificate, Medway Ports reserve the right to make a Conservancy charge using details of a similar type of Vessel.

Vessels up to 11,000 GT	£0.394 per GT
11,001 - 20,000 GT	£0.449 per GT
20,001 - 30,000 GT	£0.479 per GT
30,001 - 40,000 GT	£0.548 per GT
40,001 - 50,000 GT	£0.576 per GT
50,001 - 60,000 GT	£0.605 per GT
60,001 - 80,000 GT	£0.631 per GT
Over 80,001GT	£1.209 per GT

2. A charge on all Vessels carrying petroleum, Liquified CO₂, oil, gas or their derivatives in addition to charges in 1.1.1 above **£0.210 per GT**
3. A charge on all Goods loaded or discharged within the Port, including ship to ship transfers, in addition to charges in 1.1.1 above **£0.049 per tonne of cargo**

2. Annual Tonnage Charges

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

1. In the case of a barge or lighter **£3.00 per GT**
2. In the case of a lighterage tug or vessel used for commercial activity within the Port limits **£364.50 per year**
3. In the case of a tug used for vessel towage the sum of **£726.02 per year**

The charge shall be levied on or after the 1st January each year and exempts the Vessels concerned from paying conservancy charges for a period of one year, provided that the Vessel concerned is not carrying coal, petroleum or aggregates or does not pass seaward of a line from Havengore Creek in Essex to Warden Point in Kent in which case 2.1 applies.

3. River / Sheerness Camber Mooring Charges

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

- | | |
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| 1. Rochester Moorings | £575.76 |
| 2. Entry and berthing at Sheerness Port Camber Berths | £200.00 |
| 3. For vessels loaded with explosives that go to anchor a charge will be made for each day or part thereof | P.O.A |

4. Anchorage

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|---|--------------|
| 1. For vessels anchoring which require the permission of the Harbour Master, will be subject to a daily charge. | P.O.A |
|---|--------------|

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

- Pleasure Craft and Other Small Craft – Conservancy Charges/Moorings.

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

This is an annual composite charge, which is not subject to any discount or reduction

For a period of 12 months (from 1st April 2023 to 31st March 2024)
£87.69 (incl. VAT)

In the event that the owner of the pleasure, leisure and any other small recreational craft including propelled and steered by directionally controlled water jet, transfers ownership of it, they must ensure that change of ownership information and documentation, as applicable, is submitted to the Port Authority. If such information or documentation is not provided, or details are

materially incorrect, the owner of the craft will remain liable for all charges, expenses and costs in relation to the relevant craft.

- Charges for all new moorings applications from **1st January 2023** and for existing moorings renewed on **1st January 2023**.

Schedule of Charges for leisure and other small craft

Rate	Location	Remarks	Charge (12 months)
1	Stoke, Colmouth, Halstow Creeks etc	Drying Bank – Lay your own moorings	£124.31
2	Wickham Reach, Bridge Reach, Middle Short Reach (19 – 22 buoys)	Up to 25 ft Each additional foot	£491.52 £19.39
3	All deep-water moorings other than those in 'Rate 2'	Up to 30ft Each additional foot	£739.43 £23.72
4	Trade Moorings	Deep Water Moorings Drying Bank Moorings	£319.77 £160.96
5	Yacht Club Moorings	Per vessel irrespective of length	£124.31

A charge of **£50.00 + VAT per day** will be made for unauthorised occupation of port owned yacht moorings.

Charging Period:

The charging period for moorings is **1st January 2023 to 31st December 2023**. New applications made during this period will be charged as 1/12th for each month or part month that remains. Drying bank moorings will be charged at a minimum of 6/12ths.

Permit Charge:

An initial charge of **£60.35** will be made for drawing up and issuing a mooring permit for craft within Medway Ports area of jurisdiction.

A charge of **£23.72 + VAT** will be made for re-issuing a copy of a permit which has been lost.

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

6. Notice to Mariners

- | | | |
|----|---|----------------|
| 1. | A charge for the preparation and issue of Notices pertaining to the Port's area of jurisdiction | £623.88 |
|----|---|----------------|

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

7. River Works Licence Application

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|----|--|--------------|
| 1. | Fee to accompany application for River Works Licence under Sections 37 and 38 of the Medway Ports Authority Act 1973 | P.O.A |
|----|--|--------------|

8. Data

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|----|--|--------------|
| 1. | Data and information are available for the River Medway and Swale. Details and prices upon request to the Marine office. A minimum charge will apply | P.O.A |
|----|--|--------------|

9. Outside Works

- | | | |
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| 1. | Charges for the provision of other marine associated services are available from the Marine office. | P.O.A |
|----|---|--------------|

10. Capital/Maintenance Dredging Licence Application

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|----|--|------------------------------|
| 1. | Charges for the administration and issuing of a Maintenance Dredging Licence | £1346 up to 5,000 cbm |
| | Above 5,000 cbm | P.O.A |
| 3. | Charges for the administration and issuing of a Capital Dredging Licence | £2018 up to 5,000 cbm |
| | Above 5,000 cbm | P.O.A |

11. Filming

- | | |
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| 1. | A charge to be levied for the 'use' or location, afloat, airborne or land based for filming purposes |
|----|--|

and associated activities.

12. Vessel Inspection

1. Where a vessel is required to be inspected by the Harbour Masters representative a charge shall apply **£244.00** per hour per person or part thereof plus a charge for travel expenses of **£0.74** pence per mile from postal code **ME12 1RS**

13. Administration Charges

1. A port administration charge of **£33.80** will be levied on all vessels upon entry to the jurisdiction of the Statutory Harbour Authority. When the Statutory Harbour Authority performs services which should, more properly, be transacted by the appointed Shipping Agent an Administration Charge of up to **£256.00** will be raised. Activities which may attract such charges are, for example, those intended to avoid a delay to a vessel in circumstances when the Agent cannot be contacted. This charge also applies when movement, pilotage and PEC notifications are submitted that are not in the correct format, or are incomplete, including CERS mandatory reporting data. A tug assessment will also attract this administration charge in addition to the basic applicable pilotage charge. A lesser charge of **£95.47** is applicable should minor intervention be required as a result of inaccurate booking data being submitted which necessitates telephone clarification.
2. An administration charge of **£52.08** for the application of a License to Operate a tug or Small Commercial Vessel in the jurisdiction of the Medway Statutory Harbour Authority, in addition to a **£5.00** fee for granting such a License.

14. Rates for Consultancy, Works/Dredging Licences

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

Director/Duty Holder	Hourly £621
Senior Marine Manager	£496
Marine Manager	£371
Named Medway Pilot	£621
Medway Pilot	£311
Travel cost	£0.74 per mile

2 - Dock Charges - Sheerness Docks

1. Vessels Discharging or Loading Goods

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| 1. | Vessels arriving loaded from or sailing loaded to any port | £5.08 per GT |
|----|--|---------------------|

2. Lighters discharging or Loading Cargo

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|----|--|---------------------|
| 1. | Dumb lighters or dumb barges not exceeding 30.5 metres in length and 8.50 metres in beam; per visit up to 7 days by special arrangement thereafter | P.O.A per GT |
| 2. | LASH lighters not exceeding 18.50 metres in length and 9.15 metres in beam | P.O.A per GT |

3. Vessels for Repair, Laying Up etc

- | | | |
|----|---|---------------------|
| 1. | Vessels for repair, laying up etc. | |
| A. | Vessels arriving for repairs, laying up and other purposes other than loading or discharging cargo for the first seven days or part thereof | P.O.A per GT |
| B. | and for each seven days thereafter or part thereof | P.O.A per GT |

2. Vessel for Shelter

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|----|---|---------------------|
| 1. | Vessels arriving for shelter – provided Vessel sails as soon as weather moderates, if not as for 3 above. | P.O.A per GT |
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3. Dock Charges

- | | |
|----|--|
| 1. | Payment of Dock Charges in respect of any Vessel shall not entitle such Vessel to remain at the Docks for a longer period than may actually be necessary for loading or discharging its cargo, and shall not in any way affect the power of the Company to order such Vessel to remove to any other parts, of the Docks, whether or not the Vessel shall at the time such order is given have completed the loading or discharging of cargo. |
| 2. | In the case of un-manned craft, the Company may, in order to facilitate the berthing or unberthing of other craft, have such Vessels moved to any other |

part of the Docks, whether or not the Vessel shall at the time of the move being made, have completed loading or discharging cargo.

3. Payment of Dock Charges does not entitle the vessels to the use of a berth except for loading or discharging cargo.
4. Where a vessel remains alongside at the docks for a period longer than necessary for loading and/or discharging of cargo, a period toll will be charged for each 24-hour period, or pro rata if less than 24 hours. The charge is based on vessel Length Overall multiplied by **£158.47 per linear metre.**
5. Where a vessel remains alongside at the docks for a period longer than estimated* as necessary for loading and/or discharging of cargo, a period toll will be charged for each 24-hour period, or pro rata if less than 24 hours. The charge is based on vessel Length Overall multiplied by **£158.47 per linear metre.**

** quotations can only ever be an estimate of dues and the actual charge will be calculated by reference to actual period of time the vessel remained alongside at the docks.*

3 Other Charges - Sheerness Docks

1. Fresh water

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|----|--|------------------------|
| 1. | Fresh Water – During working hours (0600-1800 hours)
Weekdays | P.O.A per tonne |
|----|--|------------------------|

2. Weighbridge

- | | | |
|----|---|-----------------------------|
| 1. | Weighbridge – Normal hours (0600-1800 hours)
Weekdays Laden or unladen | £13.46 per vehicle |
| 2. | All other times, in addition to above, a charge per
Attendant per hour or part thereof
(minimum charge 4 hours) | £31.35 per attendant |

3. Berthing and Unberthing Vessels

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

Length Overall of Vessel	Charge
0 – 69.99 metres	£224.74
70.00 – 129.99 metres	£608.35
130.00 – 144.99 metres	£862.50
145.00 – 160.00 metres	£1471.95
Over 160.00 metres	£2039.15

2. Berth to Berth Movements – will be charged at 50% of the above applicable rate, or by agreement.
3. Statutory Bank Holidays including Christmas Day and Boxing Day 25% of the applicable rate will be charged in addition to the berthing/ un-berthing rate.
4. Berthing gangs consist of two or more men depending on the type of vessel, the berth used, the prevailing weather conditions and safety considerations, and the above charges are for a maximum period of 3 hours per operation. In the event of an aborted arrival or sailing, and if no reasonable notice has been given, then a 25% baulk charge of the applicable rate above will apply.
5. Overweight mooring lines surcharge + 50% of applicable charge Chapter 1, Part 3, 3.1.

4. Lineboats

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

Length Overall of Length	Charge
0 – 69.99 Metres	£294.80
70 – 129.99 Metres	£575.44
130 – 144.99 Metres	£816.93
145 – 160.00 Metres	£946.68
Over 160 Metres	£1062.73

2. Berth to Berth Movements – Will be charged at the above applicable rate, or by agreement.

3. Statutory Bank Holidays including Christmas Day and Boxing Day 25% of the applicable rate will be charged in addition to the Lineboat rate
4. Commercial Mooring Buoys – Mooring or Un-mooring **£630.22 + Safety boat in attendance**. All the above rates cover up to 2 hours. If in excess of 2 hours, the charge will be **£157.58 per hour or part thereof (daylight hours only)**.
5. Baulk Tide – In the event of an aborted arrival or sailing, and if no reasonable notice is given, then a full charge of the above applicable rate will apply.

5. Reception facilities for garbage

1. As required under The Merchant Shipping (Prevention of Pollution by Garbage) Regulations 1988. A steel waste container, clearly marked For Ships' Use only will be provided at all Berths. Clearly marked yellow bins are also supplied for "Category A" food waste only.
2. A charge per vessel, per visit **£133.16**
3. Additional refuse skips can be hired **P.O.A**
4. Medway Ports reserve the right to make an additional charge for the improper use of the above detailed waste facilities, or in the event of legislative changes.

4. Unauthorised parking of units, trailers and commercial vehicles

1. Parking of units, trailers, commercial vehicles, within the port is only allowed after prior agreement with the port management, at which time charges will be agreed. Vehicles found parked without authorization will be charged, at a minimum charge of **£100.00 per vehicle per day**

5. Rail access charge

1. Wellmarsh sidings into Port of Sheerness and back **P.O.A**

6. Rail cargo dues

1. Rail Cargo Dues – for all cargo loaded or discharged via rail wagons
 - a. General Cargo - **P.O.A**

- b. Cars
- 2. Rail Cargo Dues will be levied in addition to charges for cargo handling services at the Rail Terminal.
- 3. Rail Terminal Cargo Handling Charges are available on request from the Commercial Department.

7. Attendance on Vessels, Transfer of Personnel, Goods

- 1. The hourly charge for the attendance on vessels using any of the Port Authority's crafts shall be: **£302.45 per boat per hour or part thereof (subject to a minimum of 2 hours)**

8. Fine for Excessively or Dangerously Weighted Heaving Lines

Fine shall apply on each occasion that a vessel is found to be using a dangerously weighted heaving line **£238.70 per offence**

4 Dock Charges – Chatham Docks

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

Chapter 2 - Pilotage

1 - Pilotage, Boarding and Landing Charges

The pilotage charge for ships using an authorised Medway Ports Pilot relates to the act of the Pilotage between, or any part of the relevant defined area, within the authorised Pilotage area.

1. Minimum Charge

- 1 A minimum charge of **£534.00** excluding boarding & landing charges, will apply to all services or aborted services provided by a Medway Pilot.

2. PNPf Levy

From 1st January 2023, a Pilots' National Pension Funding Deficit Surcharge of 24% will apply to all pilotage, boarding and landing rates and PEC charges.

3. Overcarriage

1. When a pilot cannot land from an outward-bound vessel because of adverse weather conditions, a minimum charge of **£1,381.07** will apply for the first 12 hours from the time of passing beyond the recognised boarding and landing station to returning to the Pilot Station.
2. A charge of **£79.24 per hour or part thereof** in excess of 12 hours will apply.
3. The repatriation of Medway Pilots overcarried is the responsibility of the local Ships Agent

4. Baulk tide/attendance

1. If a Pilot's services are requested and the pilot attends as ordered or is on route and finds that the vessel has sailed without awaiting his arrival or that his services will not be required, or that for any reason he is unable to board, a charge of **£534.00** will apply.
2. If the pilot allocated for the act is outside of the working roster, the baulk tide/attendance charge of **£823.00** will apply.

3. For a vessel requiring the service at Sunk the higher charge will be applied.
£886.44.
4. In all cases if the Pilot has boarded the vessel, any boarding charges incurred will be added to these charges.

5. Detention/waiting

1. If after attending to take charge of a vessel at the request of the owners, agents, or master a pilot is (a) unable to board at the confirmed time or; (b) required to stand by awaiting the vessels departure; or (c) required to standby during a vessel port call; or (d) (if after taking charge of a vessel) a pilot is detained on board by request of the owners, agents or master when no services are being rendered, then a charge of **£79.24** for each completed half hour or part thereof, will be applied.

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

6. Joining abroad

1. When a pilot is requested to board a ship at a continental port a charge will apply in addition to the relevant Pilotage; Rates of **£3,574.75**
2. Also, a charge per hour, for each hour or part thereof in excess of 12 hours from the ETD at the continental port shall be payable, in addition to the MP Pilots charge within the authority limits. **£79.24**
3. Should this service be cancelled within 48 hours of the ETD at the continental port a cancellation fee shall be payable. **£1,663.41**
4. 4 hours written notice is required when ordering this service.
5. The provision of this service is subject to transport availability. Failure to provide the required notice will render the vessel liable to an additional charge of. **£208.60**

7. Shifting

1. For moving a vessel from jetty or berth within a terminal with pilot on board **£534.00**

8. ETA surcharge

1. For a vessel which fails to give the compulsory notice of her ETA, or which fails to arrive within two hours either side of her compulsory ETA an increase of 25% of the applicable **pilotage** and **boarding** and/or landing dues, or a minimum charge of **£197.08** will be applied.
2. For a vessel which fails to give an ETA an increase of 100% of the applicable pilot age and shipping and/or landing dues.

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

9. ETD surcharge

1. For a vessel which fails to give the compulsory notice of her ETD, or which fails to depart within two hours either side of her compulsory ETD an increase of 25% of the applicable pilotage and shipping and/or landing dues, or a minimum charge of **£197.08** will be applied

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

10. Dover

1. If a pilot boards or lands from a vessel off Dover, there will be a charge applied plus a charge for the services of the Dover launch in addition to the Medway Pilots charge within the authority limits. **£1,381.07**
2. This charge will be applied for a Medway Pilot joining or landing from a vessel at Felixstowe, the Kilo anchorages or outside the established pilotage area

11. Fee for Services of an Additional Pilot

1. Where circumstances dictate that the services of a second or additional pilot are required a fee will be applied twice the relevant pilotage rate.

12. Class 1 Pilotage services

1. Where compulsory Class 1 Authorised Marine Pilot Services are required in respect of a vessel during the port call a charge of **£39,419** per vessel call applies. This charge applies only for vessels meeting the following criteria: LOA greater than 250m and/or a draught greater than 12.29m; vessels which require to be serviced simultaneously by minimum two pilots for inward and/or outward-bound passage(s).

2. This charge is in addition to all pilotage charges listed in Part 5 of this Schedule of Charges.

13. Boarding and Landing

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

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

1. Pilot Exemption Certificates are issued for named individuals, named vessels, designated areas and specific companies. Consequently, it will not be allowed for any individual to hold more than one Pilot Exemption Certificate at any time. However, the exemption can have a number of vessels providing they are for the same Company.
2. PNPf Levy – a levy of 24% will apply to all pilotage charges including Pilot exemption

- | | |
|---|----------------|
| 3. Issue of a pilotage exemption certificate by written application for part or parts of the Pilotage District or Local Knowledge Endorsement Exam & issue/ renewal | £214.85 |
| 4. Pilotage exemption certificate exam for one area. | £552.72 |
| 5. Pilot exemption certificate exam for two or more areas | £600.79 |
| 6. Annual renewal of a pilotage exemption certificate
And additions requiring new certificate | £214.85 |

N.B. In accordance with the Medway Pilotage Directions PEC, renewals should be presented one month prior to their expiry date. Failure to present the required paperwork within the prescribed timescale may result in a charge of £214.85 in addition to the standard renewal charge.

- | | |
|--|----------------|
| 7. Change or addition to pilotage exemption certificate, not requiring new pilotage exemption certificate | £107.41 |
| 8. There shall be a pilot exemption certificate charge per movement for vessels subject to compulsory pilotage payable monthly in arrears. The charge will be levied at 20% of the current pilotage charge applicable to the vessel. | |

9. The onboard assessment carried out by the authorised Medway Pilot on the PEC candidate or PEC holder after completion of required number of qualifying trips. The fee is applicable when candidate will both pass or fail the assessment.
£690.91

15. Pilotage Simulator

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

Indicative costs per day

Maximum charge up to 2 candidates	£1109.36
Maximum charge up to 4 candidates	£1386.70

16. PEC Meeting / Familiarisation

1. Where a Pilot Exemption Certificate applicant requires a meeting with a Port Representative to discuss details and knowledge requirements of the PEC examination
£270.84 per person
2. Such meetings are available by appointment only

Pilotage Rate 1

RATE 1

SUBJECT TO MINIMUM CHARGE & PNPf LEVY

N.E.SPIT TO MEDWAY BUOY OR VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01- 300.00	J 300.01- 325.00	K 325.01- 350.00	L 350.01- 400.00
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	£
0.01	4.00	446	494	517	580	664	949	1019	1288	1587	1749	1919	2082
4.01	5.00	552	578	602	667	752	1036	1108	1377	1678	1848	2026	2198
5.01	6.00	682	700	707	776	862	1145	1217	1486	1786	1966	2154	2337
6.01	7.00	882	882	882	962	1046	1329	1402	1669	1969	2165	2368	2570
7.01	8.00	1058	1058	1099	1206	1294	1577	1647	1919	2215	2431	2656	2882
8.01	9.00	1153	1249	1285	1395	1477	1764	1836	2104	2404	2636	2878	3122
9.01	10.00	1256	1352	1389	1499	1585	1869	1941	2210	2511	2753	3004	3259
10.01	11.00	1543	1638	1680	1791	1874	2160	2230	2501	2800	3067	3343	3627
11.01	12.00	1861	1957	1990	2103	2184	2472	2543	2812	3113	3406	3709	4024
12.01	13.00	2032	2141	2165	2277	2361	2644	2716	2984	3283	3591	3908	4241
13.01	14.00	2129	2243	2269	2392	2479	2777	2862	3143	3457	3780	4113	4463
14.01	15.00	2232	2351	2379	2513	2605	2917	3016	3311	3641	3980	4329	4697
15.01		2337	2461	2492	2637	2733	3062	3175	3485	3831	4187	4553	4940

Pilotage Rate 2

RATE 2

SUBJECT TO MINIMUM CHARGE & PNPf LEVY

MEDWAY BUOY TO SHEERNESS IOG AND SALTPAN AND VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01- 300.00	J 300.01- 325.00	K 325.01- 350.00	L 350.01- 400.00
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	£
0.01	4.00	248	328	352	492	503	533	787	862	951	993	1042	1130
4.01	5.00	262	328	388	522	532	584	839	914	1002	1047	1100	1193
5.01	6.00	280	341	409	555	569	637	891	968	1055	1103	1160	1259
6.01	7.00	292	374	456	603	623	689	947	1025	1111	1161	1224	1328
7.01	8.00	390	483	517	664	687	750	1008	1083	1172	1226	1294	1404
8.01	9.00	529	529	563	710	727	796	1050	1125	1214	1271	1342	1456
9.01	10.00	559	560	591	735	757	823	1078	1152	1246	1305	1379	1496
10.01	11.00	607	607	638	782	803	870	1124	1201	1288	1349	1426	1547
11.01	12.00	654	655	689	832	850	919	1174	1249	1337	1401	1482	1608
12.01	13.00	686	685	718	863	886	957	1207	1280	1375	1440	1525	1654
13.01	14.00	724	724	758	906	929	1004	1257	1334	1433	1502	1591	1727
14.01	15.00	764	765	799	950	974	1053	1309	1390	1494	1566	1661	1802
15.01		808	810	845	999	1024	1107	1366	1451	1561	1636	1737	1884

Pilotage Rate 3

RATE 3

SUBJECT TO MINIMUM CHARGE & PNPf LEVY

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

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01 300.00	J 300.01 325.00	K 325.01 350.00	L 350.01 400.00
DRAUGHT Metres		£	£	£	£	£	£	£	£	£	£	£	£
From	To												
0.01	4.00	359	455	501	649	691	828	1143	1277	1457	1539	1632	1771
4.01	5.00	379	455	558	725	763	896	1216	1349	1529	1616	1715	1860
5.01	6.00	411	509	615	800	836	972	1288	1424	1604	1696	1801	1954
6.01	7.00	472	579	679	908	942	1078	1396	1531	1709	1807	1921	2085
7.01	8.00	676	790	838	1042	1075	1208	1535	1663	1843	1951	2077	2253
8.01	9.00	878	892	944	1142	1174	1314	1630	1768	1946	2062	2197	2383
9.01	10.00	941	956	1005	1206	1242	1380	1697	1830	2010	2130	2270	2463
10.01	11.00	1088	1102	1154	1355	1386	1526	1812	1976	2155	2285	2437	2644
11.01	12.00	1240	1257	1306	1509	1543	1676	1998	2131	2311	2452	2618	2840
12.01	13.00	1337	1346	1398	1603	1636	1773	2089	2225	2403	2550	2724	2955
13.01	14.00	1408	1419	1472	1683	1717	1861	2184	2326	2513	2667	2850	3093
14.01	15.00	1481	1494	1549	1765	1802	1953	2282	2432	2627	2790	2982	3236
15.01		1562	1576	1632	1855	1893	2052	2388	2545	2751	2921	3124	3390

Pilotage Rate 14

RATE 14

SUBJECT TO PNPf LEVY

SUNK TO MEDWAY BUOY AND VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01 300.00	J 300.01 325.00	K 325.01 350.00	L 350.01 400.00
DRAUGHT Metres		£	£	£	£	£	£	£	£	£	£	£	£
From	To												
7.01	8.00	1720	1754	1835	2052	2192	2633	2847	3270	3741	4082	4440	4818
8.01	9.00	1922	2054	2131	2361	2489	2939	3149	3570	4043	4408	4793	5201
9.01	10.00	2095	2230	2304	2527	2662	3107	3320	3747	4216	4597	4996	5421
10.01	11.00	2558	2692	2772	2995	3124	3575	3785	4208	4679	5098	5538	6009
11.01	12.00	3061	3190	3264	3493	3624	4075	4289	4711	5182	5642	6126	6646
12.01	13.00	3336	3502	3548	3775	3906	4355	4565	4988	5461	5945	6453	7001
13.01	14.00	3499	3672	3721	3964	4102	4574	4804	5249	5745	6253	6785	7362
14.01	15.00	3670	3851	3904	4164	4309	4804	5056	5523	6044	6577	7135	7742
15.01		3847	4036	4092	4371	4522	5043	5317	5807	6354	6914	7500	8137

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

Pilotage Rate 15

RATE 15

SUBJECT TO MINIMUM CHARGE & PNPFF LEVY

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

DRAUGHT Metres		LENGTH GROUPS Metres											
		A	B	C	D	E	F	G	H	I	J	K	L
From	To	0.01-100.00	100.01-125.00	125.01-150.00	150.01-175.00	175.01-200.00	200.01-225.00	225.01-250.00	250.01-275.00	275.01-300.00	300.01-325.00	325.01-350.00	350.01-400.00
0.01	4.00	468	519	543	609	698	996	1070	1352	1667	1836	2015	2187
4.01	5.00	580	607	632	701	790	1088	1163	1446	1762	1940	2128	2308
5.01	6.00	716	735	742	814	905	1202	1278	1561	1875	2064	2261	2454
6.01	7.00	926	926	927	1010	1099	1395	1472	1753	2068	2273	2487	2698
7.01	8.00	1111	1111	1154	1266	1359	1656	1730	2015	2325	2552	2789	3026
8.01	9.00	1210	1311	1349	1464	1551	1852	1928	2209	2524	2768	3022	3278
9.01	10.00	1319	1420	1459	1574	1664	1963	2038	2320	2636	2890	3154	3422
10.01	11.00	1620	1720	1764	1881	1968	2268	2341	2626	2940	3220	3510	3808
11.01	12.00	1954	2055	2089	2208	2293	2595	2670	2953	3269	3576	3894	4225
12.01	13.00	2133	2248	2273	2391	2479	2776	2852	3133	3447	3770	4104	4453
13.01	14.00	2235	2355	2382	2511	2603	2916	3005	3300	3630	3969	4319	4686
14.01	15.00	2344	2468	2498	2639	2735	3063	3167	3477	3824	4179	4546	4932
15.01		2454	2584	2616	2769	2870	3215	3334	3659	4023	4397	4781	5187

Pilotage Rate 99 (LSH)

RATE 99 (LSH)

SUBJECT TO PNPFF LEVY

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

DRAUGHT Metres		LENGTH GROUPS Metres											
		A	B	C	D	E	F	G	H	I	J	K	L
From	To	0.01-100.00	100.01-125.00	125.01-150.00	150.01-175.00	175.01-200.00	200.01-225.00	225.01-250.00	250.01-275.00	275.01-300.00	300.01-325.00	325.01-350.00	350.01-400.00
0.01	4.00	677	757	748	951	1075	1493	1677	2069	2510	2747	2999	3254
4.01	5.00	834	835	889	1087	1215	1629	1817	2209	2650	2900	3164	3433
5.01	6.00	1012	1011	1053	1251	1380	1793	1980	2375	2815	3079	3357	3643
6.01	7.00	1319	1319	1329	1530	1655	2070	2255	2650	3091	3378	3680	3993
7.01	8.00	1598	1624	1699	1897	2025	2436	2623	3018	3458	3775	4109	4459
8.01	9.00	1779	1905	1972	2179	2302	2721	2905	3299	3738	4080	4438	4815
9.01	10.00	1939	2067	2135	2336	2462	2878	3064	3459	3899	4254	4626	5020
10.01	11.00	2371	2496	2568	2771	2895	3313	3497	3890	4330	4721	5131	5567
11.01	12.00	2840	2960	3028	3235	3357	3777	3963	4358	4798	5228	5678	6161
12.01	13.00	3097	3251	3292	3499	3620	4039	4222	4617	5054	5505	5978	6486
13.01	14.00	3247	3408	3452	3675	3801	4242	4443	4858	5317	5791	6287	6821
14.01	15.00	3406	3574	3622	3860	3993	4455	4677	5113	5595	6093	6612	7174
15.01		3570	3745	3796	4052	4191	4677	4919	5377	5883	6406	6950	7541

Boarding & Landing Charges 2023

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

	NE Spit, Warps or Great Nore, Medway Buoy, Little Nore, Sheerness, Garrison Point, Kethole Buoys, Washer Wharf, Swatch, Saltpan etc.	SUNK	IOG and Oness	Dover
LOA	£	£	£	£
Up to 150m	543	777	207	1006
150.01 to 175m	588	777	228	1006
175.0m to 200m	661	777	261	1006
200.01 to 225m	737	869	286	1006
225.01 to 250m	811	955	321	1006
250.01 to 275m	905	1064	350	1006
275.01 to 300m	956	1126	381	1006
300.01 to 350m	1027	1210	409	1006
350.01 to 400m	1163	1369	431	1006
Above 400.01m	1337	1573	546	1006

Where a pilot makes use of a road taxi to board or land, Port of Sheerness Ltd will recover the associated costs in addition to the above charges.

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

From 1st January 2023, a Pilots' National Pension Funding Deficit Surcharge of 24% will apply to all pilotage, boarding and landing rates and PEC charges.

Chapter 3 – Towage

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Chapter 4 – Quay Rent and Special Rent Charges

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Chapter 5 – Other Sundry Charges

1. Labour charges

	(per hour)
a) Slinger Banksman Normal Time (Min. Charge Period 4 hours)	£44.15
b) Slinger Banksman – Overtime (Min. Charge Period 4 hours)	£56.45
c) Slinger Banksman – Bank holidays (Min. Charge Period 8 hours)	£88.42
d) Supervisor – Normal Time (Min. Charge Period 4 hours)	£85.89
e) Supervisor – Overtime (Min. Charge Period 4 hours)	£97.11
f) Supervisor – Bank Holiday (Min. Charge Period 8 hours)	£104.35

2. Land Exploitation Levy

Price on application.

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

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

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

Port of Sheerness Limited

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