



# Port of Sheerness Limited

## Port Charges

Operative from:  
**1st January 2024**

# Port Charges London Medway

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## Definitions

1. 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.
2. Unless the context otherwise requires, words implying the singular include the plural and vice versa and words importing gender shall include any other gender.
  3. Unless otherwise stipulated in any special conditions relating to services and facilities provided by the Company, all vessels may enter or leave 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.
  4. 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.
  5. 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.
  6. When complying with the lawful directions of the Harbour Master or other appropriate officers of the Company, every vessel will remain at the risk of the owner thereof and all things done, whether by the Company or the owner, in pursuance of execution or intended execution of such directions will be deemed to be done by the owner and all costs and expenses incurred, including those issued by the Company, will be for the owner’s account.
  7. Unless agreed to the contrary by the Company, the owner of a vessel warrants that any vessel that it brings into or causes to be within the Port is:
    - (a) seaworthy and operated in compliance with all relevant international standards and regulatory requirements (including, by way of example only, the ISM Code, flag state, classification society and UK Maritime & Coastguard Agency or equivalent) regarding

safety, stability, seaworthiness, fitness for purpose and security;

- (b) covered by P&I insurance with reputable P&I or London market insurers in respect of third-party liability risks (including but not limited to cargo damage, pollution and wreck removal) and for levels of cover as would normally be taken out by a prudent operator of comparable vessels in similar trades;

and shall ensure that the vessel is operated and covered by P&I insurance in accordance with requirements (a) and (b) above respectively at all times that the vessel is within the Port and must provide to the Company on demand documentary evidence of such status.

8. All goods at the 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.
9. Goods are not in the custody of the Company unless taken possession of by the Company as warehousemen or carriers in accordance with the Company's relevant terms and conditions from time to time in force.
10. 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.
11. 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.
12. 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.
13. These terms and conditions and charging provisions, including the charges herein, may be altered or varied at any time and from time to time in such respects and in such manner as the Company may determine.
14. Where the Company has agreed to provide any services or facilities in respect of which no charges have been assigned in this schedule, then the charges applicable to those services or facilities will be as determined from time to time by the Company.
15. 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.
16. 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

17. 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](mailto:remittances@peelports.com).

18. All activities undertaken and services provided by the Company are in accordance with these terms and conditions and charging provisions, and all applicable statutes, byelaws, directions, regulation and terms and conditions for trade or the supply of services, which will continue to apply except where varied from time to time by the Company.
19. By (a) entering the Port with a vessel; (b) landing, depositing, loading or storing goods within the Port; (c) requesting any services from the Company; or (d) making use of any of the Company's equipment or facilities, the relevant Hirer or owner (or their appointed agents) is deemed to have acknowledged and accepted these terms and conditions and charging provisions (including the charges herein and any associated directions, regulations or terms and conditions).
20. The Company may collect and process information relating to the owner, and their appointed agents, in accordance with the privacy notice that is available on the Peel Ports Group website. Each party agrees to comply with their respective obligations under the Data Protection Legislation.
21. The terms and conditions cannot be varied other than in writing by the Company.
22. These terms will be governed by and construed in accordance with English Law.

### **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 **£1060.00 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.

### **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.

# Chapter 1 - Vessels and Goods

## 1. Conservancy and Related Charges

### 1. Conservancy Charges

- The following rates are chargeable upon each vessel entry to the Port and are subject to a minimum charge of **£1,075.00**.

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.

<b>Vessels up to 11,000 GT</b>	<b>£0.43 per GT</b>
<b>11,001 - 20,000 GT</b>	<b>£0.50 per GT</b>
<b>20,001 - 30,000 GT</b>	<b>£0.53 per GT</b>
<b>30,001 - 40,000 GT</b>	<b>£0.60 per GT</b>
<b>40,001 - 50,000 GT</b>	<b>£0.64 per GT</b>
<b>50,001 - 60,000 GT</b>	<b>£0.67 per GT</b>
<b>60,001 - 80,000 GT</b>	<b>£0.70 per GT</b>
<b>Over 80,001GT</b>	<b>£1.33 per GT</b>

- All Vessels carrying Petroleum, Liquified CO<sub>2</sub>, Oil, Gas or their derivatives will be subject to an additional charge of **£0.23 per GT**
- All Vessels loading or discharging Cargoes within the port including ship to ship transfers, will be subject to an additional charge of **£0.05 per tonne of cargo**
- All Vessels berthing at the Car Terminal in port will be subject to an additional charge of **£0.02 per GT**

### 2. Annual Tonnage Charges

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

- In the case of a barge or lighter **£3.27 per GT**
- In the case of a lighterage tug or vessel used for commercial activity within the Port limits **£396.94 per year**

3. In the case of a tug used for vessel towage the sum of **£790.64 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

- |  |                |
|--|----------------|
| 1. Rochester Moorings  | <b>£627.00</b> |
| 2. Entry and berthing at Sheerness Port Camber Berths  | <b>£218.00</b> |
| 3. For vessels loaded with explosives that go to anchor a charge will be made for each day or part thereof | <b>P.O.A</b>   |

### 4. Anchorage

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

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

1. 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, except as stated below.

For a period of 12 months (from 1<sup>st</sup> April 2024 to 31<sup>st</sup> March 2025) payable by 31<sup>st</sup> March 2024. **£95.49 (incl. VAT)**

Users who do not process the payment by 31<sup>st</sup> March 2024 will be charged late payment surcharge of 25% (**£23.87 incl. VAT**) in addition to the annual composite charge above.

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 2024** and for existing moorings renewed on **1st January 2024**.

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	<b>£135.37</b>
2	Wickham Reach, Bridge Reach, Middle Short Reach (19 – 22 buoys)	Up to 25 ft Each additional foot	<b>£535.27</b> <b>£21.12</b>
3	All deep-water moorings other than those in 'Rate 2'	Up to 30ft Each additional foot	<b>£805.24</b> <b>£25.83</b>
4	Trade Moorings	Deep Water Moorings Drying Bank Moorings	<b>£348.23</b> <b>£175.29</b>
5	Yacht Club Moorings	Per vessel irrespective of length	<b>£135.37</b>

A charge of **£55.00 + VAT per day** will be made for unauthorised occupation of port owned yacht moorings.

Charging Period:

The charging period for moorings is **1st January 2024 to 31st December 2024**. 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 **£65.72** will be made for drawing up and issuing a mooring permit for craft within Medway Ports area of jurisdiction.

A charge of **£25.83 + 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 | <b>£679.41</b> |
|----|---|----------------|

**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

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

## 8. Data

- |    |  |              |
|----|--|--------------|
| 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 | <b>P.O.A</b> |
|----|--|--------------|

## 9. Outside Works

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

## 10. Capital/Maintenance Dredging Licence Application

- |    |  |                                  |
|----|--|----------------------------------|
| 1. | Charges for the administration and issuing of a Maintenance Dredging Licence | <b>£1,484.64 up to 5,000 cbm</b> |
| 2. | Maintenance Dredging Licence Above 5,000 cbm                                 | <b>P.O.A</b>                     |
| 3. | Charges for the administration and issuing of a Capital Dredging Licence     | <b>£2,225.85 up to 5,000cbm</b>  |
| 4. | Capital Dredging Licence Above 5,000 cbm                                     | <b>P.O.A</b>                     |

## 11. Filming

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

P.O.A

## 12. Vessel Inspection

1. Where a vessel is required to be inspected by the Harbour Masters representative a charge shall apply **£266.00** per hour per person or part thereof plus a charge for travel expenses of **£0.81** pence per mile from postal code **ME12 1RS**

## 13. Administration Charges

1. A port administration charge of **£36.81** 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 **£1,060.00** 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 **£103.97** 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 **£56.72** 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.

	Hourly
Director/Duty Holder	<b>£676</b>
Senior Marine Manager	<b>£540</b>
Marine Manager	<b>£404</b>
Named Medway Pilot	<b>£676</b>

Medway Pilot  
Travel cost

£339  
£0.81 per mile

## 2 - Dock Charges - Sheerness Docks

### 1. Vessels Discharging or Loading Goods

1. Vessels arriving loaded from or sailing loaded to any port **£5.53 per GT**

### 2. Lighters discharging or Loading Cargo

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**

### 4. Vessel for Shelter

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

### 5. 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 **£172.57 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 **£172.57 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

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

#### 2. Weighbridge

- |    |   |                             |
|----|---|-----------------------------|
| 1. | Weighbridge – Normal hours (0600-1800 hours)<br>Weekdays Laden or unladen   | <b>£14.66 per vehicle</b>   |
| 2. | All other times, in addition to above, a charge per<br>Attendant per hour or part thereof<br>(minimum charge 4 hours) | <b>£34.14 per attendant</b> |



### 3. Berthing and Unberthing Vessels

- 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	<b>£244.74</b>
70.00 – 129.99 metres	<b>£662.49</b>
130.00 – 144.99 metres	<b>£939.26</b>
145.00 – 160.00 metres	<b>£1,602.95</b>
Over 160.00 metres	<b>£2,200.63</b>

- Berth to Berth Movements – will be charged at 50% of the above applicable rate, or by agreement.
- 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.
- 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.
- Overweight mooring lines surcharge + 50% of applicable charge Chapter 1, Part 3, 3.1.

### 4. Lineboats

- 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	<b>£321.04</b>
70 – 129.99 Metres	<b>£626.65</b>
130 – 144.99 Metres	<b>£889.64</b>
145 – 160.00 Metres	<b>£1,030.93</b>
Over 160 Metres	<b>£1,157.31</b>

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 **£686.31 + Safety boat in attendance**. All the above rates cover up to 2 hours. If in excess of 2 hours, the charge will be **£171.60 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 **£145.00**
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.

## 6. 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 **£109.00 per vehicle per day**

## 7. Rail access charge

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

## 8. Rail cargo dues

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

## 9. 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: **£329.37 per boat per hour or part thereof (subject to a minimum of 2 hours)**

## 10. Fine for Excessively or Dangerously Weighted Heaving Lines or non Certified Pilot Ladder

Fine shall apply on each occasion that a vessel is found to be using a dangerously weighted heaving line or a non SOLAS/non compliant pilot ladder. **£1060.00 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 **£581.00** excluding boarding & landing charges, will apply to all services or aborted services provided by a Medway Pilot.

#### 2. PNPf Levy

From 1st January 2024, 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 **£1,503.99** 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 **£86.29 per half 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 **£581.50** will apply plus any other additional costs.
2. If the pilot allocated for the act is outside of the working roster, the baulk tide/attendance charge of **£896.00** will apply.

3. For a vessel requiring the service at Sunk Pilot station the higher charge will be applied. **£965.00**
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 **£86.29** for each completed half hour or part thereof, will be applied.

***NB. 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 **£3,892.90**
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. **£86.29**
3. Should this service be cancelled within 48 hours of the ETD at the continental port a cancellation fee shall be payable. **£1,811.45**
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. **£227.17**

## 7. Shifting

1. For moving a vessel from jetty or berth within a terminal with pilot on board **£581.50**

## 8. ETA surcharge

1. For a vessel which fails to give the compulsory notice of her ETA, or which fails to arrive within one 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 **£214.63** will be applied.
2. For a vessel which fails to give an ETA an increase of 100% of the applicable pilotage 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 one 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 **£214.63** will be applied

***N.B. An Inward 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. **£1,503.99**
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 **£42,927.29** 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 **£233.97**
4. Pilotage exemption certificate exam for one area. **£601.91**
5. Pilot exemption certificate exam for two or more areas **£654.26**
6. Annual renewal of a pilotage exemption certificate  
And additions requiring new certificate **£233.97**

**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 £233.97 in addition to the standard renewal charge.**

7. Change or addition to pilotage exemption certificate, not requiring new pilotage exemption certificate **£116.97**
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. **£752.40**

## 15. Pilotage Simulator

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

### Indicative costs per day

Maximum charge up to 2 candidates	<b>£2,000.00</b>
Maximum charge up to 4 candidates	<b>£3,000.00</b>

## 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 **£303.66 per person**
2. Such meetings are available by appointment only



## Pilotage Rate 1

### RATE 1

SUBJECT TO MINIMUM CHARGE & PNPV LEVY

N.E.SPIT TO MEDWAY BUOY OR VICE VERSA

		LENGTH GROUPS Metres											
		A	B	C	D	E	F	G	H	I	J	K	L
		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
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	£
0.01	4.00	485	538	563	631	723	1033	1109	1402	1729	1905	2090	2268
4.01	5.00	601	629	655	727	819	1129	1206	1499	1827	2012	2207	2394
5.01	6.00	743	763	769	845	938	1247	1326	1619	1945	2141	2345	2545
6.01	7.00	961	961	961	1047	1139	1447	1527	1818	2144	2357	2579	2798
7.01	8.00	1152	1152	1196	1313	1410	1717	1794	2089	2412	2647	2892	3138
8.01	9.00	1255	1360	1399	1519	1609	1921	2000	2292	2618	2871	3134	3400
9.01	10.00	1368	1472	1513	1632	1726	2036	2113	2406	2734	2998	3271	3549
10.01	11.00	1680	1784	1829	1950	2041	2352	2428	2723	3050	3340	3640	3950
11.01	12.00	2027	2132	2167	2290	2378	2692	2769	3062	3390	3709	4039	4382
12.01	13.00	2212	2331	2357	2480	2571	2880	2958	3249	3575	3910	4256	4618
13.01	14.00	2318	2442	2471	2605	2700	3024	3117	3423	3765	4117	4479	4860
14.01	15.00	2431	2560	2591	2737	2836	3177	3285	3606	3966	4335	4715	5116
15.01		2545	2680	2713	2872	2977	3334	3458	3795	4172	4560	4958	5380

## Pilotage Rate 2

### RATE 2

SUBJECT TO MINIMUM CHARGE & PNPV 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	270	357	383	536	548	580	858	939	1036	1081	1134	1231
4.01	5.00	285	357	423	569	579	636	913	995	1091	1140	1198	1300
5.01	6.00	305	371	445	605	619	693	971	1054	1149	1201	1263	1371
6.01	7.00	318	407	496	657	678	751	1031	1116	1209	1265	1333	1446
7.01	8.00	425	526	564	723	748	817	1098	1179	1276	1335	1409	1529
8.01	9.00	577	576	613	773	791	866	1144	1225	1322	1384	1462	1586
9.01	10.00	608	609	643	800	824	897	1174	1254	1357	1421	1501	1629
10.01	11.00	660	661	695	852	875	947	1225	1308	1403	1469	1553	1685
11.01	12.00	712	713	750	906	926	1001	1278	1360	1456	1525	1614	1751
12.01	13.00	747	746	782	940	964	1042	1314	1394	1497	1568	1660	1802
13.01	14.00	789	789	825	987	1012	1093	1369	1453	1561	1636	1733	1880
14.01	15.00	832	833	870	1034	1061	1146	1425	1513	1627	1705	1808	1962
15.01		880	882	921	1088	1116	1205	1488	1580	1700	1782	1891	2052

## 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 Meters		£	£	£	£	£	£	£	£	£	£	£	£
From	To												
0.01	4.00	391	495	546	707	752	902	1244	1391	1587	1676	1777	1928
4.01	5.00	413	495	607	790	831	975	1324	1469	1666	1760	1867	2026
5.01	6.00	447	554	670	871	911	1059	1403	1551	1747	1847	1961	2128
6.01	7.00	514	630	739	989	1026	1174	1521	1667	1861	1968	2092	2270
7.01	8.00	736	860	913	1134	1171	1316	1672	1811	2007	2125	2262	2454
8.01	9.00	956	971	1028	1244	1279	1431	1775	1925	2120	2246	2392	2595
9.01	10.00	1025	1041	1095	1314	1353	1503	1848	1993	2189	2319	2472	2682
10.01	11.00	1185	1200	1257	1476	1509	1662	1973	2152	2347	2488	2654	2879
11.01	12.00	1350	1368	1422	1643	1680	1825	2175	2320	2517	2671	2851	3093
12.01	13.00	1456	1466	1522	1746	1782	1931	2275	2423	2617	2777	2966	3218
13.01	14.00	1533	1545	1603	1832	1870	2027	2378	2533	2736	2905	3104	3368
14.01	15.00	1613	1627	1686	1922	1962	2127	2485	2648	2861	3038	3248	3524
15.01		1701	1716	1778	2020	2062	2235	2600	2772	2995	3181	3402	3692

## 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	1873	1910	1999	2235	2387	2867	3100	3561	4074	4445	4835	5246
8.01	9.00	2093	2237	2321	2571	2711	3200	3429	3888	4403	4801	5220	5663
9.01	10.00	2281	2429	2509	2752	2899	3384	3615	4080	4591	5006	5441	5903
10.01	11.00	2786	2931	3019	3261	3402	3893	4122	4583	5096	5552	6031	6544
11.01	12.00	3333	3474	3555	3804	3946	4438	4671	5130	5643	6144	6671	7238
12.01	13.00	3633	3814	3864	4111	4254	4743	4972	5432	5947	6474	7027	7624
13.01	14.00	3810	3999	4052	4317	4467	4981	5232	5716	6256	6809	7389	8017
14.01	15.00	3997	4194	4251	4535	4692	5232	5506	6014	6582	7163	7770	8431
15.01		4190	4396	4456	4760	4925	5491	5790	6324	6920	7530	8167	8861

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 & PNPV LEVY

N.E.SPIT TO MEDWAY BUOY VIA FISHERMANS GAT 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 Meters From	To	£	£	£	£	£	£	£	£	£	£	£	
0.01	4.00	510	565	591	663	760	1085	1165	1473	1815	2000	2195	2381
4.01	5.00	632	661	688	763	860	1185	1267	1574	1919	2113	2317	2514
5.01	6.00	780	801	808	887	985	1309	1392	1700	2042	2248	2463	2672
6.01	7.00	1009	1009	1009	1099	1196	1520	1603	1909	2252	2475	2708	2938
7.01	8.00	1210	1210	1256	1379	1480	1803	1884	2194	2532	2780	3037	3295
8.01	9.00	1318	1428	1469	1595	1689	2017	2100	2406	2749	3014	3291	3570
9.01	10.00	1436	1546	1588	1714	1812	2138	2219	2527	2871	3148	3434	3726
10.01	11.00	1765	1873	1921	2048	2143	2470	2550	2859	3202	3507	3822	4147
11.01	12.00	2128	2238	2275	2404	2497	2826	2908	3215	3559	3894	4241	4601
12.01	13.00	2323	2448	2475	2604	2699	3024	3106	3412	3754	4106	4469	4849
13.01	14.00	2434	2565	2594	2735	2835	3175	3273	3594	3953	4323	4703	5103
14.01	15.00	2552	2688	2720	2873	2978	3336	3449	3786	4164	4551	4950	5371
15.01		2673	2814	2849	3015	3125	3501	3631	3985	4381	4788	5206	5649

## Pilotage Rate 99 (LSH)

### RATE 99 (LSH)

SUBJECT TO PNPV LEVY

N E SPIT TO THE MEDWAY BUOY VIA LONG SAND HEAD 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 Meters From	To	£	£	£	£	£	£	£	£	£	£	£	
0.01	4.00	737	824	815	1036	1171	1626	1826	2253	2734	2992	3266	3543
4.01	5.00	909	909	968	1184	1324	1774	1979	2406	2886	3158	3445	3738
5.01	6.00	1102	1101	1146	1362	1502	1953	2156	2587	3065	3353	3656	3967
6.01	7.00	1437	1437	1448	1667	1803	2254	2455	2886	3366	3679	4008	4348
7.01	8.00	1740	1768	1850	2065	2205	2653	2856	3287	3765	4111	4475	4856
8.01	9.00	1937	2074	2147	2373	2506	2963	3164	3592	4071	4443	4833	5244
9.01	10.00	2112	2250	2325	2544	2681	3134	3337	3767	4246	4633	5038	5466
10.01	11.00	2581	2719	2797	3018	3153	3608	3808	4237	4716	5141	5588	6063
11.01	12.00	3092	3224	3298	3523	3656	4113	4316	4746	5225	5693	6184	6709
12.01	13.00	3372	3540	3585	3811	3942	4399	4597	5028	5504	5995	6510	7063
13.01	14.00	3536	3712	3760	4002	4140	4619	4839	5291	5791	6307	6846	7428
14.01	15.00	3709	3892	3944	4204	4348	4852	5094	5568	6093	6635	7200	7812
15.01		3888	4079	4134	4412	4564	5093	5357	5855	6407	6976	7569	8212

## Boarding & Landing Charges 2024

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	<b>591</b>	<b>846</b>	<b>225</b>	<b>1,096</b>
150.01 to 175m	<b>640</b>	<b>846</b>	<b>248</b>	<b>1,096</b>
175.0m to 200m	<b>720</b>	<b>846</b>	<b>284</b>	<b>1,096</b>
200.01 to 225m	<b>803</b>	<b>946</b>	<b>311</b>	<b>1,096</b>
225.01 to 250m	<b>883</b>	<b>1,040</b>	<b>350</b>	<b>1,096</b>
250.01 to 275m	<b>986</b>	<b>1,159</b>	<b>381</b>	<b>1,096</b>
275.01 to 300m	<b>1,041</b>	<b>1,226</b>	<b>415</b>	<b>1,096</b>
300.01 to 350m	<b>1,118</b>	<b>1,318</b>	<b>445</b>	<b>1,096</b>
350.01 to 400m	<b>1,267</b>	<b>1,491</b>	<b>469</b>	<b>1,096</b>
Above 400.01m	<b>1,456</b>	<b>1,713</b>	<b>595</b>	<b>1,096</b>

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 2024, 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)	<b>£48.08</b>
b) Slinger Banksman – Overtime (Min. Charge Period 4 hours)	<b>£61.47</b>
c) Slinger Banksman – Bank holidays (Min. Charge Period 8 hours)	<b>£96.29</b>
d) Supervisor – Normal Time (Min. Charge Period 4 hours)	<b>£93.53</b>
e) Supervisor – Overtime (Min. Charge Period 4 hours)	<b>£105.75</b>
f) Supervisor – Bank Holiday (Min. Charge Period 8 hours)	<b>£113.64</b>

## 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.

### Amendments

Ver.	Effective Date	Details
1	1 <sup>st</sup> January 2024	Original as issued



Port of Sheerness Limited

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