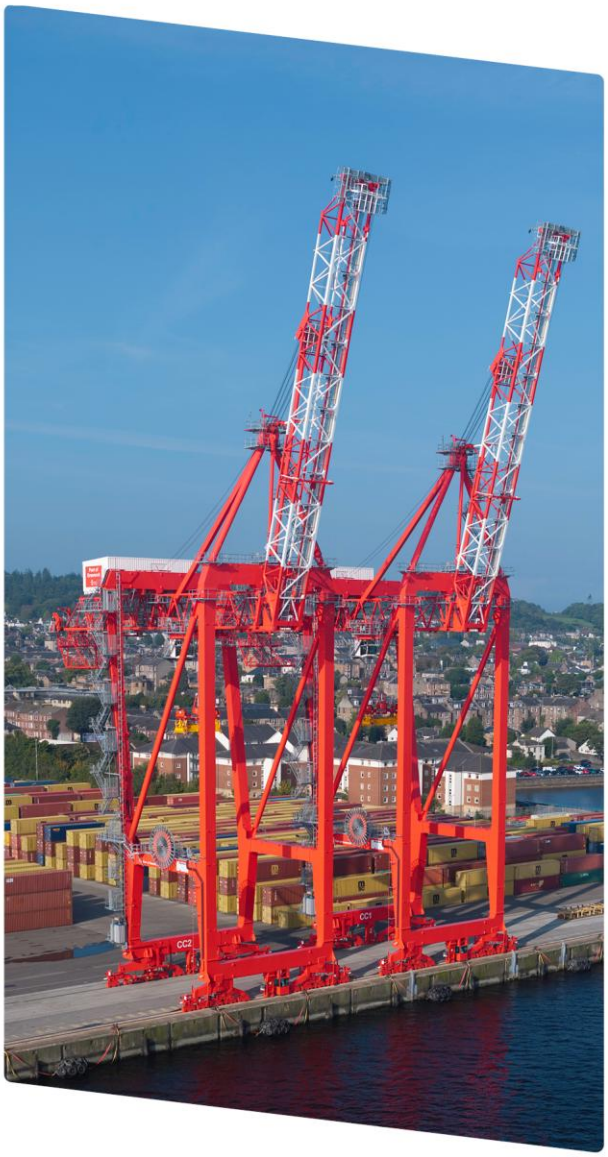

Clydeport Operations Limited

Port Dues and Charges

Operative from:
1st October 2026

Peel Ports Group
More Than Ports

Port Charges

Clydeport

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Definitions

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

2.

(a)	"Ardrossan Harbour"	means the harbour of Ardrossan the limits of which are described in section 22 of the Ardrossan Harbour Consolidation Act 1864.
(b)	"Charges"	means charges, dues, fares, tolls, costs, interest and all other sums of every description due to the Company, including in respect of Services.
(c)	"Company"	means Clydeport Operations Limited, incorporated under the Companies Act, and having its Registered Office at 16 Robertson Street, Glasgow G2 8DS and including, where the context so admits, its holding, subsidiary and associated companies, and their successors and assignees from time to time.
(d)	"Conservancy Area"	means the River and firth of Clyde below mean high water springs from Albert Bridge, Glasgow to the seaward limits as follows: (a) to the east of the Isle of Arran a line drawn due east and west across the river or Firth of Clyde from the coast of Ayrshire to Corrygills Point on the east coast of the Isle of Arran; and (b) in Kilbrannan Sound, a line drawn due east and west across the river or Firth of Clyde from the north-west coast of the Isle of Arran to the coast of Kintyre, being an extension of a line drawn due east and west from the southernmost point of the island of Little Cumbrae to the northwest coast of the Isle of Arran and all sea lochs and channels within that part.
(e)	"Customer"	Includes (in each case jointly and severally) (a) where used in relation to a Vessel; the owner, agent or master of a Vessel, or such other person as the Company may, from time to time, in writing, accept as being in charge of a Vessel, (b) 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 and the original depositor of Goods or the person to whom such Goods have been transferred (c) where used in relation to any road or rail vehicles; the owner, agent, operator, driver or other person in charge of the vehicle. (d) any party contracting with the Company for the Services or receiving Services from the Company.
(f)	"Deadweight"	means the total weight in tonnes of Goods, fuel, fresh water, stores, crew and passengers carried by the Vessel when loaded to a maximum summer load line, sometimes shown as DW or DWT.
(g)	"Director"	means a director of the Company.

(h)	"Goods"	means any goods, cargo, commodities, items, substance or property (including Grain, fish, livestock and animals of all descriptions), articles and things of every description (including any crates or packaging within which they may be contained)
(i)	"Grain"	means grain, feeding stuffs and other similar things.
(j)	"Harbour Master"	means the Company's Harbour Master or such other employee of the Company as may from time to time perform the role of Harbour Master.
(k)	"Pilotage Area"	means the Port and Ardrossan Harbour.
(l)	"Port"	means the port as defined in article 5 of the Clyde Port Authority Order 1965 and described in article 14 of the Clyde Port Authority Order 1965 (as amended). .
(m)	"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.
(n)	"Services"	means the services of berthing, unberthing, shifting, loading, discharging, transportation, carriage, warehousing, marine services, pilotage and such other services or facilities as may be provided by the Company from time to time.
(o)	"Tonnage"	means the Vessel's G.T. ascertained in accordance with Part II of the Merchant Shipping (Tonnage) Regulations 1982 (corresponding to what is known as 1969 Tonnage Regulations). Where the G.T. of the Vessel, ascertained as mentioned above, is not available, dues will be based on an assessment of the G.T. as so ascertained, made by the appropriate officers of the Company. Where in such a case the Vessel's Certificate of Measurement is not immediately available, or does not clearly indicate the amount to be added under this procedure, the Vessels' G.T. shall be deemed to be the Tonnage ascertained from the Tonnage Certificate, increased by up to a maximum of 40%. Retrospective adjustment may be made on the full facts being made available. The G.T. of unregistered Vessels shall have their chargeable Tonnage assessed by the appropriate officers of the Company.
(p)	"Vessel"	means a ship, boat, houseboat, raft or water craft of any description, however propelled or moved, and includes non- displacement craft, a jet bike, a personal water craft, seaplanes on the surface of the water, a hydrofoil vessel, a hovercraft or any other amphibious vehicle and any other thing constructed or adapted for floating on or being submersed in water (whether permanently or temporarily).

3. Unless the context otherwise requires, words implying the singular include the plural and vice versa and words importing gender shall include any other gender.

4. 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 Goods or in connection with repairing, fitting out, victualing, provisioning or laying-by of the Vessel only with the consent of the Company and subject to:

   a. payment of the relevant dues or other Charges;
   b. such terms and conditions as the Company may impose;
   c. the lawful directions of the Harbour Master or other appropriate officers of the Company, and
   d. compliance with the Statutes, Byelaws and regulations of the Company.

5. 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.

6. 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 Vessels 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.

7. 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.

8. 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 Goods (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.

9. 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.

10. 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.

11. 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.

12. 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.

13. When discharging or loading a Vessel, the Company may, on request, furnish to the owner or agent an estimate, to the best of its ability, of the time at which discharging or loading is likely to finish. In giving this estimate, the Company accepts no responsibility for any inaccuracy or for any delay in finishing discharging or loading.

14. These terms and conditions and charging provisions, including the Charges herein, may be altered or varied at any time and from time to time in such respects and in such manner as the Company may determine.

15. Where the Company has agreed to provide any Services 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.

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

17. Payments should be made payable to:

Clydeport Operations Limited

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

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

18. 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.

19. Nothing in this Schedule shall derogate from or prevent the Company exercising its powers and duties as statutory harbour authority and competent harbour authority both under the harbour legislation specifically relating to the Company or under the general laws applying to statutory or competent harbour authorities including without prejudice to that generality the power to make, enforce or decline to enforce byelaws, general and special directions, pilotage directions, or the right to recover costs or enforce remedies for payments lawfully due by users of the Port or performance of obligations of users of the Port.

20. Nothing in these terms and conditions and charging provisions will restrict, prejudice, or affect the Company's powers and duties in the exercise of its functions as the statutory harbour authority for the Port and its approaches or as the competent harbour authority.

21. 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 person, 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).

22. 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.

23. The terms and conditions cannot be varied other than in writing by the Company.

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

Documents to be Furnished by the Customer, Master or Owner

Unless otherwise agreed in advance by the Company, the Customer, master or owner of every Vessel discharging or loading Goods must supply to the Company the following documents confirming the quantity of Goods 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 Goods and details of the shippers, consignees and freight payers); and
ii) Statement of Facts

Where the quantity of Goods 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 Goods 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 **£595 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 Goods 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 Goods 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 or associated additional Charges should legislative changes dictate a material change to the Company's operational activities during 2026, which includes, but is not limited to, physical presentation of Goods for examination, examination activity or supporting administration.

Company Land Rights and use of Natural Resources

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

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

Seafarers' Wages Declaration

Under the Seafarers' Wages Act (the 'Act') and relevant regulations from 1 December 2024 , the Company will be required to demand a declaration from certain Vessel operators that all seafarers onboard Vessels are paid a wage at least equivalent to the UK's national minimum wage while working in UK territorial waters. Failure to provide this declaration will result in a surcharge in accordance with the terms of the Act, plus an additional administrative surcharge. Failure to pay this surcharge may result in a refusal of access.

Chapter 1 - Vessels and Goods

1.1 - Conservancy

1. Conservancy Charges are payable by all Vessels in any part of the Conservancy Area.

2. The Port User is liable for Charges in accordance with the table below.

3. Conservancy Charges will be based on the appropriate rate for Vessel type.

4. The arrival and departure of a Vessel shall be treated as one voyage. Vessels moving within the Conservancy Area will be charged for each movement.

5. Vessels remaining in the Conservancy Area beyond 7 days (except for those stated in paragraph 6 below and those trading within the Conservancy Area) are liable to a further charge of 50% of the scheduled rate for each period of 7 days or part thereof. Charges for Vessels lying-up for extended periods are by arrangement.

6. The following Vessels are those excepted in terms of paragraph 5 above:

    a. New Vessels, which will be charged when launched or arriving within the Conservancy Area for the first time for each subsequent movement relating to fitting out or trials, and for the final outward voyage; or
    b. Vessels arriving to go into dry dock or undergo repairs; or
    c. Such other Vessels advised by the Harbour Master from time to time.

7. Vessels belonging to the Northern Lighthouse Board will be exempt from Conservancy Charges.

8. Charges on oil/gas related platforms and structures (including floating) are available on application.

Table of Conservancy Charges	**Per G.T.**
Vessels up to 10,000 G.T.	**£0.407**
Vessels between 10,001 and 15,000 G.T.	**£0.492**
Vessels between 15,001 and 25,000 G.T.	**£0.546**
Vessels between 25,001 and 40,000 G.T.	**£0.618**
Vessels between 40,001 and 60,000 G.T.	**£0.878**
Vessels between 60,001 and 80,000 GT	**£0.920**
Vessels over 80,000 G.T.	**£1.008**
(Minimum charge per voyage £58.00)	

1.2 - Vessel Dues

1. Charges on Vessels are payable by all Vessels entering the Port.

2. Charges will be calculated on the basis of Tonnage.

3. The arrival and departure of a Vessel shall be treated as one voyage.

4. Vessels remaining in Port are liable to a further berth charge (see 'Additional Berth Charges' below).

5. If, after leaving Port, a Vessel which has incurred Charges is immediately obliged to return and re-enter the Port by reason of stress of weather or such other cause as may be adjudged by the Company as sufficient no further Charge under this heading for re-entry will be made.

6. Vessels belonging to the Northern Lighthouse Board will be exempt from Vessel Dues.

The following Charges shall apply to all Vessels:

(a) Entering the Port to Load or discharge Goods; or
(b) All new Vessels, either
  (i) Launched or coming into Port for the first time from any shipbuilding yard, graving dock or other works; or
  (ii) Arriving in Port to be fitted out; or
  (iii) Proceeding to and returning from trials per round trip; or
  (iv) Final outward voyage; or
(c) Vessels which call at the Port in order to go into drydock or to undergo repairs with the Port; or
(d) Vessels in ballast that come into the Port to lie up or to be broken up; or
(e) Vessels that call at the Port only to take on stores, bunkers or ballast for their own use, and which do not remain longer than 24 hours within the Port.

	Per G.T.
Vessels up to 3,500 G.T.	**£3.769**
Vessels between 3,501 and 8,000 G.T.	**£4.408**
Vessels between 8,001 and 16,000 G.T.	**£4.929**
Vessels over 16,000 G.T.	**£5.176**

Note:

a. The charge for Vessels entering the Port to discharge and load Goods will be liable for the above rates + 25%.
b. Minimum charge per voyage **£142.00**

Non Trading Vessels moving within the Port shall be charged at the rate of 50% of the above rates on each movement.

Berthage

In addition to the above Charges, the following Berth Charges shall be levied on:

(a) All Vessels (except those after-mentioned) are allowed 7 days from the date of arrival in the Company owned berths, thereafter per week or portion thereof there will be a charge of **£0.802 per G.T.**

(b) Vessels coming into the Port to lie up are charged **£0.802 per G.T**. per week or portion thereof from date of arrival.

(c) Vessels that call at the Port only to take on stores, bunkers and ballast for their own use which remain longer than 24 hours, shall be charged **£0.802 per G.T**. per week or portion thereof from date of arrival.

(d) Vessels fitting out or repairing will, from date of arrival, be charged **£0.802 per G.T**. per week or portion thereof (time in graving docks excepted).

(e) Vessel in the Port either (i) for commercial purposes but not working Goods, (ii) for mobilisation or de-mobilisation (iii) under arrest, receivership or detention or (iv) any other purpose not listed above: **£1.077** per GT/day, subject to a minimum charge of **£63** per day.

1.3 - Charges for Vessels Working at Anchorages

1. Charge to discharge / load:

i.	Dry bulk Goods:	**Price on application**
ii.	All other Goods:	**Price on application**
iii.	Bunkering at Anchorages:	**Price on application**

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

2. Storage of Goods at Anchorage
For the storage goods, floating structures
or offshore components at anchorage
(e.g. wind turbine parts, pontoons, barges etc),
the Customer shall be charged: **Price on application**

1.4 – Large Yachts

1. Yachts with an overall length of 24m or above will be charged (inclusive of all other published Port charges) at: **£1.007 per G.T**

1.5 – Charges on Goods [1]

1. Charges on Goods are payable in respect of all Goods loaded or discharged in the Port.

2. The Customer is liable for the Charges thereon.

3. Charges are payable before the removal from the Port of any Goods.

4. Goods imported into or exported from the Port whether or not discharged/loaded at a Company quay are subject to the appropriate Goods charge.

5. Where any Goods are not listed in the following schedule, the Charges will be as for the Goods listed which most nearly resemble them in nature, packing and quality. Provided that where the Company considers that no such comparison is feasible, the Charges will be as for "all commodities".

6. Charges on transhipped Goods loaded and discharged from places within the Port will be subject to a reduction of 40% against the prevailing Goods charge.

7. Unless otherwise indicated, Goods Charges are levied on the gross weight of the Goods and all packaging per metric tonne of 1,000 kilograms or part thereof. Charges are not made on the weight of containers or pallets, except when empty.

Charges on imported or exported Goods	**Goods Charge per Tonne**
Cereals – imports	**£9.61**
Cereals – exports	**£4.33**
Oilseeds and oleaginous fruit etc.	**£9.61**
Residues and waste from the food industries etc.	**£9.52**
Metallic ore, slag and ash	**£9.52**
Mineral fuels, mineral oils etc.	**£9.05**

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

Animal and vegetable fats and oils in bulk	**£9.05**
Liquid chemicals in bulk	**£10.96**
Fuel oil or gas oil for bunkers supplied direct to Vessel	**£7.13**
Metals (excluding iron and steel)	**£26.16**
Maximum charge - all other commodities	**£26.16**
Minimum charge - all other commodities	**£10.95**

A minimum charge of **£63** per bill of lading is made for all Goods Charges. The charge on un-weighed timber is calculated from its measurements by using the appropriate conversion factor for each category of timber.

1.6 – Other Vessel Dues

1. Port Environmental Charges

	Per G.T.
All Vessels with the exception of Tankers	**£0.0221**
Tankers	**£0.0387**

2. Port Administration Charge

Shall be payable at a rate of **£39.31 per Vessel** entering the Conservancy Area.

3. Transit Vessel Dues

Charged to all Vessels that enter or pass through the Port but do not load or unload cargo/goods (charged in addition to Transit Goods Dues (where applicable)):

	Per G.T.
Vessels up to 3,500 G.T.	**£1.788**
Vessels between 3,501 and 8,000 G.T.	**£2.091**
Vessels between 8,001 and 16,000 G.T.	**£2.338**
Vessels over 16,000 G.T.	**£2.4555**

4. Transit Goods Dues

Charged to all Vessels carrying cargo/goods that enter or pass through the Port and where such cargo/goods is not directly handled by the Company (charged in addition to Transit Goods Dues): **£2.20 per tonne**

Chapter 2 - Pilotage

Charges shall be based on Tonnage.

From 1st January 2026, a Pilots' National Pension Funding Deficit Surcharge of 24% on the total charge will apply.

2.1 – River / Finnart

For pilotage of Vessels:

1. From Glasgow, or from any place between Glasgow and Dumbuck Light to Port Glasgow, Greenock, the Anchorage Area or the upper pilotage district limit west of Kempock Point, or vice versa; and

2. From any place east of Shieldhall East Light to any place west of Duntocher Light, or vice versa; and

3. From any place north of Portdornaige Light in Loch Long to the Anchorage Area or the upper pilotage district limit west of Kempock Point, or vice versa.

Under 250 G.T.	**£524.52**
250 and under 500 G.T.	**£675.45**
500 and under 1,000 G.T.	**£823.96**
1,000 and under 1,500 G.T.	**£926.83**
1,500 and under 2,000 G.T.	**£1028.47**
2,000 and under 3,000 G.T.	**£1126.31**
3,000 and under 4,000 G.T.	**£1226.73**
4,000 and under 5,000 G.T.	**£1326.58**
5,000 and under 6,000 G.T.	**£1427.34**
For every additional 1,000 G.T. or part thereof up to 10,000 G.T.	**£100.00**
For every additional 1,000 G.T. or part thereof up to 50,000 G.T.	**£51.54**
For every additional 1,000 G.T. or part thereof above 50,000 G.T.	**£100.00**

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

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

2.2 – Firth of Clyde

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

Under 1,500 G.T.	**£1069.37**
1,500 and under 2,000 G.T.	**£1133.34**
2,000 and under 3,000 G.T	**£1198.04**
3,000 and under 4,000 G.T.	**£1266.78**
4,000 and under 5,000 G.T.	**£1332.15**

For every additional 1,000 G.T. or part thereof up to 50,000 G.T.	**£65.34**
For every additional 1,000 G.T. or part thereof above 50,000 G.T.	**£130.03**

2.3 – Sectional Pilotage

For pilotage of Vessels:

1. From any place between Glasgow and Duntocher Light to any place between Duntocher Light and Dumbuck Light, or vice versa; or

2. From any place between Dumbuck Light and Estuary Tower to the Anchorage Area of the upper pilotage district limit west of Kempock Point, or vice versa; or

3. From the Anchorage Area or the upper pilotage district limit west of Kempock Point to any place within the Holy Loch or south of Portdornaige Light in Loch Long, or north of Rosneath Point including the Gareloch, or vice versa; or

4. From the Lower Boarding and Landing Area off Little Cumbrae Island directly via the Largs Channel, and to Ardrossan Harbour, or vice versa.

Under 250 G.T.	**£433.49**
250 and under 500 G.T.	**£424.09**
500 and under 1,000 G.T.	**£475.40**
1,000 and under 1,500 G.T.	**£516.11**
1,500 and under 2,000 G.T.	**£562.73**
2,000 and under 3,000 G.T.	**£609.15**
3,000 and under 4,000 G.T.	**£653.21**
4,000 and under 5,000 G.T.	**£701.72**

For every additional 1,000 G.T. or part thereof up to 50,000 G.T.	**£46.00**
For every additional 1,000 G.T. or part thereof above 50,000 G.T.	**£69.26**

2.4 – Shifting

For pilotage of Vessels:

1. From any place to any other place between Glasgow and Duntocher Light; or

2. From any place to any other place, both between Duntocher Light and Dumbuck Light; or

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

Under 2,000 G.T.	**£267.46**
2,000 and under 3,000 G.T.	**£315.30**
3,000 and under 4,000 G.T.	**£360.86**
4,000 and under 5,000 G.T.	**£408.39**
For every additional 1,000 G.T. or part thereof	**£45.51**

2.5 – Pilotage Exemption Certificates

1.	Full Application for PEC *(includes examination but excludes Check Trip by Clydeport Pilot)*	**£1609**
2.	Re-examination for PEC	**£849.28**
3.	Check Trip	**£849.28**
4.	Annual Revalidation of PEC	**£404**
5.	Alterations (e.g. area/Vessel) *(includes examination but excludes Check Trip by Clydeport Pilot)*	**£242**
6.	Administration Fee *(e.g. copy or replacement certificate)*	**£81**

7. Where a pilotage exemption certificate is held, a usage charge of 20% of the appropriate pilotage rate is payable on all Vessels with the exception of Ferries.

8. Where a ferry is operated by a PEC holder a usage charge of 2% of the appropriate pilotage rate is payable per movement.

9. Where the holder of a Pilot Exemption Certificate fails to renew such certificate before the date of its expiry a surcharge of **£672** shall be payable.

2.6 – Boarding & Landing

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

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

Under 1,000 G.T.	**£404.81**
1,000 and under 5,000 G.T.	**£535.23**
5,000 G.T. and over	**£674.48**

All other places within the Conservancy Area:

Under 750 G.T.	**£484.82**
750 and under 1,000 G.T.	**£740.71**
1,000 and under 5,000 G.T.	**£941.64**
5,000 and under 10,000 G.T.	**£1146.44**
10,000 and under 15,000 G.T.	**£1414.76**
15,000 and under 20,000 G.T.	**£1736.68**
20,000 and under 25,000 G.T.	**£2020.53**
25,000 and under 30,000 G.T.	**£2356.82**
30,000 and under 40,000 G.T.	**£2693.79**
40,000 and under 50,000 G.T.	**£3030.86**
50,000 and under 75,000 G.T.	**£3368.02**
75,000 and under 100,000 G.T.	**£3703.77**
100,000 G.T. and over	**£4072.19**

Charges for other Services can be provided on application.

2.7 - Pilotage Cancellation Charges and Charge for Use of Cutter

1. Pilotage cancellation — **£404 per cancellation**

2. Pilotage over carriage
   (a) The Vessel will be responsible for all repatriation Charges which may occur.
   (b) Until the pilot has been fully repatriated to the pilots place of work the following charge shall apply: — **£242 per hour or part thereof**

3. Use of pilot cutter to transfer ships personnel to/from Vessels — **£3977 per rip**

2.8 – Pilotage Simulations and Pilotage Charges for Additional Duties

1. Pilot/hour (as above) – note, may require more than one pilot to conduct simulations

2. Use of simulator **£2420 per half day**

3. Additional Charges will apply for production of new simulator models/infrastructure etc. and will be advised in advance.

4. Where a pilot's attendance is required for:

   (a) the purposes of correcting a compass, standing by a Vessel at anchor or for the performance of comparable duties, then a charge will be payable at a rate of: **£404 per hour or part thereof**; or

   (b) meetings outside a pilots normal operational duties, then a charge will be payable at a rate of: **£404 per hour or part thereof**.

2.9 - Charge for Use of Pilot Boat

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

The charge for such use of pilot boats will be **£404 per hour or part thereof** for each occasion a pilot boat is used.

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

Chapter 3 – Towage

3.1 - Permitry

1. Tow Notification	**£130 per notification**

Chapter 4 – Quay Rent and Special Rent Charges

1 Stabling Charge

		Per Road Tanker
1.1	Any road tanker using any quay at the Port for the purposes of Vessel bunkering fuel/oil	**£161**
1.2	Any road tanker using any quay at the Port for the purpose of receiving of fuel/oil/sludge from a Vessel	**£123**

2 Quay charge

2.1 When any other vehicle or equipment such as cranes are mobilised on the Company's quays or where the quay is sterilised, or access is restricted for use by others, then a charge shall apply: **Price on application**.

Chapter 5 – Other sundry charges

5.1 – Sundry Charges

1. Charges for Water Supply

1.1 Charges for water shall be payable at the rate of **£7.46 per tonne**. There will be a minimum charge for a single supply of water to a Vessel of **£156.83**.

A standard connection charge of **£122** will be applied to all supplies of water based on Mon – Fri 0800 – 1700, thereafter supplies out of hours or at weekends will incur an additional premium of **£122**

2. Charges for weighing: **Price on application**

3. Charges for Glasgow Harbour Boatmen: **Price on application**

4. Port Waste Reception Facilities

4.1 Mandatory Charges for Clydeport Berths:

Per visit

Vessels up to 2,000 G.T.	**£100.00**
Vessels over 2,000 G.T.	**£146.00**

4.2 Charges for Clydeport Berths in Great Harbour are on application to the appropriate contact from the list below.

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

4.3 Port Waste Reception Facilities Regulations 2003

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

The Company requires all Vessels to notify by e-mail the appropriate Operations Manager or independent Berth Operator at least 24 hours in advance of arrival. For details refer to Clydeport Operations Limited Notice to Mariners.

Clydeport contacts are as follows:

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

Vessels bound for other berths that are not listed above are to contact the Clyde Marine Managers:

Telephone No. 01475 886319/20
E-mail: clydemarinemanagers@peelports.com

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

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

5 Charge for Investigation of dangerously weighted heaving lines and/or defective boarding ladder

1. Charge shall apply on each occasion that a vessel is found to be using a dangerously weighted heaving line **£1198 per offence**

2. Charge shall apply on each occasion that a Vessel is found to be using a defective boarding ladder: **£1113 per offence**

6 Online Vessel Booking Portal ("PortLinks")

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

(i) provide or request clarification on a booking; or
(ii) amend a booking; or

(iii) otherwise intervene in the booking process

registered users of PortLinks may be charged as follows:

(a)	request for clarification	**£135 per request**
(b)	request single amendment	**£135 per request**
(c)	intervention in booking process	**£1260 per intervention †.**

† An intervention shall not engage the PortLinks Planning Team in more than 1 man-hour's work. If an intervention engages the PortLinks Planning Team in more than 1 man-hour's work, then the Company reserves the right to (i) cancel the booking and instruct the registered user of PortLinks to resubmit same; or (ii) charge the registered user of PortLinks **£332 per man-hour for each hour or part thereof** that the PortLinks Planning Team is engaged in excess of the first man-hour.

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

7 Notices to Mariners

7.1	Commercial Works	**£770**	**Per notice to mariners**
7.2	Leisure Events	**£689**	**(commercially organised events)**
7.3	Leisure Events	**£154**	**(non-commercial organised groups)**
7.4	Charity Events	**£77**	**(individuals/groups fundraising – e.g. charity swim)**

8 Audits/Inspections

Where any the Harbour Master, Marine Manager / Officer (or their representative) is required to attend a Vessel to carry out an audit or inspection duties outside of their normal operational duties, then a charge will be payable at a rate of: of **£347.00 per hour per person or part thereof** plus a charge for travel expenses of **£0.90 pence per mile** from postal code PA16 8UU to and from the location of the meeting will be applied.

9 Rate for stakeholder engagement, Works/Dredging Licences

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 Rate
Director/Duty Holder	**£767**

Head of Marine/ Business Unit Manager/ Senior port official	**£612**
Marine Manager/ Deputy Business unit manager	**£458**
Marine Compliance Officer/ Environment Health and Safety Officer	**£307**
Named Pilot	**£767**
Pilot	**£384**
GIS Technician	**£155**
Other required company employees	**£155**
Travel cost	**£0.90 per mile**

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

Vessels calling at all Clydeport Operations Limited (part of the Peel Ports Group) ISPS berths will be charged a fixed sum of **£244** in respect of the International Ship and Port Facility Security Charge

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

11 Other Permits

11.1	Diving	**£96.00 per Dive Permit**
		£96.00 per Dive Permission
11.2	Hot Works Permission	**£96.00 per permission**
11.3	Out of hours permit, permission or notification change	**£965 per permission**
11.4	Works Licences:	**Price on application**
11.5	Dredging Licences:	**Price on application**
11.6	Immobilisation Request	**£96 per request**

12 S&T, Green Fuel and Oil Spill Contingency Surcharge

12.1 Ferry Traffic

The following surcharge shall apply to each ferry Vessel movement within the Port:

Vessels > 3000GT	**£18.00 per Vessel movement**
Vessels > 2000GT	**£12.80 per Vessel movement**
Vessels >1000GT	**£9.00 per Vessel movement**
Vessels < 1000GT	**£3.00 per Vessel movement**

12.2 Non-Ferry Traffic

The following surcharge shall apply to each vessel movement (excluding ferry's) within the Port:

Vessels > 20,000GT:	**£297 per Vessel movement**
Vessels 10,000GT > 20,000GT:	**£238 per Vessel movement**
Vessels 5,000GT>10,000GT:	**£178 per Vessel movement**
Vessels < 5,000GT:	**£119 per Vessel movement**

13 Hire of Company Cranes and Equipment

13.1	Company cranes and equipment may be available for hire (subject to terms)	**Price on application**

Amendments

Ver.	Effective Date	Details
1	1st January 2026	Original as issued
2	1st October 2026	Selected Pilotage charges revised

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