

Schedule of Charges for Cruise Vessels - Clydeport

Operative from: 1st April 2026

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Scope of application of this Schedule

The Company has leased the Terminal to the Operator and has entered into an appropriated berth agreement with the Operator in respect of the Berth. The Operator accordingly has exclusive use of the Terminal and (subject to certain limitations) the Berth. In consequence a Vessel to use the Terminal and the Berth requires to:

- (a) Pay certain charges to the Company as statutory harbour authority (and competent harbour authority) in respect of the Conservancy Area, and
- (b) Pay berthing and other charges to the Operator which is the tenant and operator of the Terminal and operator of the Berth. The details of the charging arrangements with the Operator are obtainable here www.greenockcruiseport.com/contact/

Subject to availability and provision of a price on application, alternative berths may be available for cruise vessels within the Port.

This Schedule specifies the charges payable to the Company only in respect of Vessels using the Berth. The Company has specified the charges payable in respect other Vessels transiting the Conservancy Area or using Company facilities in the General Schedule of Charges.

Definitions

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

- (a) "Berth" means the water area adjoining the Terminal
- (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 Acts, and having its Registered Office at 16 Robertson Street, Glasgow G2 8DS and including, where the context so admits, its holding, subsidiary and associated companies, and their successors and assignees from time to time.
- (d) "Company's Website" means the Peel Ports Group website or such website as from time to time on which the Company's charges are published.
- (e) "Conservancy Area" means the area of the River and firth of Clyde below mean high water springs between 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.

- (f) "Customer" means any party contracting with the Operator for the use of the Berth or with the Company for Services associated with such use of the Berth, including where used in relation to a Vessel; the owner, agent or master of that Vessel, or such other person as the Company may, from time to time, in writing, accept as being in charge of that Vessel,
- (g) "General Schedule" means the Schedule of Port Dues and Charges published on the Company's Website which apply to Vessels transiting the Conservancy Area or using the Company's facilities in the Conservancy Area
- (h) "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.
- (i) "Length Overall" (LOA) means the extreme length of the Vessel as declared on the Vessel's Tonnage Certificate or in Lloyds Register of Shipping.
- (j) "Operator" means GPH Greenock Cruise Port Limited incorporated and registered in Scotland with company number SC829862 whose registered office is at 1 George Square, Glasgow, Scotland, G2 1AL or their assignees as tenants from time to time of the Terminal.
- (k) "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).
- (l) "Services" means the services of pilotage and such other services or facilities or operations of whatsoever nature as may be performed or provided by the Company from time to time.
- (m) "Terminal" means the area which is partly occupied by a pontoon for the use of cruise vessels and the adjoining area which is used for reception (and carrying out of security and baggage operations) relating to cruise passengers and officers and crew as well as parking and embarking and disembarking of vehicles used by cruise passenger, officers and crew; such area lying immediately to the east of Greenock Ocean Terminal used in connection with container shipping operations.
- (n) "Tonnage" (GT) 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.

- (o) "Vessel" includes a ship using or intending to use the Berth.

General Conditions

1. **Interpretation** Unless the context otherwise requires, words implying the singular include the plural and vice versa and words importing gender shall include any other gender.
2. **General right to transit Conservancy Area subject to payment of Charges etc** Except to the extent that may have otherwise been agreed between the Company and the Customer, any Vessel may transit the Conservancy Area in order arrive at or depart from the Berth subject to:
 - a. payment of the relevant dues or other charges to the Company pursuant to this Schedule;
 - 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
 - e. agreement of the Operator that the Vessel may use the Berth and payment of any charges lawfully due to the Operator in respect of such use of the Berth.
3. **Shipping operations at Customer risk** 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.
4. **Directions of harbourmaster** 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.
5. **Warranties of seaworthiness and insured status** 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.

6. **Cessation of ship agency** 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.
7. **Variations to this Schedule** 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; such alteration or variation shall become effective from the time of publication of such alteration or variation on the Company's Website.
8. **Services not specified in this Schedule** Where the Company has agreed to provide any Services in respect of which no Charges have been assigned in this schedule or where applicable Charges are outside the scope of this Schedule, then the Charges applicable shall be as determined from time to time by the Company or (where applicable) as per the Company's prevailing published Schedule of Charges for the Port.
9. **Times for payment** Except where specified herein to the contrary, all Charges payable hereunder shall be payable on demand unless otherwise agreed by the Company. The Company may charge interest on any overdue amount in accordance with the Late Payment of Commercial Debts (Interest) Act 1998.
10. **VAT** 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
11. **Payee account** 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.

12. **No prejudice to the Company's statutory powers** 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.

13. **Acceptance of this Schedule** By (a) entering the Conservancy Area with a Vessel; or (b) requesting any Services from the Company; 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).
14. **Collection and processing of information** 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 Company's Website. Each party agrees to comply with their respective obligations under the Data Protection Legislation.
15. **No variation without Company writing** The terms and conditions cannot be varied other than in writing by the Company.
16. **Scots law** These terms will be governed by and construed in accordance with Scottish Law.
17. **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

Cruise Vessel Charges are based upon this tariff and comprise of conservancy, pilotage, boarding & landing, berthage, environmental fee and port administration. Charges based on Vessel Length Overall (LOA) and Tonnage (GT).

1 Conservancy based on GT

Tonnage of Vessel in GT	Charge per GT
150000 and above	£0.198
135001 – 150000	£0.238
110001 - 135000	£0.276
90001 - 110000	£0.318
50001 - 90000	£0.357
15001 - 50000	£0.398
10001 - 15000	£0.484
0-10000	£0.398

2 Cancellation charges

Any Vessel booked into Greenock Cruise Terminal and confirmed, if then cancelled less than 6 months prior to the date will be liable for 50% of the tariff cost.

Vessels cancelling the call less than 7 days before the scheduled date will liable for 75% of the tariff cost.

Vessels cancelling the call less than 3 days before the scheduled date will be liable to the full tariff cost.

3 Berthage (Harbour Dues)

For Vessels remaining at the berth for a period of fourteen (14) or more consecutive calendar days from day of arrival at the berth, shall be charged: **£3870 per hour or part thereof.**

4 Environmental Charge

Charged @ **£0.0221 per GT per call.**

5 Port Administration Charge

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

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

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

Chapter 2 – Pilotage

2.1 PNPf Deficit Surcharge

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

2.2 Pilotage charges

For pilotage of Vessels:

1. For pilotage (a) from its Lower Boarding and Landing Area off Little Cumbrae to the Berth or (b) from the Berth to the Lower Boarding and Landing Area off Little Cumbrae, the following rates shall be charged on the G.T. for each arrival movement and departure movement:

Under 1,500 G.T.	£1013.62
1,500 and under 2,000 G.T.	£1074.26
2,000 and under 3,000 G.T.	£1135.58
3,000 and under 4,000 G.T.	£1200.74
4,000 and under 5,000 G.T.	£1262.70
For every additional 1,000 G.T. or part thereof up to 50,000 G.T.	£61.93
For every additional 1,000 G.T. or part thereof above 50,000 G.T.	£123.25

Discounts for Cruise Vessels using the Berth with a GT in excess of 25,000 G.T.

Cruise vessels over 50,001 GT – 50% discount will be applied to the whole of the GT

Cruise vessels of 25001 – 50000 GT – 25% discount will be applied to the whole of the GT.

The above discount only applies to the above arrival and departure movements, all other pilotage movements are per the General Schedule.

2. For any other pilotage (or pilotage exemption certificate queries), please see the General Schedule.

2.3 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.	£	394.80
1,000 and under 5,000 G.T.	£	597.45
5,000 G.T. and over	£	657.30

2. All other places within the Conservancy Area:

Under 750 G.T.	£	472.50
750 and under 1,000 G.T.	£	721.35
1,000 and under 5,000 G.T.	£	917.70
5,000 and under 10,000 G.T.	£	1,117.20
10,000 and under 15,000 G.T.	£	1,378.65
15,000 and under 20,000 G.T.	£	1,691.55
20,000 and under 25,000 G.T.	£	1,968.75

25,000 and under 30,000 G.T.	£ 2,296.35
30,000 and under 40,000 G.T.	£ 2,625.00
40,000 and under 50,000 G.T.	£ 2,952.60
50,000 and under 75,000 G.T.	£ 3,282.30
75,000 and under 100,000 G.T.	£ 3,609.90
100,000 G.T. and over	£ 3,938.55

Charges for other services can be provided on application.

2.4 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 trip**

Chapter 3 – Towage

1. Tow Notification **£130 per notification**
2. Towage is provided by Company authorised towage providers at a cost payable directly to them. Current Ship assist towage providers are Clyde Marine Services (tel. 01475 721281 and Svitzer Marine (tel. 08456 081353).

For further information contact:

Martin Dougan – Business Unit Manager

Martin.Dougan@peelports.com

Main Office Telephone number: 01475 726171

Amendments

Ver.	Effective Date	Details
1	1 st April 2026	Original as issued