



# Port of Sheerness Limited

## Port Dues and Charges

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Operative from:  
**1st January 2025**

Peel Ports Group  
**More Than Ports**

# 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 docks (including the basins and 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 for the time being owned, occupied or managed by the Company.
  - (e) “Goods” includes any goods, cargo, commodities, livestock, articles and things of every description (including any crates or packaging within which they may be contained), but excluding 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 the harbour master’s 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) “Medway Pilot” means a person authorised by the Company under section 3 of the Pilotage Act 1987 to act as a pilot.

- (j) “the Pilotage Area” means the Compulsory Pilotage Areas as described in the Medway Ports Pilotage Directions.
  - (k) “the Port” means the ‘port’ as defined in section 3 of the Medway Ports Authority Act 1973 as amended by article 3(3) of the Medway Ports Authority Harbour Revision Order 1989 (including Chatham Basin 3), and the ‘Medway Approach Area’ area as as defined in section 3 and described in Schedule 1 of the Medway Ports Authority Act 1973.
  - (l) “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.
  - (m) “Services” means any service or operation of whatsoever nature performed or provided by the Company.
  - (n) “vehicle” means any vehicle, including any motor car, motorcycle, lorry, trailer, tractor, steam roller, excavator, agricultural machine or other machine on wheels or tracks.
  - (o) “vessel” means every description of vessel, however propelled or moved, and includes a hovercraft, a hydrofoil vessel and anything constructed or used to carry persons or goods 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 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, 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 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.
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 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).
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. 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.

22. The terms and conditions cannot be varied other than in writing by the Company.
23. 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 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 **£1145.00 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 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 should legislative changes dictate a material change to the Port’s operational activity during 2025. 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.

### **Seafarers’ Wages Declaration**

Under the Seafarers’ Wages Act (the ‘Act’) and relevant regulations, from 1 Decmber 2024, the Company ise 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. Conservancy and Related Charges

### 1. Conservancy Charges

- a) The following rates are chargeable upon each vessel entry to the Port and are subject to a minimum charge of **£1,161.00**.

Any Vessel entering the Port for the first time will need to show an International Tonnage Certificate ('ITC') which will then be used to raise charges. Where a vessel is unable to provide an ITC, the Company reserves the right to make a Conservancy charge using details of a similar type of Vessel.

<b>Vessels up to 11,000 GT</b>	<b>£0.46 per GT</b>
<b>11,001 - 20,000 GT</b>	<b>£0.54 per GT</b>
<b>20,001 - 30,000 GT</b>	<b>£0.57 per GT</b>
<b>30,001 - 40,000 GT</b>	<b>£0.65 per GT</b>
<b>40,001 - 50,000 GT</b>	<b>£0.69 per GT</b>
<b>50,001 - 60,000 GT</b>	<b>£0.72 per GT</b>
<b>60,001 - 80,000 GT</b>	<b>£0.76 per GT</b>
<b>Over 80,001GT</b>	<b>£1.44 per GT</b>

- b) All Vessels carrying Petroleum, Liquified CO<sub>2</sub>, Oil, Gas or their derivatives will be subject to an additional charge of **£0.25 per GT**
- c) All Vessels loading or discharging goods within the port including ship to ship transfers, will be subject to an additional charge of **£0.05 per tonne of goods**
- d) 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: -

- a) In the case of a barge or lighter **£3.53 per GT**
- b) In the case of a lighterage tug or vessel used for commercial activity within the Port **£428.70 per year**
- c) In the case of a tug used for vessel towage the sum of **£853.89 per year**

Charges 2a) and 2c) (above), shall be levied on or after the 1st January each year and once paid, 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 and does not pass seaward of a line from Havengore Creek in Essex to Warden Point in Kent in which case 2(a) applies.

### 3. River / Sheerness Camber Mooring Charges

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

- |   |                |
|---|----------------|
| a) Rochester Moorings   | <b>£677.00</b> |
| b) Entry and berthing at Sheerness Port Camber Berths   | <b>£235.00</b> |
| c) For vessels loaded with explosives that go to anchor<br>a charge will be made for each day or part thereof | <b>P.O.A</b>   |

### 4. Anchorage

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

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

- a) 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 2025 to 31<sup>st</sup> March 2026 payable by 31<sup>st</sup> March 2025 the charge is: **£103.13 (incl. VAT)**

Users who do not process the payment by 31<sup>st</sup> March 2025 will be charged late payment surcharge of 25% (**£25.78 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 vessel 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 Company. If such information or documentation is not provided, or details are materially incorrect, the owner of the vessel will remain liable for all charges, expenses and costs in relation to the relevant vessel.

- b) Charges for all new moorings applications from **1st January 2025** and for existing moorings renewed on **1st January 2025**.

Schedule of Charges for leisure and other small vessels

Rate	Location	Remarks	Charge (12 months)
1	Stoke, Colmouth, Halstow Creeks etc	Drying Bank – Lay your own moorings	<b>£146.20</b>
2	Wickham Reach, Bridge Reach, Middle Short Reach (19 – 22 buoys)	Up to 25 ft Each additional foot	<b>£578.09</b> <b>£22.81</b>
3	All deep-water moorings other than those in 'Rate 2'	Up to 30ft Each additional foot	<b>£869.66</b> <b>£27.90</b>
4	Trade Moorings	Deep Water Moorings Drying Bank Moorings	<b>£376.09</b> <b>£189.31</b>
5	Yacht Club Moorings	Per vessel irrespective of length	<b>£146.20</b>

A charge of **£60.00 + VAT per day** will be made for unauthorised occupation of Company owned yacht moorings.

Charging Period:

The charging period for moorings is **1st January 2025 to 31st December 2025**. 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 **£70.98** will be made for drawing up and issuing a mooring permit for craft within the Port.

A charge of **£27.90 + 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

- |   |                |
|---|----------------|
| a) A charge for the preparation and issue of Notices pertaining to the Port | <b>£733.76</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

- |  |                  |
|--|------------------|
| a) Fee to accompany application for River Works Licence under Sections 37 and 38 of the MedwayPorts Authority Act 1973 |                  |
| a. Standard Fee  | <b>£2,000.00</b> |
| b. Complex Applications  | <b>P.O.A</b>     |

## 8. Data

- |   |              |
|---|--------------|
| a) 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

- |  |              |
|--|--------------|
| a) 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

- |  |                              |
|--|------------------------------|
| a) Charges for the administration and issuing of   |                              |
| i. a Maintenance Dredging Licence                  | <b>£1602 up to 5,000 cbm</b> |
| b) Maintenance Dredging Licence                    |                              |
| i. Above 5,000 cbm                                 | <b>P.O.A</b>                 |
| c) Charges for the administration and issuing of a |                              |
| i. Capital Dredging Licence                        | <b>£2404 up to 5,000cbm</b>  |
| d) Capital Dredging Licence                        |                              |
| i. Above 5,000 cbm                                 | <b>P.O.A</b>                 |

## 11. Filming

- a) 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

- a) Where a vessel is required to be inspected by the Harbour Master's representative a charge shall apply **£287.00** per hour per person or part thereof plus a charge for travel expenses of **£0.87** pence per mile from postal code **ME12 1RS**

## 13. Administration Charges

- a) A port administration charge of **£39.75** will be levied on all vessels upon entry to the Port. When the Company performs Services which should, more properly, be transacted by the appointed Shipping Agent an Administration Charge of up to **£1145.00** 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 **£112.29** is applicable should minor intervention be required as a result of inaccurate booking data being submitted which necessitates telephone clarification.
- b) An administration charge of **£61.26** for the application of a License to Operate a tug or Small Commercial Vessel in the Port, in addition to a **£5.00** fee for granting such a License.
- c) Amendments to an existing Licence to Operate will incur a fee of £25.00 per amendment.

## 14. Rates for Consultancy, Works/Dredging Licences

- a) 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>£731</b>
Senior Marine Manager	<b>£583</b>
Marine Manager	<b>£436</b>
Named Medway Pilot	<b>£730</b>
Medway Pilot	<b>£366</b>
Travel cost	<b>£0.87 per mile</b>



## 15. SHA Marine Safety and Technology Transition Surcharge

A surcharge shall apply in relation to the SHA Marine Safety and Technology Transition Surcharge: **£5.56 per vessel per voyage**

## 16. SHA Green Fuels Surcharge

A surcharge shall apply in relation to the SHA Green Fuels Surcharge: **£3.20 per vessel per voyage**

## 17. SHA Oil Spill Response Contingency Surcharge

A surcharge shall apply in relation to the SHA Oil Spill Response Contingency Surcharge: **£7.72 per vessel per voyage**

## 2 - Dock Charges - Sheerness Docks

### 1. Vessels Discharging or Loading Goods

- a) Vessels arriving loaded from or sailing loaded to any port **£5.97 per GT**

### 2. Lighters discharging or Loading Goods

- a) Dumb lighters or dumb barges not exceeding
- i. 30.5 metres in length and 8.50 metres in beam;
  - ii. per visit up to 7 days by special arrangement thereafter **P.O.A per GT**

### 3. Vessels for Repair, Laying Up etc

- a) Vessels for repair, laying up etc.
- A. Vessels arriving for repairs, laying up and other purposes other than loading or discharging goods for the first seven days or part thereof **P.O.A per GT**
  - B. and for each seven days thereafter or part thereof (or each seven days if already within the Port) **P.O.A per GT**

## 4. Vessel for Shelter

- a) 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

- a) 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 goods, and shall not in any way affect the power of the Company to order such vessel to move to any other parts, of the Port, whether or not the vessel shall at the time such order is given have completed the loading or discharging of goods.
- b) In the case of un-manned vessel, the Company may, in order to facilitate the berthing or unberthing of other vessels, have such vessels moved to any other part of the Port, whether or not the vessel shall at the time of the move being made, have completed loading or discharging goods.
- c) Payment of Dock Charges does not entitle the vessels to the use of a berth except for loading or discharging goods.
- d) 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 **£186.38 per linear metre**.
- e) Where a vessel remains alongside at the Docks for a period longer than estimated\* as necessary for loading and/or discharging of goods, 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 **£186.38 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

- a) Fresh Water – During working hours (0600-1800 hours)  
Weekdays

**P.O.A per tonne**

### 2. Weighbridge

- a) Weighbridge – Normal hours (0600-1800 hours)  
i. Weekdays Laden or unladen

**£15.83 per vehicle**

- b) All other times, in addition to above, a charge per Attendant per hour or part thereof (minimum charge 4 hours)

**£36.87 per attendant**

### 3. Berthing and Unberthing Vessels

- a) 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:

<b>Length Overall of Vessel</b>	<b>Charge</b>
0 – 69.99 metres	<b>£264.32</b>
70.00 – 129.99 metres	<b>£715.49</b>
130.00 – 144.99 metres	<b>£1014.40</b>
145.00 – 160.00 metres	<b>£1731.19</b>
Over 160.00 metres	<b>£2398.28</b>

- b) Berth to Berth Movements – will be charged at 50% of the above applicable rate, or by agreement.
- c) 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.
- d) Berthing gangs consist of two or more persons 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.
- e) Overweight mooring lines surcharge + 50% of applicable charge at a) immediately above.

## 4. Lineboats

- a) 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>£346.72</b>
70 – 129.99 Metres	<b>£676.78</b>
130 – 144.99 Metres	<b>£960.81</b>
145 – 160.00 Metres	<b>£1113.40</b>
Over 160 Metres	<b>£1249.89</b>

- b) Berth to Berth Movements – Will be charged at the above applicable rate, or by agreement.
- c) Statutory Bank Holidays including Christmas Day and Boxing Day 25% of the applicable rate will be charged in addition to the Lineboat rate
- d) Commercial Mooring Buoys – Mooring or Un-mooring **£741.21 + Safety boat in attendance**. All the above rates cover up to 2 hours. If in excess of 2 hours, the charge will be **£185.33 per hour or part thereof (daylight hours only)**.
- e) 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 waste

- a) Mandatory Charge under the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended) per vessel, per visit **£157.00**
- b) Additional refuse skips can be hired **P.O.A**
- c) The Company reserves 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

- a) Parking of units, trailers, commercial vehicles, within the Docks is only allowed after prior agreement with the Company, at which time charges will be agreed. Vehicles found parked without authorization will be charged, at a minimum charge of **£118.00 per vehicle per day**

## 7. Rail access charge

- a) Wellmarsh sidings into Port of Sheerness and back **P.O.A**

## 8. Rail cargo dues

- a) Rail Cargo Dues – for all cargo loaded or discharged via rail wagons
- |                    |              |
|--------------------|--------------|
| a. General Cargo - | <b>P.O.A</b> |
| b. Cars            | <b>P.O.A</b> |
- b) Rail Cargo Dues will be levied in addition to charges for cargo handling Services at the Rail Terminal.
- c) Rail Terminal Cargo Handling Charges are available on request from the Commercial Department.

## 9. Attendance on Vessels, Transfer of Personnel, Goods

- a) The hourly charge for the attendance on vessels using any of the Company's vessels shall be:
- £356 per Company vessel 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. **£1145 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

#### 1. Pilotage Rates

Pilotage in the Pilotage Area is compulsory with certain exemptions, subject to the provisions of the Medway Ports Pilotage Directions.

Subject to the minimum charge at 2. and the PNPF Levy at 3. And, in addition to any further charges set out in this Chapter, charges are payable in respect of each act of pilotage between or within the areas stated at the following rates (based on length and draught of the vessel):

## RATE 1

SUBJECT TO MINIMUM CHARGE & PNPV LEVY

N.E.SPIT TO MEDWAY BUOY OR VICE VERSA

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01 300.00	J 300.01 325.00	K 325.01 350.00	L 350.01 400.00
DRAUGHT Metres From	To	£	£	£	£	£	£	£	£	£	£	£	
0.01	4.00	524	581	608	682	781	1116	1198	1515	1867	2057	2257	2449
4.01	5.00	650	680	707	785	885	1219	1303	1619	1973	2173	2383	2586
5.01	6.00	802	824	831	912	1013	1346	1432	1748	2101	2312	2533	2748
6.01	7.00	1038	1038	1038	1131	1231	1563	1649	1964	2316	2546	2786	3022
7.01	8.00	1244	1244	1292	1418	1522	1855	1937	2257	2605	2859	3124	3389
8.01	9.00	1356	1469	1511	1640	1738	2075	2160	2475	2827	3101	3385	3672
9.01	10.00	1477	1590	1634	1763	1864	2199	2282	2599	2953	3238	3533	3833
10.01	11.00	1815	1927	1976	2106	2204	2540	2623	2941	3293	3607	3931	4266
11.01	12.00	2189	2302	2340	2473	2568	2907	2991	3307	3661	4005	4362	4733
12.01	13.00	2389	2518	2546	2678	2776	3110	3195	3509	3861	4223	4597	4988
13.01	14.00	2504	2638	2668	2813	2916	3266	3366	3696	4066	4446	4838	5249
14.01	15.00	2625	2765	2798	2955	3063	3431	3548	3894	4283	4681	5092	5525
15.01		2749	2894	2930	3101	3215	3601	3734	4098	4506	4925	5355	5810

## 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	292	386	414	579	591	626	926	1014	1119	1168	1225	1329
4.01	5.00	308	386	457	614	625	687	986	1074	1179	1231	1294	1404
5.01	6.00	329	401	481	653	669	749	1048	1138	1241	1297	1365	1480
6.01	7.00	343	440	536	710	732	811	1114	1205	1306	1366	1439	1562
7.01	8.00	459	568	609	781	807	882	1185	1274	1378	1442	1522	1651
8.01	9.00	623	622	662	834	855	936	1235	1323	1428	1495	1579	1713
9.01	10.00	657	658	695	864	890	968	1268	1355	1466	1535	1622	1759
10.01	11.00	713	714	751	920	945	1023	1323	1412	1515	1586	1677	1820
11.01	12.00	769	770	810	978	1000	1081	1380	1468	1573	1647	1743	1891
12.01	13.00	807	806	844	1015	1042	1125	1420	1506	1617	1694	1793	1946
13.01	14.00	852	852	892	1065	1093	1181	1479	1569	1686	1766	1872	2031
14.01	15.00	898	899	940	1117	1146	1238	1539	1634	1757	1842	1953	2119
15.01		951	953	994	1175	1205	1302	1607	1707	1836	1924	2042	2216

## RATE 3

SUBJECT TO MINIMUM CHARGE & PNPf LEVY

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

		LENGTH GROUPS Metres											
		A 0.01- 100.00	B 100.01- 125.00	C 125.01- 150.00	D 150.01- 175.00	E 175.01- 200.00	F 200.01- 225.00	G 225.01- 250.00	H 250.01- 275.00	I 275.01- 300.00	J 300.01- 325.00	K 325.01- 350.00	L 350.01- 400.00
DRAUGHT Metres From To		£	£	£	£	£	£	£	£	£	£	£	£
0.01	4.00	422	535	590	764	812	974	1344	1502	1714	1810	1919	2082
4.01	5.00	446	535	656	853	897	1053	1430	1587	1799	1901	2017	2188
5.01	6.00	483	598	723	941	984	1144	1515	1675	1887	1994	2118	2298
6.01	7.00	555	681	798	1068	1108	1268	1642	1801	2010	2126	2260	2452
7.01	8.00	795	929	986	1225	1264	1421	1805	1956	2168	2295	2443	2650
8.01	9.00	1032	1049	1110	1344	1381	1546	1917	2079	2289	2425	2583	2803
9.01	10.00	1107	1124	1182	1419	1461	1623	1996	2152	2364	2505	2670	2896
10.01	11.00	1279	1296	1358	1594	1630	1795	2131	2324	2534	2687	2866	3110
11.01	12.00	1458	1478	1536	1774	1815	1972	2349	2506	2718	2884	3079	3341
12.01	13.00	1572	1583	1644	1885	1924	2086	2457	2617	2826	2999	3203	3476
13.01	14.00	1656	1669	1731	1979	2020	2189	2568	2736	2955	3137	3352	3637
14.01	15.00	1742	1757	1821	2076	2119	2297	2683	2860	3090	3281	3508	3806
15.01		1837	1853	1920	2182	2227	2414	2808	2993	3235	3436	3675	3987

## 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	2023	2062	2159	2414	2578	3096	3348	3846	4400	4801	5222	5666
8.01	9.00	2260	2416	2507	2776	2928	3456	3703	4199	4755	5185	5637	6117
9.01	10.00	2464	2623	2710	2972	3131	3655	3905	4407	4959	5406	5876	6376
10.01	11.00	3009	3166	3260	3522	3674	4205	4452	4949	5503	5996	6513	7067
11.01	12.00	3600	3752	3839	4108	4262	4793	5045	5540	6095	6636	7205	7817
12.01	13.00	3924	4119	4173	4440	4594	5122	5369	5867	6423	6992	7589	8234
13.01	14.00	4115	4319	4376	4663	4824	5379	5650	6173	6757	7354	7980	8659
14.01	15.00	4317	4530	4591	4898	5067	5650	5946	6495	7108	7736	8392	9105
15.01		4525	4747	4813	5141	5319	5931	6254	6830	7473	8132	8820	9570

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.

## 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 Metres From To		£	£	£	£	£	£	£	£	£	£	£	
0.01	4.00	550	610	639	716	820	1172	1258	1590	1960	2160	2370	2572
4.01	5.00	682	714	743	824	929	1280	1368	1700	2072	2282	2502	2715
5.01	6.00	842	865	873	958	1064	1414	1503	1836	2206	2428	2660	2886
6.01	7.00	1090	1089	1090	1187	1292	1641	1732	2062	2432	2673	2925	3173
7.01	8.00	1307	1306	1357	1489	1599	1947	2034	2369	2735	3002	3280	3559
8.01	9.00	1423	1542	1587	1722	1825	2178	2268	2599	2969	3256	3554	3856
9.01	10.00	1551	1670	1715	1851	1957	2309	2396	2729	3101	3400	3709	4025
10.01	11.00	1906	2023	2075	2212	2315	2667	2754	3088	3458	3787	4128	4479
11.01	12.00	2298	2417	2457	2596	2697	3052	3140	3473	3844	4206	4580	4969
12.01	13.00	2509	2644	2673	2812	2915	3265	3354	3685	4054	4434	4827	5237
13.01	14.00	2629	2770	2802	2954	3062	3430	3535	3881	4270	4668	5080	5511
14.01	15.00	2757	2903	2938	3103	3217	3603	3725	4089	4497	4916	5347	5801
15.01		2887	3039	3077	3256	3375	3781	3921	4303	4732	5171	5623	6101

## 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 Metres From To		£	£	£	£	£	£	£	£	£	£	£	
0.01	4.00	796	890	880	1119	1265	1756	1972	2433	2952	3231	3527	3827
4.01	5.00	981	982	1045	1279	1429	1916	2137	2598	3117	3411	3721	4037
5.01	6.00	1190	1189	1238	1471	1623	2109	2329	2793	3311	3621	3948	4284
6.01	7.00	1552	1552	1563	1800	1947	2434	2652	3116	3635	3973	4328	4696
7.01	8.00	1879	1910	1998	2231	2382	2865	3085	3549	4067	4440	4833	5244
8.01	9.00	2092	2240	2319	2563	2707	3200	3417	3880	4397	4798	5220	5663
9.01	10.00	2281	2430	2511	2747	2896	3384	3604	4068	4586	5003	5441	5904
10.01	11.00	2788	2936	3021	3259	3405	3896	4113	4576	5093	5553	6035	6548
11.01	12.00	3340	3482	3562	3805	3949	4442	4661	5126	5643	6149	6678	7246
12.01	13.00	3642	3824	3872	4116	4257	4751	4965	5430	5944	6475	7031	7628
13.01	14.00	3819	4009	4061	4322	4471	4989	5226	5714	6254	6811	7394	8022
14.01	15.00	4006	4204	4260	4540	4696	5240	5501	6013	6580	7166	7776	8437
15.01		4199	4405	4465	4765	4929	5500	5786	6324	6919	7534	8174	8869

## 2. Minimum Charge

- 1 A minimum charge of **£627.00** excluding boarding & landing charges, will apply to all Services or aborted Services provided by a Medway Pilot.
- 2 If the pilot allocated for the act is outside of the working roster, an additional charge may be applied at a rate of **£500.00**.

## 3. PNPf Levy

From 1st January 2025, a Pilots' National Pension Funding Deficit Surcharge of 24% will apply to all pilotage, boarding and landing and PEC charges.

## 4. Overcarriage

- a) When a Medway Pilot cannot land from an outward-bound vessel because of adverse weather conditions, a minimum charge of **£1,624** 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.
- b) A charge of **£93.19 per half hour or part thereof** in excess of 12 hours will apply.
- c) The repatriation of Medway Pilots overcarried is the responsibility of the local Ships Agent

## 5. Baulk tide/attendance

- a) If a Medway Pilot's services are requested and they attend as ordered or are on route and finds that the vessel has sailed without awaiting the Medway Pilot's arrival or that their services will not be required, or that for any reason they are unable to board, a charge of **£628.02** will apply plus any other additional costs.
- b) If the Medway Pilot allocated for the act is outside of the working roster, the baulk tide/attendance charge of **£967.68** will apply.
- c) For a vessel requiring the service at Sunk Pilot station a higher charge of **£1,042.00** will apply instead of the charge in 5(a) above.
- d) In all cases if the Medway Pilot has boarded the vessel, any boarding charges incurred will be added to these charges.



## 6. Detention/waiting

- a) If after attending to take charge of a vessel at the request of the owners, agents, or master a Medway Pilot is
- (i) unable to board at the confirmed time; or
  - (ii) required to stand by awaiting the vessels departure; or
  - (iii) required to standby during a vessel port call; or
  - (iv) (if after taking charge of a vessel) a Medway Pilot is detained on board by request of the owners, agents or master when no Services are being rendered,
- then an additional charge of **£93.19** for each completed half hour or part thereof, will be applied.

***NB. There is a discretionary limit to the length of time that a Medway Pilot can be detained.***

## 7. Joining abroad

- a) When a Medway Pilot is requested to board a ship at a continental port an additional charge will apply of **£4,204.00**
- b) For each hour or part thereof in excess of 12 hours from the ETD at the continental port a further additional charge shall be payable until the time of entry to the Pilotage Area: **£93.19**
- c) Should this service be cancelled within the period 48 hours prior to the ETD at the continental port a cancellation fee shall be payable of **£1,956.00**
- d) 4 hours written notice is required when ordering this Service and the charges stated are in addition to all other charges in this Chapter, including the Pilotage Rates set out at 1. above.
- e) 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: **£245.34**

## 8. Shifting

For moving a vessel from jetty or berth within a terminal with Medway Pilot on board a charge of **£628.02** will apply.

## 9. ETA surcharge

- a) For a vessel which fails to give the compulsory notice of her ETA, or which fails to arrive within one hour either side of her compulsory ETA an increase of 25% of the applicable **pilotage** and **boarding and/or landing** charges, or a minimum charge of **£350.00** will be applied.
- b) 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***

## 10. ETD surcharge

For a vessel which fails to give the compulsory notice of her ETD, or which fails to depart within one hour either side of her compulsory ETD an increase of 25% of the applicable **pilotage** and **boarding and/or landing** charges, or a minimum charge of **£350.00** 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 Medway Pilot, will be exempted from payment of a surcharge if she orders her next Medway Pilot as soon as she is secure alongside.***

## 11. Dover

- a) If a Medway Pilot boards or lands from a vessel off Dover, there will be a charge of **£1,624.31** applied plus a charge for the services of the Dover launch in addition to all other charges, including the Pilotage Rates set out at 1. above.
- b) This charge will be applied for a Medway Pilot joining or landing from a vessel at Felixstowe, the Kilo anchorages or outside the Pilotage Area

## 12. Fee for Services of an Additional Pilot

Where circumstances dictate that the services of a second or additional Medway Pilot are required a separate charges will be applied for each Pilot at (for example for two Pilots, two charges would be made at the relevant pilotage rate set out at 1. above).

### 13. Class 1 Pilotage Services

- a) Where compulsory Class 1 Authorised Marine Pilot Services are required in respect of a vessel during the port call a charge of **£46,400** 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 Medway Pilots for inward and/or outward-bound passage(s).
- b) This charge is in addition to all other pilotage chargess.

### 14. Boarding and Landing

The charges for the boarding and landing of Medway 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.

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>638</b>	<b>914</b>	<b>243</b>	<b>1,184</b>
150.01 to 175m	<b>691</b>	<b>914</b>	<b>268</b>	<b>1,184</b>
175.0m to 200m	<b>778</b>	<b>914</b>	<b>307</b>	<b>1,184</b>
200.01 to 225m	<b>867</b>	<b>1,022</b>	<b>336</b>	<b>1,184</b>
225.01 to 250m	<b>954</b>	<b>1,123</b>	<b>378</b>	<b>1,184</b>
250.01 to 275m	<b>1,065</b>	<b>1,252</b>	<b>411</b>	<b>1,184</b>
275.01 to 300m	<b>1,125</b>	<b>1,324</b>	<b>448</b>	<b>1,184</b>
300.01 to 350m	<b>1,207</b>	<b>1,423</b>	<b>481</b>	<b>1,184</b>
350.01 to 400m	<b>1,368</b>	<b>1,610</b>	<b>507</b>	<b>1,184</b>
Above 400.01m	<b>1,572</b>	<b>1,850</b>	<b>643</b>	<b>1,184</b>

Where a Medway Pilot makes use of a road taxi to board or land, the Company 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 2025, a Pilots' National Pension Funding Deficit Surcharge of 24% will apply to all pilotage, boarding and landing rates and PEC charges.

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

- a) 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.
- b) PNPf Levy – a levy of 24% will apply to all pilotage charges including Pilot exemption
- c) Issue of a pilotage exemption certificate by written application for part or parts of the Pilotage District or Local Knowledge Endorsement  
Exam & issue/ renewal **£252.69**
- d) Pilotage exemption certificate exam for one area. **£650.06**
- e) Pilot exemption certificate exam for two or more areas **£706.60**
- f) Annual renewal of a pilotage exemption certificate  
And additions requiring new certificate **£252.69**

**N.B. In accordance with the Medway Ports 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 £252.69 in addition to the standard renewal charge.**

- g) Change or addition to pilotage exemption certificate, not requiring new pilotage exemption certificate **£126.33**
- h) 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.
- i) PEC Assessment Fee **£450.00**  
(The Standard Pilotage Fee is also applicable for this pilotage act as per tariff)

## 16. Pilotage Simulator

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>£2,160.00</b>
Maximum charge up to 4 candidates	<b>£3,240.00</b>

## 17. PEC Meeting / Familiarisation

- a) Where a Pilot Exemption Certificate applicant requires a meeting with a Company Representative to discuss details and knowledge requirements of the PEC examination **£327.95 per person**
- b) Such meetings are available by appointment only

## 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>£51.93</b>
b) Slinger Banksman – Overtime (Min. Charge Period 4 hours)	<b>£61.39</b>
c) Slinger Banksman – Bank holidays (Min. Charge Period 8 hours)	<b>£103.99</b>
d) Supervisor – Normal Time (Min. Charge Period 4 hours)	<b>£101.01</b>
e) Supervisor – Overtime (Min. Charge Period 4 hours)	<b>£114.21</b>
f) Supervisor – Bank Holiday (Min. Charge Period 8 hours)	<b>£122.73</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 2025	Original as issued

Port of Sheerness Limited

Archway House  
Sheerness Docks  
Sheerness  
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