THE BRISTOL PORT COMPANY

DUES SCHEDULE 2018/2019

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SCHEDULE EFFECTIVE 1 APRIL 2018

The rates quoted in this schedule are subject to alteration at any time.

Value Added Tax, where appropriate, will be added to the rates quoted in this schedule.

THE BRISTOL PORT COMPANY

VESSEL DUES 2018/2019

SCHEDULE EFFECTIVE 1 APRIL 2018

Class	Vessels Entering With Cargo From Or Loading Cargo For	Full Dues per GT	Part Dues per CT[a]
1	River Severn, Bristol Channel and any place in the United Kingdom, the Channel Islands or Republic of Ireland	£0.84	-
2	Any place in Europe between the North Cape (Norway) and including the Mediterranean Sea, Black Sea and Sea of Azov	£2.21	£3.26
3	Any place not mentioned elsewhere in this schedule:		
	i. Tankers carrying Molasses	£2.89	£4.33
	ii. Tankers carrying Petroleum Products	£2.21	£3.26
	iii. Any other vessels and cargo	£3.39	£5.11
4	Cruise Liners	POA	-

Other Charges	Rate
Subsequent lockings (per GT)	£0.84
Operations within tidal waters (per GT)[b]	£0.54
Minimum vessel due (per use of the lock)	£528
Bunker surcharge (per m^3)[c]	£3.17

Fendering	Rate
Supply of fendermen (per lock transit) [e]	£277
Hire of Yokohama fenders:	
- mobilisation	£264
- per fender per day (or part thereof)	£150

Berth Charges (per m)[d]	
Day 1	Free
Thereafter	£3.00

Vessel Waste [10]	Charge
First skip	£38.00
Subsequent skips	£76.00

a) CT = Cargo tonne
b) Including cargo traffic to Bristol City Docks
c) Includes the transfer of all liquid pollutants from ship to ship or ship to shore, subject to a minimum quantity of $1m^3$.
d) Berth charges are per metre of vessel length (LOA). Vessels detained by the MCA do not receive Day 1 free of charge.
e) A late order / cancellation charge of 50% of the total fendermen charge will be made if the fendermen order is made, cancelled or amended less than 7 hours before the pilotage order (arrivals) or less than 1½ hours before the pilotage order (departures).

GENERAL CONDITIONS

1. The Gross Tonnage ("GT") calculated according to the International Convention on Tonnage Measurement of Ships 1969 will be the basis of the charge for all vessels whose keel was laid on or after 18 July 1982 and for such vessels built before this date which have been remeasured.
2. Dues on vessels are payable at the time of entry. All subsequent inter-dock movements are chargeable at an additional due. Each vessel will be rated for dues by reference to the classification of the highest rated port from which cargo is discharged and/or loaded.
3. Vessel Dues must be paid prior to the departure of a vessel from the Port.
4. Details of Tonnage must be verified at the time of payment by submitting the current Certificate of Registry and the Tonnage Certificate for examination. No retrospective adjustments will be allowed.
5. Part Cargo Dues may be claimed on the manifested tonnage where a vessel is discharging or loading part of its cargo, subject to a minimum payment of 25% Full Dues. Vessels carrying high volume and/or low cargo tonnage or with low cargo tonnage to/from one port as a "full" cargo will be subject to Full Dues.
6. An Allowance will be given for segregated ballast spaces in oil tankers carrying only refined petroleum products on presentation of the Tonnage Certificate prior to, or at, the time of payment.
7. A supplementary due of 50% of the applicable schedule rate will be rendered on the outward voyage of vessels loading following discharge, but still subject to the minimum vessel due.
8. The Port Byelaws empower the Haven Master to order vessels to either shift along a berth, or move to another berth, as circumstances demand. Any costs are for the ship owner's account.
9. Berth charges are payable on all vessels following completion of discharge/loading (or five days from arrival in the Port whichever is the earliest).
10. MERCHANT SHIPPING AND FISHING VESSELS (Port Waste Reception Facilities) REGULATIONS 2003
    i. The Bristol Port Company is required under the above regulations to apply a charge to all ships visiting the Port for the provision of reception facilities for ship-generated waste.
    ii. Half of the mandatory charge for the first skip of galley waste and general garbage at The Bristol Port Company is already included within the Port's consolidated handling charges or scheduled Vessel Dues. The 'First skip' charge above covers the other half of the costs incurred in providing the first garbage skip per vessel.
    iii. Further skips are available on request and will be charged as above. Additional skips should be ordered via the Marine Department.
    iv. Other ship-generated waste material e.g. waste oil, slops, sewage, cargo dunnage, large plastic sheets etc. should be disposed of by the individual ship's agent using approved waste contractors.

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PILOTAGE DUES 2018/2019

SCHEDULE EFFECTIVE 1 APRIL 2018

L x B [4] m²	Full £	Conc.[6] £	L x B [4] m²	Full £	Conc.[6] £	L x B [4] m²	Full £	Conc.[6] £
1 – 400	446	N/A	3001 – 3200	2,531	2,517	6001 – 6200	4,977	4,385
401 – 600	556	N/A	3201 – 3400	2,694	2,649	6201 – 6400	5,157	4,542
601 – 800	661	N/A	3401 – 3600	2,847	2,761	6401 – 6600	5,352	4,709
801 – 1000	802	N/A	3601 – 3800	3,016	2,891	6601 – 6800	5,996	5,270
1001 – 1200	955	N/A	3801 – 4000	3,186	3,016	6801 – 7000	6,217	5,455
1201 – 1400	1,116	N/A	4001 – 4200	3,345	3,125	7001 – 7500	6,532	5,722
1401 – 1600	1,270	N/A	4201 – 4400	3,508	3,224	7501 – 8000	6,848	5,995
1601 – 1800	1,424	N/A	4401 – 4600	3,664	3,323	8001 – 8500	7,170	N/A
1801 – 2000	1,577	N/A	4601 – 4800	3,823	3,438	8501 – 9000	7,486	N/A
2001 – 2200	1,714	N/A	4801 – 5000	4,002	3,562	9001 – 9500	7,809	N/A
2201 – 2400	1,885	N/A	5001 – 5200	4,163	3,688	9501 – 10000	8,125	N/A
2401 – 2600	2,040	N/A	5201 – 5400	4,313	3,808	10001 – 10500	8,449	N/A
2601 – 2800	2,215	N/A	5401 – 5600	4,470	3,942	10501 – 11000	8,675	N/A
2801 – 3000	2,369	N/A	5601 – 5800	4,654	4,103	11001 – 11500	8,924	N/A
			5801 – 6000	4,816	4,244	11501 – 12000	9,155	N/A

The dues above include a 7½% levy to part fund liabilities arising from the deficit on the Pilots' National Pension Fund.

Other Charges	% of Full Pilotage	Minimum Charge
Within Dock Pilotage Charge[8]	5%	£224
Standard Pilotage Charge[9]	25%	£224
Piloted tug & tow per movement[11]	N/A	£1,035
Use of pilot boat per hour[12]	N/A	£189

Pilotage Exemption Certificates (GPR 1.2)	Charge
Pilotage Dues (% of Full Pilotage Dues)[13]	5%
Examination Fee (including Certificate)	£231
Renew/amend/replace Certificate	£63

1. The Pilotage Due provides for the inwards and outwards pilotage of a vessel visiting Bristol from and to the Breaksea pilot boarding and clearing station (or any non-Bristol port in the estuary east of Breaksea).
2. If a vessel is piloted in one direction only, 50% of the due is payable.
3. The full pilotage due applicable to a vessel is payable as soon as an order for inwards pilotage has been placed. Payment must be made before a vessel sails. Charges for other pilotage services are payable within 14 days of the invoice.
4. The basis for charging is the product of length overall and extreme breadth in metric units (L x B) m^2.
5. For further details see section 5 of the General Pilotage Regulations ("GPR") – see also GPR 3.5 with regard to pleasure craft.
6. The Concessionary Due is applicable to car carriers of (L x B) 3001m^2 and above only. The Concessionary Due is not applicable where a vessel requires two pilots.
7. An Allowance will be given for segregated ballast spaces in oil tankers carrying only refined petroleum products on presentation of the Tonnage Certificate prior to, or at, the time of payment.
8. The Within Dock Pilotage Charge is payable for piloted movements wholly within an enclosed dock in circumstances not covered by the Pilotage Due. See GPR 5.4.
9. The Standard Pilotage Charge is payable for all other piloted movements in circumstances not covered by the Pilotage Due as, for example, pilotage west of Breaksea and inter-dock pilotage. See GPR 5.4.
10. Any Within Dock or Standard Pilotage Charges together with any of the charges listed above will be invoiced separately by the Competent Harbour Authority whether or not the vessel is also liable for Pilotage Dues.
11. The piloted tug & tow charge is per pilot used.
12. The cost of the pilot boat service is included in the Pilotage Due and other pilotage charges. Charges connected with the pilot boat therefore relate only to the use of the boat for other purposes (e.g. to board/clear person(s) to/from a vessel). The charge above is the charge per hour or part thereof.
13. The charge relating to pilotage by Pilotage Exemption Certificate holders will not be levied if the vessel piloted was not subject to compulsory pilotage or was not subject to compulsory pilotage at the time the act was performed.
14. Charges given as a percentage will be invoiced to the nearest whole pound.

Pilot Order Surcharges	Arrival	Departure	Shift
Late Order Charge (GPR 4.2-4.3)	£128	£128	£63
Short Notice Order Charge (GPR 4.4)	£189	£189	£63
Late Cancellation Charge (GPR 4.5-4.6)	£128	£128	£63

Late Order Charge: Pilotage orders placed which do not meet the advance notice requirement.

Short Notice Order Charge: Pilotage orders or amendments to pilotage orders accepted with notice of less than 7 hours (arrivals), less than 1½ hours (departures) or less than 2 hours (within dock pilotage).

Late Cancellation Charge: Pilotage orders cancelled late, including those circumstances when a vessel arrives or leaves berth more than 3 hours after the ordered time or does not arrive or leave berth at all.

- The surcharge applies to both day and night and will be incurred by a vessel once only for each arrival, departure or shift.
- Charges in respect of amendment/cancellation are at the discretion of the Haven Master.
- Checks against ordered time refer to original (or latest updated) ordered time.
- Agents are requested, where possible, to **order, cancel or amend before 1700 daily**.

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OTHER DUES & CHARGES 2018/2019

SCHEDULE EFFECTIVE 1 APRIL 2018

SUPPLYING WATER TO VESSELS

Per 1,000 litres	£4.35

Additional Charges	Days & Times	Premium	Hourly(2)	Call-Out(3)
Day	Mon–Thu 0800–1700, Fri 0800–1600	-	-	-
Early Morning	Mon–Fri 0600–0800	-	£29.00	£84.00
Evening	Mon–Thu 1700–2100, Fri 1600–2000	-	£29.00	£84.00
Night	Mon–Thu 2100 on, Fri 2000 on	£35.00	£29.00	£225.00
Weekend & Bank Holiday	Sat, Sun and Bank Holidays 0000–2359	-	£33.00	£279.00

1. Minimum delivery of water: 8,000 litres.
2. Hourly charges are per hour or part thereof. For Night, Weekend or Bank Holiday, where a Call-Out has been charged, hourly charges will only be payable after 7 hours of attendance.
3. No Call-Out fee is charged for Evening/Night work if attendance has continued on from normal Day hours. However, the Premium is payable for Day attendance continuing into Night.
4. The water charge also includes the delivery, set up and collection of stand pipe and meter.
5. The Port will endeavour to fulfil all requests for water but cannot guarantee to respond to late orders particularly at night or weekends. The Port will not be responsible for any delays so caused.
6. Email requests should be made to: gearstore@bristolport.co.uk cc signal.station@bristolport.co.uk

CARGO DUES - CONDITIONS AND PROCEDURES FOR PAYMENT OF DUES ON GOODS

1. The owner of every vessel, or his agent, must supply a manifest stating the quantities, weights and description of the goods to be discharged or loaded within the Port of Bristol. For imports the name of the consignee must be supplied and for exports, the names of the shippers must be given.
2. Dues are payable on demand.
3. Payment must be made on the manifest gross weight of the goods, including their packing. In cases where an outturn is ascertained at the Port and it varies from the manifest, an appropriate adjustment of dues will be made. When the quantity is known only in units other than weight, a conversion factor will be applied.
4. The schedule of Dues on Imports from a Foreign Country is classified in accordance with H.M. Customs and Excise Integrated Tariff of the United Kingdom. Generally, one rate applies to all commodities in each Customs Tariff chapter, but any exceptions quoted will apply to the indicated items only.
5. For Foreign Imports, a copy of the Customs Entry, on which the gross weight of the goods, the rate of dues and that total dues payable have been added, must be supplied by the importer or his agent. When the dues have been agreed and paid the Removal Note will be endorsed to this effect. The Collector of Customs at the Port of Bristol may not clear the goods unless the Removal Note has been endorsed to the effect that all dues liable have been paid.

NOTES ON DUES ON GOODS

1. Consolidated rates (covering handling and dues) and cargo dues will be quoted on request.
2. Volume discounts and special rates applicable to guaranteed tonnages may be negotiated separately from this schedule.
3. Details of allowances and exemptions from dues for trans-shipment, export/re-export and bunker cargoes are available on request.