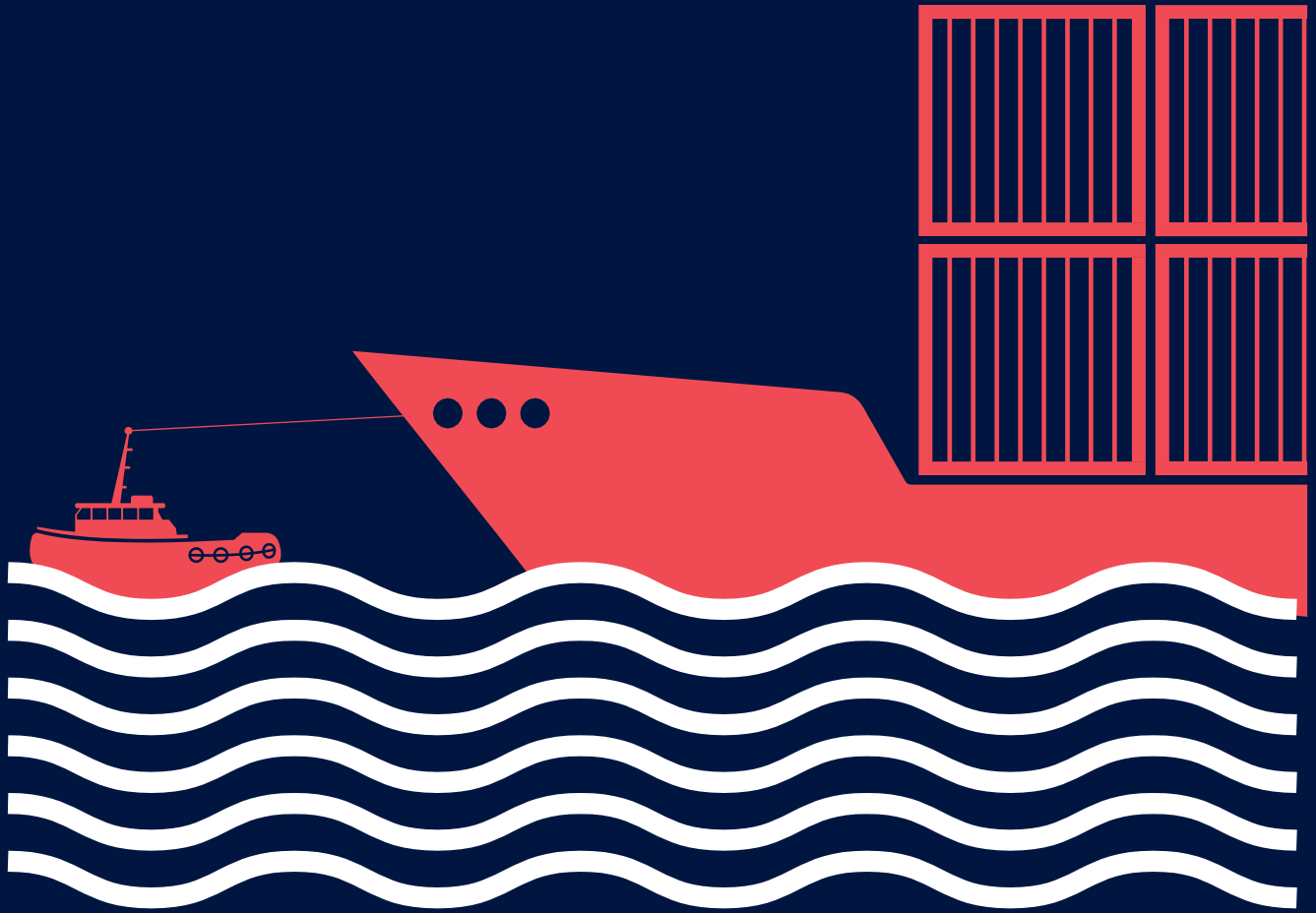


MARINE RATES AND CHARGES

Operative from 1st January 2025





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INTRODUCTION

This booklet sets out the charges of Forth Ports Limited as Statutory Harbour Authority and Competent Harbour Authority in respect of pilotage services, the granting of pilotage exemption certificates, conservancy and anchorage.

The terms and conditions set out at the end of this booklet determine the basis upon which Forth Ports Limited's facilities and anchorages may be used and Forth Ports Limited's marine services are provided. The terms and conditions also set out the circumstances under which payments are due to Forth Ports Limited and establish liability for payment of these charges.

These charges supersede those from the 1st April 2024 and shall apply for the period from 1st January 2025 to 31st December 2025.

Details of other port charges are contained in the published port charges booklets for each port, copies of which are available from Forth Ports Limited, 1 Prince of Wales Dock, Edinburgh EH6 7DX.

All initial bookings will be required to be confirmed in writing in the form of a NOTICE OF PROPOSED VESSEL MOVEMENT (PVM) before the services are required. This form can be found on the Forth Ports website at www.forthports.co.uk.

The agency making the booking and confirming it in writing will be the sole agency responsible for the payment of invoices relating to the services booked and provided.

By making the confirmed booking the agency are confirming that they have sufficient funds from their principle to cover the cost of the services provided.

Should there be a dispute as to the accuracy of the invoice, the agency shall raise this concern with Forth Ports immediately and certainly within the 30 days payment period. Such notification shall clearly state the reason for disputing the invoice.

In the event of the above conditions not being met or invoices not being paid in full within the stipulated time as stated on the invoice the agency concerned may have future bookings for Marine Operations refused.

Tonnages used for calculations are taken from the latest IHS Maritime database. Any discrepancies should be raised with the Chief Harbour Master and evidence in the form of copies of certificates to support supplied.







DEFINITIONS AND INTERPRETATION

Bunkers	Any fuel for the use in main engines or auxiliary motors.
CHA	Competent harbour authority in terms of the Pilotage Act 1987.
Chargeable Tonnes	<ul style="list-style-type: none">(a) In the case of barges, dry cargo vessels, bulk carriers, oil, chemical and gas tankers it shall be the vessel's DWT.(b) In the case of Navy vessels shall be the loaded displacement tonnage x 2.(c) In the case of all other vessels apart from those listed above it shall be the Gross Tonnage x 2.
Compulsory Pilotage Area	The area designated as such by Pilotage Directions issued by Forth Ports Limited as CHA from time to time.
DWT	The weight in metric tonnes of cargo, stores, fuel, passengers and crew carried by a vessel when loaded to her maximum summer load line.
Eastern Limits	The eastern limits of the Forth.
ETA	Estimated time of arrival.
ETD	Estimated time of departure.
Fife Ports	These are Methil Docks (excluding Energy Park Fife), Kirkcaldy, Burntisland and Inverkeithing.
Firth Stage 1	From the Eastern Limits to any roadstead or anchorage east of the Forth Rail Bridge and vice versa and docking/un-docking.
Firth Stage 2	From the Eastern Limits to any roadstead or anchorage west of the Forth Rail Bridge and vice versa and docking/un-docking.
Forth	Means the Forth under the jurisdiction of Forth Ports Limited, described in Schedule 1 to the Forth Ports Authority Order Confirmation Act 1969 as amended from time to time.





GDN	General directions for navigation as issued from time to time by Forth Ports Limited.
GT	Gross tonnage (ICT1969). International
ICT1969	Tonnage Certificate 1969.
Interport	A vessel sailing from one port in the Statutory Harbour Authority Area to another port in the Statutory Harbour Authority Area provided a pilot is engaged from berth to berth.
PEC	A pilotage exemption certificate.
Replenishment vessel	An auxiliary ship with fuel tanks and/or dry cargo holds which can supply fuel, dry stores or armaments to naval vessels. For the purposes of the charges this vessel will be deemed as a Navy vessel.





Semi-submersible

A platform that floats supported by underwater pontoons.

SHA

Harbour authority in terms of the Harbours Act 1964.

Shift

Shifting within the harbours and docks of Leith, Granton, Rosyth, Grangemouth, Burntisland, Methil, Inverkeithing and any other harbour and between anchorages within the Compulsory Pilotage Area.

Vessel

Every description of watercraft, however propelled or moved, and includes a hovercraft, a hydrofoil vessel and anything (whether in or under water) constructed or used to carry person or goods by water and a seaplane on or in the water and includes any dracone or floating dock, crane rig or other floating plant, offshore rig or semisubmersibles.

Navy Vessel

A ship belonging to the armed forces of a nation bearing the external markings distinguishing the character and nationality of such ships, under the command of an officer duly commissioned by the government of that nation, whose name appears in the appropriate service list of officers and is manned by a crew that is under regular armed forces discipline.

In this document:

- (a) Reference to boarding and landing shall be to the use of a pilot boat to transport a pilot to or from any vessel. A trip from the pilot station to the vessel or from the vessel to the pilot station shall be deemed to be a single trip and charged accordingly.

- (b) Reference to charges are exclusive of value added tax (if applicable) at the applicable rate from time to time.



PILOTAGE

Pursuant to Section 10 of the Pilotage Act 1987, Forth Ports Limited as CHA for the Compulsory Pilotage Area hereby make the following list of pilotage charges:

<u>Sections 1 – 4</u>	<u>Pilotage Rates</u>
<u>Section 5</u>	<u>Boarding & Landing Charges</u>
<u>Section 6</u>	<u>Pilotage Charges for Additional Duties</u>
<u>Section 7</u>	<u>Braefoot Bay Marine Terminal – Standby Pilot</u>
<u>Section 8</u>	<u>Cruise Vessels Anchored – Standby Pilots</u>
<u>Section 9</u>	<u>Attendance at Planning Meetings</u>
<u>Section 10</u>	<u>Tool Box Talks</u>
<u>Section 11</u>	<u>Attendance & Detention Charges & Surcharges</u>
<u>Section 12</u>	<u>Miscellaneous</u>
<u>Section 13</u>	<u>Over Carriage</u>
<u>Section 14</u>	<u>Bridge Simulator</u>
<u>Section 15</u>	<u>PNPF Levy</u>
<u>Section 16</u>	<u>Project Work</u>
<u>Section 17</u>	<u>Pilotage Exemption Certificates</u>

These rates and charges will come into force on 1st January 2025.

Forth Ports Limited as CHA reserves the right to review and amend pilotage charges and conditions whenever deemed necessary.

Forth Ports Limited and the Association of Forth Pilots will endeavour to provide pilots at the time ordered for, however will not accept any liability whatever for any delay, loss or damage arising directly or indirectly as a result of the inability for the pilot to board the vessel.

Note: pilotage costs for tugs towing barges will be charged as a combined rate i.e. per total chargeable tonnage





SECTION 1

PILOTAGE RATES

All vessels other than those to/ from Hound Point, Gas tankers and Container ships – 2025. Minimum Pilotage charges per pilotage act

<u>CHARGEABLE TONNAGE</u>			<u>F1(£)</u>	<u>F2 (£)</u>	<u>SHIFT/ANCHOR (£)</u>	<u>INTERPORT (£)</u>
0	to	5,000	740	1104	541	1337
5,001	to	8,000	801	1190	541	1434
8,001	to	9,600	889	1270	541	1519
9,601	to	11,200	1124	1551	622	1877
11,201	to	12,800	1215	1655	622	1994
12,801	to	14,400	1298	1707	622	2181
14,401	to	16,000	1396	1810	622	2200
16,001	to	19,000	1489	1955	622	2339
19,001	to	22,000	1551	2058	622	2477
22,001	to	25,000	1603	2162	680	2617
25,001	to	28,000	1717	2255	680	2822
28,001	to	31,000	1789	2368	680	2959
31,001	to	34,000	1862	2461	776	3168
34,001	to	37,000	1898	2564	776	3307
37,001	to	40,000	1965	2676	879	3515
40,001	to	43,000	2089	2777	931	3654
43,001	to	46,000	2168	2871	986	3861
For each additional 2,000 chargeable tonnes or part thereof, an additional charge of:			73	73	37	37

Small Ports

<u>PORT</u>	<u>PILOTAGE CHARGE (£)</u>
Methil*	590
Kirkcaldy	590

*Does not include Fife Energy Park



SECTION 2

PILOTAGE RATES

Gas tankers - 2025

Minimum Pilotage Charges per pilotage act

<u>CHARGEABLE TONNES</u>			<u>F1 (£)</u>	<u>F2 (£)</u>	<u>SHIFT/ANCHOR (£)</u>
0	to	2,000	596	833	542
2,001	to	3,000	626	989	542
3,001	to	5,000	673	1060	542
5,001	to	7,000	740	1190	542
7,001	to	9,000	801	1271	542
9,001	to	11,000	889	1361	542
11,001	to	13,000	978	1669	542
13,001	to	15,000	1222	1765	623
15,001	to	17,000	1322	1991	623
17,001	to	19,000	1418	2187	623
19,001	to	21,000	1661	2291	623
21,001	to	23,000	1965	2998	796
23,001	to	25,000	2254	3309	997
For each additional 2,000 chargeable tonnes or part thereof, an additional charge of:			164	214	113



SECTION 3

PILOTAGE RATES

**Hound Point - Tankers to/from Hound Point Marine Terminal - 2025
Minimum Pilotage Charges per pilotage act**

<u>CHARGEABLE TONNAGE</u>			<u>F1 (£)</u>	<u>SHIFT/ANCHOR (£)</u>
0	to	125,000	3413	1965
125,001	to	200,000	4136	2327
200,001	and	above	6980	3878



SECTION 4

PILOTAGE RATES

Container Vessels – 2025

Minimum Pilotage Charges per pilotage act

<u>CHARGEABLE TONNES</u>			<u>GRANGEMOUTH (£)</u>	<u>SHIFT (£)</u>	<u>INTERPORT (£)</u>
0	to	5,000	879	537	1,903
5,001	to	8,000	1,112	537	2,070
8,001	to	10,000	1,163	537	2,232
10,001	to	13,000	1,324	537	2,560
13,001	to	15,000	1,448	537	2,614
15,001	to	20,000	1,525	576	2,724
20,001	to	25,000	1,654	614	2,778
25,001	to	30,000	1,861	659	3,195
30,001	to	35,000	1,965	694	3,674
For each additional 2,000 chargeable tonnes or part thereof, an additional charge of:			37	37	37



SECTION 5

BOARDING AND LANDING RATES

Boarding and landing charges for ALL vessels

<u>CHARGEABLE TONNES</u>			<u>BOARDING OR LANDING (£)</u>
0	to	5,000	296
5,001	to	7,500	412
7,501	to	10,000	523
10,001	to	12,500	596
12,501	to	15,000	655
15,001	to	20,000	728
20,001	to	25,000	816
25,001	to	30,000	907
30,001	to	35,000	1005
35,001	to	40,000	1122
40,001	to	50,000	1225
50,001	to	60,000	1344
60,001	to	75,000	1506
75,001	to	100,000	1679
100,001	to	125,000	1991
125,001	to	200,000	2542
200,001	over		3684

Vessels boarding and landing at Methil Port or Fife Energy Park, and west of the bridges are subject to a £525 surcharge per move.







SECTION 6 – PILOTAGE CHARGES FOR ADDITIONAL DUTIES

When a pilot is employed for the purpose of a trial trip, adjusting compasses, standing by a vessel at anchor or any such similar duties a charge of £233 per hour or part thereof will be payable, subject to a minimum charge of £931. Should the pilot be replaced by another pilot due to the length of time involved in the standby then the £931 minimum charge will only be applied once.

SECTION 7 – BRAEFOOT TERMINAL (STANDBY PILOT)

The operations procedures for the Braefoot Bay Marine Terminal require a pilot to be on board a vessel berthed at the terminal when actual sustained wind speed reaches 40 knots. The pilot remains on board the vessel until the sustained wind speed drops below this level. The charge for this service is £932 for the first four hours, thereafter at £233 per hour or part thereof until disembarkation. The provision of a standby pilot at Braefoot Bay Marine Terminal shall not incur a surcharge as laid down in paragraph (c) of Section 9.

SECTION 8 – CRUISE VESSELS ANCHORED (STANDBY PILOT)

The operations procedures for cruise vessels anchored off Hound Point and Newhaven require a pilot to be on board the vessel throughout the vessel's time at anchor. The charge for this service is £259 per hour or part thereof.

SECTION 9 – ATTENDANCE AT PLANNING MEETINGS

When a pilot is required to attend a planning meeting/s in advance of an actual act of pilotage a charge of £233 per hour or part thereof is payable, subject to a minimum charge of £932 in respect of the time the pilot is in attendance.

A charge for travel expenses of £1.04 pence per mile from the Pilot Station at Granton to and from the location of the meeting will be applied.

SECTION 10 – TOOL BOX TALKS

When a pilot is required to attend earlier than the time the pilotage act has been booked, in order to participate in a tool box talk or safety briefing, a charge of £233 per hour or part thereof is payable in respect of the time the pilot is in attendance.



SECTION 11

ATTENDANCE AND DETENTION CHARGES AND SURCHARGES

A) ATTENDANCE CHARGES

When ETA/ETD procedures as laid down in the GDN published by Forth Ports Limited have been complied with and a Master then fails to use the services of the pilot within one hour of the time for which the pilot was booked then a full charge for the intended act will be payable.

B) NOTICE PERIOD/CANCELLATION

Normal Pilot booking window is between 05:00 and 18:00 7 days a week, 4 hours' notice is required. If a Pilot is ordered outside this booking window a charge of £516 will be applicable. Orders made outside the booking window for jobs commencing after 0900 shall not incur the charge. If an order for a pilot is cancelled not less than two hours before sailing/boarding, then no charge is payable.

If an order for a pilot is cancelled within two hours of the sailing/boarding time, then a full charge for the intended act will be payable.

C) DETENTION CHARGES

When a pilot cannot be landed, or the vessel is in an unsafe position and the Master requires the pilot to remain on board a detention fee of £233 per hour or part thereof shall be payable. In circumstances where a pilot is carried over to another port, the Master shall be responsible for detention fees, accommodation and travelling costs incurred by the pilot to ensure his timely repatriation. Detention charges will be applied for; A Pilot detained on a vessel due to failed lock gates, activation of VED's due to Pilot detention, delays in Gangway and safe access/egress, poor ship handling causing unnecessary delays in the operation.

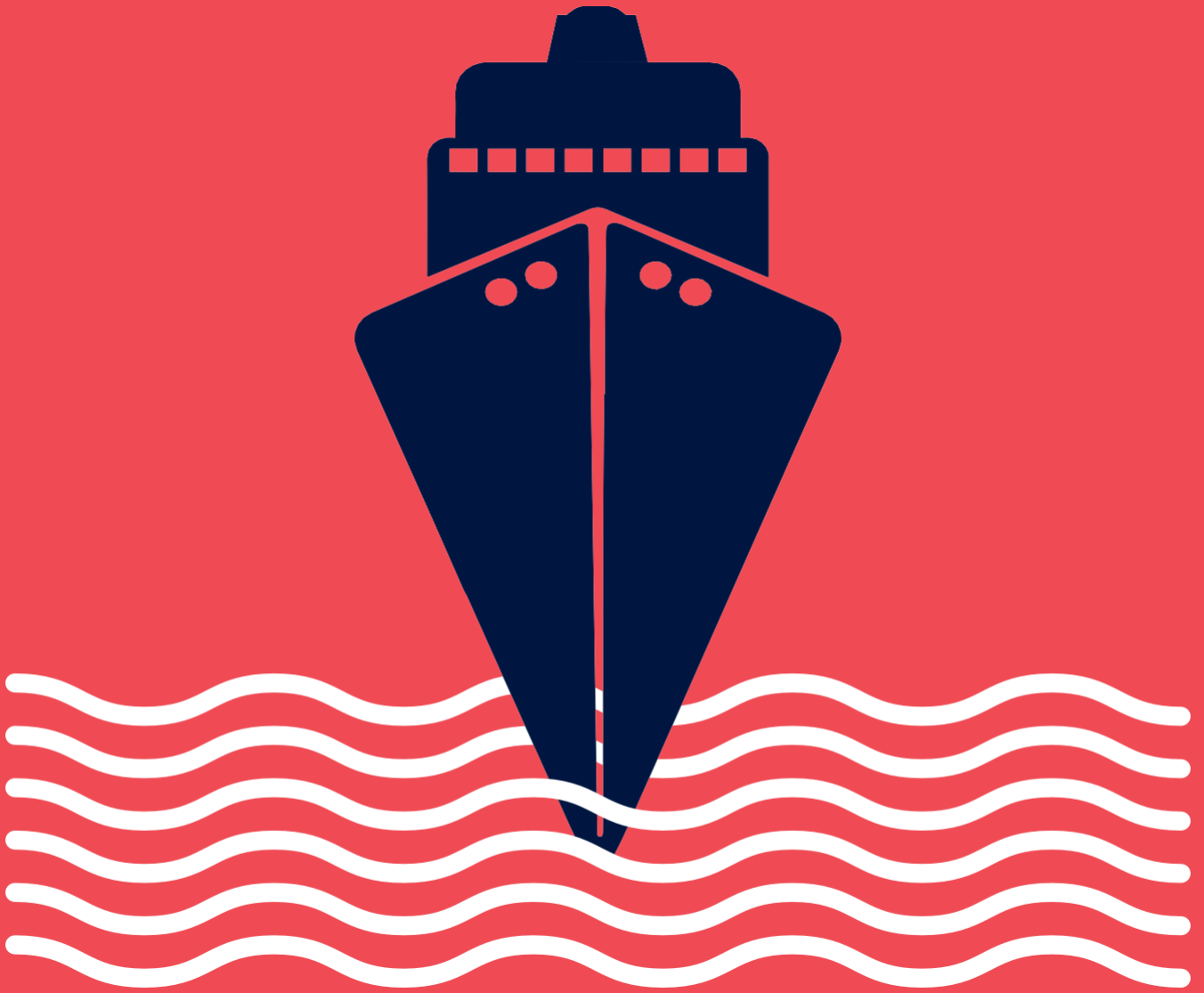
D) SHORT NOTICE SURCHARGES

If a Master fails to provide ETAs/ETDs as laid down in the GDN there may be a delay in the provision of pilotage services. However, on occasions and dependent solely upon availability, a pilot may be provided. Under such circumstances there will be a surcharge of £516 on the applicable pilotage rates.

E) DEAD SHIP MOVES, AND ACTS OVER 6 HOURS

All dead ship moves, and acts over 6 hours will be subject to a double charge on tariff.







SECTION 12 – MISCELLANEOUS

Small objects or structures such as pontoons, lock gates, caisson gates, etc. which do not have a Chargeable Tonnage, but which require the services of a pilot, will be subject to a charge of £233 per hour or part thereof subject to a minimum charge of £932 will be payable. This is in addition to boarding and landing costs, as per tariff.

SECTION 13 – OVER-CARRIAGE

During periods when the pilot boat service is suspended due to adverse weather, it may be possible for a pilot to be over carried out with the Compulsory Pilotage Area to the vessel's next port or other suitable disembarkation point. This must be by arrangement prior to the vessel's sailing and cannot occur without the pilot's consent and approved by Forth Ports as SHA and CHA. Written confirmation must be provided by the Master, that all costs related to over-carriage will be met by the vessel. Over-carriage is charged at £259 per hour or part thereof, from the time that the vessel departs the CPA until the time that the pilot is returned to either his home address or the port/ installation that the vessel sailed from. The vessel is liable for all travel costs in returning the pilot to home or departure port, and the vessel's master/agent must assume responsibility for arranging all necessary onward travel and or accommodation, to ensure the pilots timely repatriation. Over-carriage charges will be billed directly to the vessel's agent by Golden Lion Pilotage & Marine Services Co. Ltd.

SECTION 14 – BRIDGE SIMULATOR

When the Bridge Simulator at South Tyneside College is used for planning purposes and projects there will be a charge of £4,033 + VAT per day for 2 pilots, plus £1,477 + VAT for use of the simulator software. These charges do not include any costs for travel or subsistence, or any charges levied by South Tyneside College for the use of the simulator.

SECTION 15 – PNPf LEVY

All pilotage rates are subject to a 12% surcharge in relation to recovery of the PNPf deficit payment.

SECTION 16 – PROJECT WORK

For Project Work, where, due to the nature of a Pilotage act, there is a requirement/request for continuity by using specifically chosen pilots i.e. barges, float on/float offs, rig moves or Aircraft Carrier work, these acts will be subject to a double charge as per the tariff rates.





SECTION 17

PILOTAGE EXEMPTION CERTIFICATES

FEES RELATED TO THE ISSUE, EXAMINATION, RENEWAL AND REPLACEMENT OF

- | | |
|---|-------------|
| a) Examination for and issue of a PEC for part of, or whole of the Compulsory Pilotage Area: | £755 |
| b) Assessment trips for PEC's will be charged at 50% of the published pilotage charge for the vessel. This charge for an assessment is in addition to the published pilotage charge for the vessel. | |
| c) Re-examination for a PEC for part of, or whole of, the Compulsory Pilotage Area: | £755 |
| d) Renewal of a PEC for part of, or whole of, the Compulsory Pilotage Area: | £414 |
| e) Replacement of a PEC for part of, or whole of, the Compulsory Pilotage Area, or any amendment to a PEC certificate: | £207 |
| f) Re-validation of PEC for part of, or whole of the Compulsory Pilotage Area, required at four yearly intervals: | £755 |
| g) A vessel using a PEC shall pay 10% of the Pilotage charge which would have otherwise been applicable to such vessel. | |



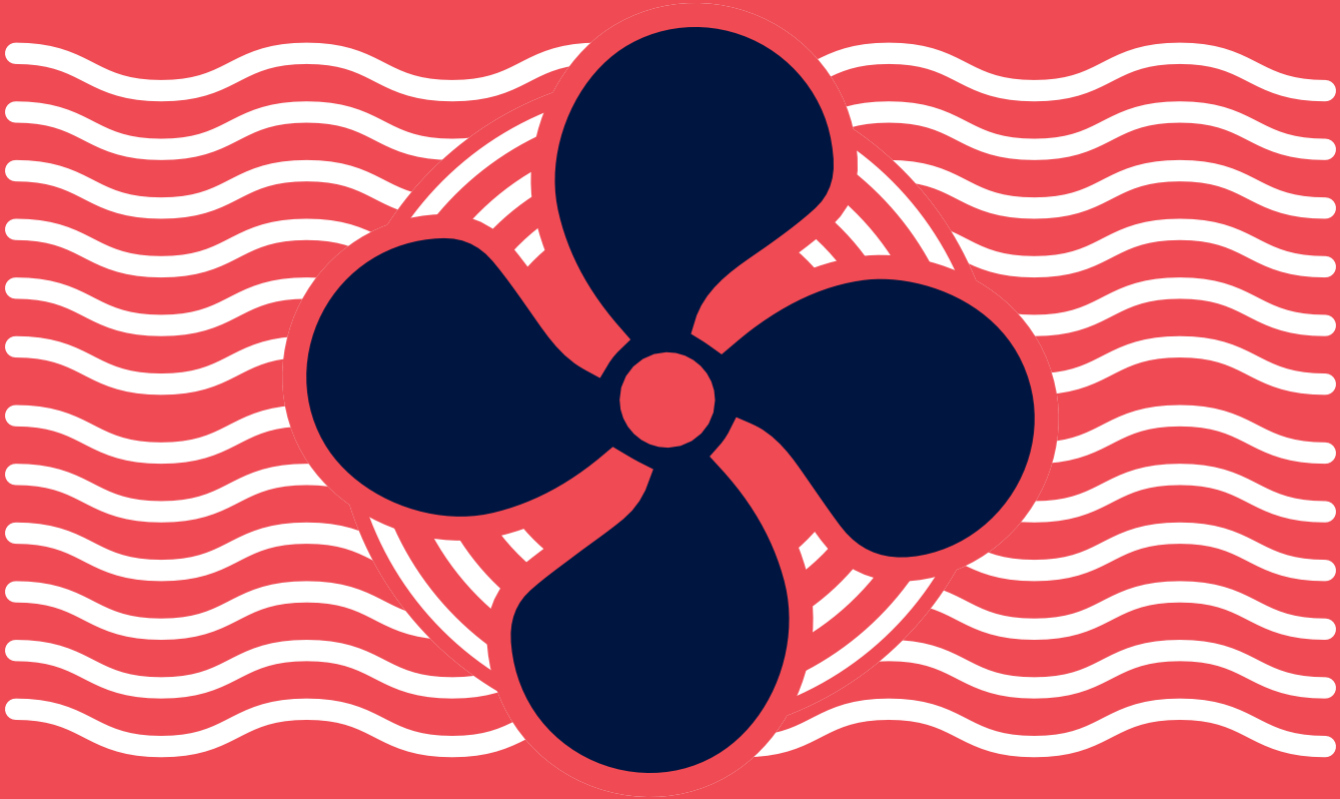


CONSERVANCY

Pursuant to the Harbours Act 1964 and the Forth Ports Authority Confirmation Order Act 1969 as amended from time to time, Forth Ports Limited as SHA for the Forth hereby makes the following list of charges:

Sections 1	<u>Conservancy Charges</u>
Section 2	<u>Charges for lay-up anchorages</u>
Section 3	<u>Charges for vessels working at anchorages</u>
Section 4	<u>Charges for vessels bunkering at anchorages</u>
Section 5	<u>Charges for attending meetings</u>
Section 6	<u>Charges for consultancy work</u>
Section 7	<u>Charges for carrying out audits and inspections</u>
Section 8	<u>ISPS charges</u>
Section 9	<u>Launching of vessels into Forth Ports SHA</u>
Section 10	<u>Issue of Notice to Mariners</u>
Section 11	<u>Environmental Levy</u>





SECTION 1

CONSERVANCY CHARGES

HOUND POINT

All vessels for Hound Point terminal will be charged at the rate of £0.27 per chargeable tonne.

SMALL FIFE PORTS

All vessels entering the small Fife ports of Methil, Kirkcaldy, Burntisland and Inverkeithing will be charged a fixed conservancy rate of £525 per vessel.

ALL OTHER PORTS and ANCHORAGES

Vessels using all other ports and anchorages on the Forth other than those indicated above will pay the following rates:

CHARGEABLE TONNES	PRICE
0 – 200	Exempt*
201 – 2,500	Fixed £400
2,501 – 25,000	16 pence per Chargeable Tonnes
25,001 – 45,000	18 pence per Chargeable Tonnes
45,001 – 75,000	20 pence per Chargeable Tonnes
75,001 – 150,000	22 pence per Chargeable Tonnes
150,001 – 250,000	24 pence per Chargeable Tonnes
250,001 – 400,000	26 pence per Chargeable Tonnes
400,001 and above	28 pence per Chargeable Tonnes

* Exemption only applies to non-commercial vessels; commercial vessels pay a minimum charge of £400

Vessels crossing the limits of the Forth regardless of whether they eventually berth at a port/terminal on the river will be charged Conservancy. Any vessel having crossed the limits of the Forth and then engaging in an interport voyage within the Forth will also be charged Conservancy for each passage.

The charges set out above include a stay within the SHA area for 48 hours for all vessels other than offshore rigs and semisubmersibles, not including time alongside in any port or terminal. Any stay beyond 48 hours shall be subject to the charges set out in Section 2.

UK Naval vessels are exempt from conservancy charges, however all foreign going Naval vessels are subject to the charges within this section.



SECTION 2

CHARGES FOR LAY UP ANCHORAGES & ADDITIONAL CONSERVANCY

The following charges apply to all vessels and rigs requiring layup. Vessels utilising these such anchorages for lay up or extended stay should contact Forth Ports Limited to ascertain availability of anchorage.

The charges also apply to vessels which have exceeded the 48 hours stay limit set out within Section 1.

The charges are per day or part of a day. All rates quoted are in addition to any other Conservancy charges. The following charges apply to any vessel over 200 chargeable tonnes.

CHARGEABLE TONNAGE	DAILY CHARGE (£)
0 – 200	Exempt*
201 – 2,500	200
2,501 – 25,000	350
25,001 – 45,000	500
45,001 – 75,000	600
75,001 – 150,000	700
150,001 – 250,000	800
250,001 – 400,000	900
400,001 and above	1000
Offshore rig/semi-submersible	650

* Exemption only applies to non-commercial vessels; commercial vessels pay a minimum charge of £200

CONDITIONS

The use of anchorages for lay up or extended stay are subject to the following conditions:

1. Availability and allocation of anchorages is at the sole discretion of Forth Ports Limited.
2. A "Cold stack at anchor" form must be submitted to FTNS and approved prior to an extended stay at anchor being permitted.
3. To ensure the highest levels of safety Forth Ports Limited will issue procedures to vessels utilising these facilities which must be adhered to.
4. Unless by prior arrangement, vessels must maintain full anchor watches, have engines ready for immediate use and must be ready to sail at short notice if required by Forth Ports Limited.
5. Vessels must be aware of and adhere to all local Byelaws, GDN's and Notices to Mariners.



SECTION 3

CHARGES FOR VESSELS WORKING AT ANCHORAGES

Any vessels or rig anchored in any of the anchorages which are transferring cargo is charged as follows:

VESSELS	CHARGE (£)
Dry bulk cargo	1.80 per tonne
Offshore structures such as jackets, platforms or topsides	12.0 per tonne
Transfer of passengers	7.62 per passenger
Transfer of Containers	contact the Harbour Master
Transfer of equipment	contact the Harbour Master
All other cargo	contact the Harbour Master

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 in Section 1 for that size and type of vessel in addition to any Conservancy or Pilotage charges that may apply.

SECTION 4 – CHARGES FOR VESSELS BUNKERING AT ANCHORAGES

Charges for any vessels or rigs anchored in any of the anchorages for bunkers is £2.63 per tonne. This is in addition to any Conservancy or Pilotage charges that may apply.

SECTION 5 – CHARGES FOR ATTENDING MEETINGS

Where any of the Harbour Masters, Deputies or Marine Managers are required to attend a meeting outside normal operational duties a charge of £250 per hour or part thereof, with a minimum of 4 hours may be charged.

SECTION 6 – CHARGES FOR CONSULTANCY WORK

Any work outside normal operational duties which is deemed to be of a consultancy nature will be charged as per the scope and nature of the work required. Please contact the Harbour Master for a quotation.





SECTION 7 – CHARGES FOR CARRYING OUT AUDITS OR INSPECTIONS

Where any Marine staff have to attend a vessel to carry out an audit or inspection duties a charge of £250 per hour or part thereof may be charged. Travel is in addition and is charged at £1.06 per mile to and from auditor's main place of work.

SECTION 8 – INTERNATIONAL SHIP AND PORT FACILITY SECURITY CHARGE

Vessels entering limits of the Forth and not calling at a Forth Ports owned facility will be charged a fixed sum of £275 in respect of the International Ship and Port Facility Security Charge. Applies to vessels over 500GT, does not apply to naval vessels.

SECTION 9 – LAUNCHING OF VESSELS INTO FORTH PORTS SHA

Vessels entering limits of the Forth after being launched will be liable for an additional Conservancy charges as per banding per chargeable tonnes. This is in addition to any subsequent Conservancy charges.

SECTION 10 – ISSUE OF NOTICE TO MARINERS

When work or event requires the issue of a Notice to Mariners, the relevant Forth Ports marine team should be contacted. A notice to mariners will be produced, circulated and published on the Forth Ports website. The cost to the applicant is £350, with any subsequent changes and reissuing being charged at £150. Where practicable, a notice period of 7 days should be given. If this is not given, then the port has the right to add a 50%

SECTION 11 – ENVIRONMENTAL LEVY

All vessels passing the eastern limits for the Forth will be charged an environmental levy of £0.016 per Chargeable Tonnes per visit.



GENERAL TERMS AND CONDITIONS

These terms and conditions are without prejudice to any rights and remedies or defences or limitations of liability available to Forth Ports Limited under any statutory provision in force, or under any bye-law published by Forth Ports Limited, from time to time.

1. Payment of Charges

- 1.1 Charges shall be in accordance with this booklet.
- 1.2 Charges shall be paid immediately against the invoice issued by Forth Ports Limited. Forth Ports Limited may require payment prior to the removal of goods and/or a vessel.
- 1.3 Interest shall accrue on any sum not paid within 30 days of the date of the invoice, at 5% over the Bank of Scotland base unsecured lending rate from the date of invoice until payment.
- 1.4 All charges shall be paid in full without any retention or set-off and notwithstanding any claim or counter claim against Forth Ports Limited.
- 1.5 Forth Ports Limited may require a deposit or other financial security in respect of any charges relating to facilities or marine services to be provided.

2. Lien

Forth Ports Limited shall have a general lien on goods and/or vessels for payments of all charges due in respect of such goods or vessel.

3. Persons Liable for Charges

- 3.1 The following persons are liable for the payment of the charges set out in this booklet:
 - (a) the owner of ship (including the owner, agent, charterer or consignee or other person in charge of the vessel);
 - (b) the shipper of the goods;
 - (c) the owner of the goods;
 - (d) the consignee of the goods; and
 - (e) anyone shipping or taking delivery of goods on behalf of the owner, supplier or consignee.

4. Liability

Forth Ports Limited shall be exempt from all liability whatever for any delay, loss or damage arising directly or indirectly as a result of any of the following:

- (a) Act of God, storm, tempest or flood, outside weather parameters, cut in tide, fog, poor visibility or any event which affects safe navigation;
- (b) Fire, explosion or impact by aircraft;
- (c) The failure of the Entrance Lock mechanism serving impounded dock systems;
- (d) Non-availability of pilots;
- (e) Strikes, combinations, lockouts, go-slows, stoppages or other industrial action or dispute by any person, whether official or unofficial;
- (f) Civil commotion;
- (g) Restrictions imposed by His Majesty's Government or by any person acting under statutory powers;
- (h) Acts of Foreign Governments or His Majesty's enemies;
- (i) Theft or wilful damage, howsoever caused; or
- (j) Late receipt of Customs entries or landing orders, or other documents, disputes in respect of documents, or declarations made for entry purposes by or on behalf of any person, delay in passing Customs entries or obtaining clearance of goods.

5. Towage

All towage is carried out under the UK Standard Conditions for Towage and Other Services (1986) unless otherwise agreed, and is subject availability

6. Jurisdiction

These terms and conditions shall be governed by and construed in accordance with Scots law.



