

Charges 2021



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PORT OF LONDON AUTHORITY CHARGES 2021

Introduction

This publication entitled “*Charges 2021*” comes into effect on the 1st January 2021 and applies until replaced. It states the published rates and charges for services provided by the Port of London Authority.

It replaces the charges in the publication “*Charges 2020*” which will, on and after 1st January 2021, cease to have effect.

The regulations governing the charging and collection of dues are set out in “*Charges Terms and Conditions 2021*” (“the Regulations”). These Regulations determine the basis upon which the Port of London Authority’s (PLA) facilities and moorings may be used. The Regulations also set out the circumstances under which payments are due to the PLA and establishes liability for those payments.

Payment Terms

Payment is due immediately (i.e. on production of invoice).

Invoices will be issued electronically by email as standard. Invoice queries must be addressed to charges@pla.co.uk within 7 days from invoice date. We reserve the right to charge an administration charge per paper invoice.

Direct Debit Customers

Direct Debit payments from customers will be due and collected no earlier than 10 working days from date of invoice.

All Other Customers

We reserve the right to apply an administration charge per invoice for payment by another method other than Direct Debit.

Interest and Debt Recovery

Interest and debt recovery costs will be charged in accordance with any applicable contracts. Where no contract exists or it is silent on the subject of interest and debt recovery costs, we reserve the right to apply statutory interest of 8% above the Bank of England reference rate and a fixed amount for debt recovery costs to all debts more than 30 days overdue.

VAT

Unless stated otherwise all charges quoted in this schedule are subject to Value Added Tax at the appropriate rate.

Tonnage for Charges Purposes

The Gross Tonnage (GT) of a vessel is the gross tonnage as ascertained in accordance with the International Convention of Tonnage Measurement of Ships 1969. When the certificate has not been made available to the PLA Charges Office, the PLA reserve the right to use the GT as stated in the current Lloyd's Register of Ships.

If the GT is incorrect in the current Lloyd's Register of Ships or if a vessel is re-measured, charges will be levied on the revised tonnage from the date the PLA Charges Office is notified of the correct tonnage and if relevant when the revised certificate of measurement is produced to the PLA Charges Office.

The full Regulations can be found in the "*Charges Terms and Conditions 2021*" from which this extract has been taken.

Conservancy Charges on Vessels

1	Estuary charge applicable to all vessel arrivals from outside PLA limits	Per GT	
		Non-LNG	LNG*
	Up to 3,000 tonnes	£0.015	£0.030
	3,001 to 10,000 tonnes	£0.016	£0.032
	10,001 to 55,000 tonnes	£0.017	£0.034
	55,001 to 100,000 tonnes	£0.018	£0.036
	Over 100,000 tonnes	£0.023	£0.046

*LNG - Liquid Natural Gas carrier

2 Conservancy charge applicable to vessels discharging / loading within PLA limits

Class I

All vessels other than Class II

Up to 3,000 tonnes	£0.038
3,001 to 10,000 tonnes	£0.090
10,001 to 55,000 tonnes	£0.166
Over 55,000 tonnes	£0.240

Class II

Ro-Ro vessels:

Up to 10,000 tonnes	£0.012
10,001 to 25,000 tonnes	£0.020
Over 25,000 tonnes	£0.038

Cruise vessels: £0.054

A minimum charge of £29.00 (inclusive of the Estuary charge) applies to each chargeable voyage for vessels discharging / loading within PLA limits.

Vessels registered under the Environmental Ships Index (ESI) scheme with a score equal to or greater than 30 points will receive a 10% discount on the vessel conservancy charge excluding the Estuary charge. An additional 10% will be awarded to vessels scoring 50 points or more. The PLA reserves the right to amend this discount at any time.

Conservancy Charges on Cargo

Description of Goods

1	Goods other than containers / trailers	Per Tonne
a	Mineral oils and products of their distillation; bituminous substances, mineral waxes	£0.255
b	All other goods	£0.170
2	Containers	Per Unit
	Up to 20'	£1.98
	Up to 30'	£2.88
	Up to 40'	£3.31
	Up to 45'	£3.31
	Over 45'	Price on application
3	Trailers	Per Unit
		£2.64
4	Overdue Manifest Fee	Per Manifest, Per Month
	Chargeable on all manifests not received within 72 hours of the vessel arriving or leaving PLA limits.	£100

Note: *As an alternative, payment on container / trailer cargoes may be made at the tonnage rate for 'All other goods', based on the actual gross weight of cargo.*

T.O.S.C.A Charges

Additional Conservancy Charge on specific oil.

Description of Goods	Per Tonne
1. Mineral Oils (excluding petroleum coke and similar products)	£0.034
2. Animal / Vegetable Oils	£0.017

Pilotage

Procedure for obtaining the services of a Pilot for the London pilotage (as per the current “*Pilotage Directions*”)

Notice - General

The complexity of the scheduling of Pilots to vessels over such a large area as the Thames means that forward planning is vital to keep costs and delays to a minimum. It is therefore vital that sufficient notice is given of the requirement for the services of a PLA Pilot, as described below. Non-compliance with the described ordering procedures may result in a delay to the vessel, or a surcharge.

Provisional Pilot Orders

All vessels requiring the services of a PLA Pilot must make a PROVISIONAL ORDER to London Port Control Centre at Gravesend. This includes inbound vessels, outbound vessels leaving a berth, buoy, tier or anchorage, as well as those which are made underway in order to move from one berth, buoy, tier or anchorage to another, or moving from an anchorage.

This PROVISIONAL ORDER should give a minimum of 24 hours advanced notice of the requirement for a Pilot. This is concurrent with the notice requirements of PLA General Direction No 13 - “Reporting vessel movements in the Thames”. In addition to these reporting requirements the following information is required:

- location at which the Pilot is required;
- vessel IMO number;
- gross tonnage (gt);
- length overall;
- operating draught;
- full manoeuvring speed;
- destination (name of berth or anchorage for an inward passage);
- destination (for an outward passage);
- date and time (as accurate as is possible) at which the Pilot is required; and
- all other reports and information required by the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004 and the Dangerous Goods in Harbour Areas Regulations 2016.

This information must be provided through the PLA's dedicated web-based ordering system - 'PISCES' (See Regulation 5.3 of the Pilotage Directions).

In the event of any disruption to the PISCES system, e-mail orders will be accepted.

Vessels, for which PROVISIONAL ORDERS are not received, in accordance with the above procedure, will not be prioritised and will therefore risk incurring delay. It is good practice and advisable to also back up subsequent verbal changes with hard copy.

Confirmed Pilot Orders

Confirmation of the requirement for a PLA Pilot should be given to London Port Control Centre at Gravesend. This constitutes COMPULSORY NOTICE, and shorter notice than is set out below may attract a surcharge and may result in delay to the vessel.

A confirmed order will not be accepted without the draught of the vessel. Draught is a vital component of a confirmed order, as the PLA will use it to determine the class of the Pilot allocated to the vessel, and it will influence the planning of the passage. Failure to give an accurate confirmed draught, or to keep PLA informed of any subsequent changes, may result in a delay to the vessel, or a charge for cancelling and reallocating the Pilot.

Notice Requirements

CONFIRMED PILOT ORDERS should be given in accordance with the following requirements:

Inward Bound Vessels

A CONFIRMED ORDER must be given in advance of the vessel's ETA at the Pilot station, as follows:

- 8 hours from the Sunk Pilot Station.
- 6 hours from the NE Spit and Warp Pilot stations.
- 6 hours by vessels which are inward bound from any East coast port within the range of Great Yarmouth to Dover.

Outward Bound Vessels (and vessels which are made underway in order to move between berths or vessels moving from an anchorage other than in the Estuary):

A CONFIRMED ORDER must be given in advance of the vessel's ETD, as follows:

- 6 hours if the vessel is proceeding beyond Sea Reach 1.

- 4 hours if the vessel only requires the services of a River Pilot as far as Gravesend or Sea Reach 1.

Vessels at anchor in the Estuary

Notice may be given by vessels at anchor in the Estuary (bound for London or the Medway Ports) as follows:

- 8 hours by vessels which anchor in the general vicinity of the Sunk or are inward bound from any port adjacent to the **northern and north-eastern** limits of the London Pilotage District.
- 6 hours by vessels which anchor in the general vicinity of the **Outer Tongue or Margate Roads**.
- 4 hours by vessels proceeding from the **inner London anchorages** (Mouse, Southend and Warp Deep Water, Great Nore, Southend Lettered, Leigh Small Ships, Chapman, Mucking, Higham Bight and Gravesend Lower).

Reduced Notice

The PLA will accept less notice without imposing a surcharge where it is not practicable to comply with the minimum notice requirements and in particular:

- Inward bound voyages to the limit of the London Pilotage District of less duration than the minimum notice requirement.
- Turnaround times for sailing from a London berth of less duration than the minimum notice requirement.

In these cases, the PLA will accept the maximum possible notice where it has been given in good faith.

Short Notice

The PLA regrets that it may not be possible to prioritise short notice orders, or if fulfilled they may incur a penalty.

Variations once an order has been confirmed

Changing a pilot order at short notice once it has been confirmed may incur a penalty.

Vessels Anchoring in the London Pilotage District

Vessels required to anchor before proceeding to their destination must request from the appropriate VTS Centre by VHF radio, permission for the Pilot to remain on board until the vessel is required

to get underway. No arrangements may be made in this respect with an individual Pilot.

Under normal circumstances when a vessel anchors for an extended period, the Pilot will remain on board for a maximum period of three hours before being relieved, to be replaced by another Pilot before the vessel leaves the anchorage.

Inward or outward bound vessels required to anchor, and which have used the services of a Pilot must, as soon as is practicable, advise the appropriate VTS Centre by VHF radio of their ETA at the anchorage in order that arrangements can be made to land the Pilot.

When a Pilot is required to make the vessel underway in order to move from the anchorage, the vessel must comply with the requirements of Regulation 2.3 of the Pilotage Directions.

Vessels Requiring Pilots to Embark at Continental Ports

Vessel owners / agents wishing a PLA Pilot to board at a continental port should obtain the approval of the PLA Pilotage Administration office (see regulation 5 of the Pilotage Directions) not later than 3 days before the service is required. Shorter notice may be considered if pilotage resources allow. Should the services of a Pilot be cancelled within 2 days prior to the date that the Pilot is required to join the vessel at a continental port; a cancellation fee will be charged, plus any expenses already incurred.

Note: *Port of London Pilots will only conduct pilotage within the normal operational area of the London Pilotage District and its approaches.*

Vessels Overcarrying Pilots

Vessels over-carrying Pilots must provide suitable accommodation, in the form of a single, non-smoking cabin, and victuals and lifesaving equipment for the Pilot. No arrangements may be made with an individual Pilot.

Vessels Requiring Pilots to Embark or Disembark at UK Ports

Arrangements can be made for Pilots to embark or disembark at other UK ports subject to availability and adequate notice.

Larger Vessels – Enhanced Pilot Training

Tankers and gas carriers of 190m or more in Length Overall or 10.5m draught or more, and containerships of 320m or more in Length

Overall or 13.5m draught or more are required to employ the services of a Pilot who has undertaken enhanced training relevant to this size of vessel. Risk assessment may determine that on occasion, vessels of this size take two Pilots, for which there will be an additional charge.

Welfare of Pilots Onboard Vessels

Vessels must provide the Pilot with a smoke-free environment both on the bridge and in the accommodation provided to an over-carried Pilot.

Pilotage Charges

Introduction

The following information sets out the PLA charges for providing London bound vessels with the services of an authorised pilot, and the charges for obtaining pilotage exemption and local navigation certificates effective from the 1st January 2021.

The current “*Pilotage Directions*” are available on our website and should be read in conjunction with this Schedule.

Basic Pilotage Charge (Schedule A)

The pilotage charge for ships using a PLA authorised pilot relates to the distance of the pilotage act between two areas within the Port. There are six defined areas below Gravesend Pilot Station:

- i) Sunk
- ii) N.E. Spit
- iii) Oil Terminals / London Gateway / Chapman Anchorages
- iv) Warp
- v) Medway
- vi) Gravesend Reach (Lower)

and four sectors above Gravesend Pilot Station:

Sector A - Gravesend Reach (Upper) to Crayford Ness

Sector B - Crayford Ness to Margaret Ness

Sector C - Margaret Ness to Deptford Creek

Sector D - Deptford Creek to Putney Bridge

The basic pilotage charge (Schedule A), comprises the sum of two elements ([A]+[B]):

[A] A rate based on the GT of the vessel

For the purposes of this schedule, the Gross Tonnage (GT) of a vessel is the gross tonnage ascertained in accordance with the International Convention of Tonnage Measurement of Ships, 1969.

- i) The charges for roll-on / roll-off vessels will be applied to 50% of the GT.
- ii) In the case of a 'vessel' under tow, charges will be calculated on the combined GT of the tug and 'vessel'.

[B] A charge according to the deepest draught of the vessel (at any time during the pilotage act). The charge will be based on the greater of the actual ships draught or that provided on the confirmed order.

PNPF Levy

A levy of 7.5% will apply to all pilotage charges, including Pilotage Exemption Certificates, but excluding Boarding and Landing charges. This supplement will be ring fenced to part fund the PLA share of the liability for the deficit in the Pilots' National Pension Fund.

Non-routine Towage Operation

A non-routine towage operation, (as defined in the latest PLA edition of "The Code of Practice for Craft Towage Operations on the Thames") will be charged at an hourly rate to reflect the additional time taken in such circumstances.

Boarding and Landing (Schedule B)

The PLA have contractual arrangements for the boarding and landing services provided at the N.E. Spit, the Sunk and the general area of the Warp and Southend. The appropriate charge is passed onto the shipowner / agent as a separate element on the PLA's pilotage invoice.

A separate charge for boarding and landing at Gravesend is applicable whether the vessel is underway, on buoys or at anchor.

Extra Charges (Schedule C)

Where appropriate, additional charges are applied as set out in the Schedule.

Tripping Charges (Schedule D)

Tripping charges are set out in the Schedule.

Exemption and Local Navigation (LNC) Certificates (Schedule E)

Applications for a new Certificate or an extended PEC or LNC must undergo an assessment act with a PLA pilot to verify navigational skill and local knowledge. Existing PEC holders should undergo an assessment every fifth year. The charges for assessments acts, fees for examination and the granting and renewal of certificates are set out in the schedule.

Liability

The PLA employs pilotage resources to provide a high level of service. However, there will be a limited number of occasions when, for operational reasons, a pilot is not immediately available. The provision of pilotage services is accordingly subject to availability, and the PLA does not accept any responsibility for delay, damage or economic loss attributable to the lack of a pilot in such circumstances. In the event that a pilot is not supplied due solely to the PLA's negligence, then the PLA's liability for any loss or damage directly attributable to the failure to provide a pilot is limited to the amount which would have been charged for their services.

Reviews

Dispute of charges arising from telephone orders, electronic or hard copy will be subject to verification, which may involve review of PLA's audio recordings. Where our records are deemed to be in support of the charges levied, an Administration charge may be made to reflect the time lost. Customers are recommended to note the date and time of conversations pertinent to notifications and orders, and as additional precaution, refer to PISCES afterward.

Schedule A

Schedule of Basic Pilotage Charges

**Basic Pilotage Charges for Acts between
SUNK* and:**

Rate No.	Oil Terminals / Chap Anchor / London Gateway S1	Warp S2	Gravesend / Tilbury 2 S3	Sector A S4
A) GT Charge (£/tonne)	0.026	0.021	0.028	0.038
B) Draught Charge Draught (m)	(£)	(£)	(£)	(£)
Up to 9.00	1248	996	1415	1989
9.01 - 10.00	1504	1176	1708	2409
10.01 - 11.00	1782	1372	2027	2872
11.01 - 12.00	2088	1579	2374	3375
12.01 - 13.00	2420	1802	2752	3923
13.01 - 14.00	2778	2037	3158	4510
14.01 - 15.00	3161	2287	3596	5150
15.01 - 16.00	3544	2538	4034	5791
16.01 - 17.00	3927	2789	4472	6430
17.01 - 18.00	4310	3039	4910	7070
Over 18.00	4694	3289	5348	7710

* The Sunk tariff will apply to vessels using the Long Sand Head route

**Basic Pilotage Charges for Acts between
N.E.SPIT and:**

Rate No.	Oil Terminals / Chap Anchor / London Gateway N1	Warp N2	Gravesend / Tilbury 2 N3	Sector A N4
A) GT Charge (£/tonne)	0.020	0.017	0.023	0.033
B) Draught Charge Draught (m)	(£)	(£)	(£)	(£)
Up to 5.00	416	353	471	680
5.01 - 6.00	546	460	612	894
6.01 - 7.00	693	574	778	1143
7.01 - 8.00	862	699	968	1429
8.01 - 9.00	1055	840	1176	1750
9.01 - 10.00	1268	986	1410	2111
10.01 - 11.00	1497	1148	1660	2505
11.01 - 12.00	1752	1319	1936	2937
12.01 - 13.00	2027	1503	2228	3399
13.01 - 14.00	2324	1696	2542	3894
14.01 - 15.00	2638	1901	2884	4438
15.01 - 16.00	2953	2106	3226	4983
16.01 - 17.00	3268	2312	3567	5525
17.01 - 18.00	3582	2516	3909	6069
Over 18.00	3897	2721	4251	6613

**Basic Pilotage Charges for Acts between
OIL TERMINALS / LONDON GATEWAY and:**

Rate No.	Garrison Pt. O1	Gravesend / Tilbury 2 O2	Sector A O3
A) GT Charge (£/tonne)	0.010	0.005	0.015
B) Draught Charge Draught (m)	(£)	(£)	(£)
Up to 5.00	171	110	319
5.01 - 6.00	217	142	424
6.01 - 7.00	264	173	538
7.01 - 8.00	318	212	673
8.01 - 9.00	374	250	824
9.01 - 10.00	437	295	996
10.01 - 11.00	505	339	1184
11.01 - 12.00	576	391	1392
12.01 - 13.00	653	439	1610
13.01 - 14.00	732	495	1847
14.01 - 15.00	817	550	2104
15.01 - 16.00	902	605	2362
16.01 - 17.00	987	660	2618
17.01 - 18.00	1072	715	2875
Over 18.00	1157	770	3132

**Basic Pilotage Charges for Acts between
WARP / MEDWAY and:**

Rate No.	Oil Terminals / Chap Anchor / London Gateway W1	Gravesend / Tilbury 2 W2	Sector A W3	Sector B W4	Sector C W5
A) GT Charge (£/tonne)	0.010	0.010	0.020	0.029	0.032
B) Draught Charge Draught (m)	(£)	(£)	(£)	(£)	(£)
Up to 5.00	129	191	400	522	583
5.01 - 6.00	170	250	532	699	809
6.01 - 7.00	214	316	681	909	1085
7.01 - 8.00	278	408	896	1158	1430
8.01 - 9.00	333	484	1094	1415	1805
9.01 - 10.00	392	571	1316	1696	2240
10.01 - 11.00	455	660	1553	1999	2712
11.01 - 12.00	521	756	1812	2324	3239
12.01 - 13.00	589	854	2093	2675	3815
13.01 - 14.00	666	959	2390	3047	4437
14.01 - 15.00	740	1072	2716	3400	4934
15.01 - 16.00	813	1184	3043	3751	5428
16.01 - 17.00	887	1298	3368	4104	5925
17.01 - 18.00	960	1411	3695	4457	6421
Over 18.00	1034	1523	4020	4807	6916

**Basic Pilotage Charges for Acts between
GRAVESEND REACH (LOWER) / TILBURY 2 and:**

Rate No.	Sector A G1	Sector B G2	Sector C G3	Sector D G5
A) GT Charge (£/tonne)	0.010	0.019	0.022	0.028
B) Draught Charge Draught (m)	(£)	(£)	(£)	(£)
Up to 5.00	209	331	392	490
5.01 - 6.00	282	449	559	698
6.01 - 7.00	365	593	769	962
7.01 - 8.00	461	750	1022	1278
8.01 - 9.00	574	931	1321	1652
9.01 - 10.00	701	1125	1669	2085
10.01 - 11.00	845	1339	2052	2565
11.01 - 12.00	1001	1568	2483	3103
12.01 - 13.00	1171	1821	2961	3701
13.01 - 14.00	1352	2088	3478	4349
14.01 - 15.00	1554	2328	3862	4827
15.01 - 16.00	1757	2567	4244	5305
16.01 - 17.00	1958	2806	4627	5783
17.01 - 18.00	2160	3046	5010	6262
Over 18.00	2362	3284	5393	6740

Schedule B

Schedule of Boarding and Landing Charges

1. Out Stations

In addition to the basic pilotage charges, the following charges are payable by every vessel which boards or lands a PLA pilot, other personnel or goods by pilot boat at the following locations:

Length overall of vessel	North East Spit	
	Warp	Sunk
	Dover*	Felixstowe*
	Chapmans Anchorage	
	Medway (Little Nore,	
	Sheerness or Garrison Point)	
	Per Person / Item	Per Person / Item
	£	£
Up to 100m	310	314
100.01 to 125m	352	374
125.01 to 150m	412	437
150.01 to 175m	474	503
175.01 to 200m	529	562
200.01 to 225m	590	589
225.01 to 250m	653	652
250.01 to 275m	705	704
275.01 to 300m	768	766
300.01 to 350m	824	822
350.01 to 400m	947	945
Above 400m	1090	1088

Note: *In addition to the above charges an extra charge may be levied as a fuel related surcharge to take account of prevailing fuel costs.*

***Dover & Felixstowe** boarding or landing will be charged an additional £310.

2. Gravesend

Any act of pilotage which requires boarding or landing in Gravesend Reach, and for which a pilot boat is required, is liable to a fee of £80

plus any fuel surcharge currently in force.

3. Other Locations

Boarding or landing will be charged at cost to PLA, plus an arrangement fee, plus the additional captive time of the pilot. This includes the services of any contractor at locations other than those listed at 1.

Schedule C

Schedule of Extra Charges

ETA & ETD Surcharges

A surcharge of 50% will be applied for less than the confirmed notice as prescribed from page 6 to 10 and in the Pilotage Directions.

Variation to Confirmed Orders

The PLA will allocate pilots in response to a confirmed order. Allocation of the pilot to the agreed Pilot On Board (POB) time will be notified through the PISCES online ordering system.

Once the pilot has been allocated, changes may incur penalties in accordance with the published Detention and Baulk tide / Cancellation charges or loss of provision of service.

Detention (waiting / idle time)

If a pilot is detained on board or kept waiting ashore for any reason, a detention charge of £217 per pilot, per hour, or part thereof will be levied. This will apply to delays of up to and including three hours (except in the case of Dover boarding which will be two hours) in arrival, sailing, or passage, after which point the pilot may be withdrawn by the PLA requiring a new order to be placed resulting in a Baulk tide charge. Should the pilot be carried outside the seaward limit of compulsory Pilotage, reasonable travel expenses will also be charged.

Baulk tide / Cancellations

A charge of 100% of the pilotage cost will apply if a pilot attends the vessel and is not required, or is unable to conduct the vessel for reasons other than of the PLA's making, or a confirmed order is cancelled with less than the confirmed notice as prescribed from page 6 to 10 and in the Pilotage Directions. Any boarding or landing charge

that may have been incurred as a result of the pilot's attendance will also be charged as per Schedule B.

Shift (Ships anchoring in the Port of London)

A fee of £217 per hour, or part thereof, with a minimum charge of 2 hours is payable when a pilot moves a ship from one berth or dock to another. This rate shall also apply to repositioning of vessels on the same berth or dock. Multiple movements, including project work will be quoted on application.

Project Rate

Where pilots are supplied frequently and regularly to move vessels engaged in project work, an hourly rate will be applied to reflect the exceptional pilot turnaround. As each project is unique, price is therefore upon application.

Ships Requiring Pilots to Join or Disembark at Continental or Other Ports

Shipowners / agents wishing a pilot to board a ship at a continental or distant UK port are liable for a minimum fee of £3,876 per voyage plus £217 per hour, or part thereof, for each hour in excess of 24 hours of time spent on board the ship outside the seaward limit of compulsory pilotage, plus reasonable travel expenses. Should travel arrangements be undertaken by the PLA at the request of and on behalf of the agent / operator, an admin charge will be made as well as costs for the flight and taxi fee to the appropriate UK airport. If for any reason the arrangement is changed or cancelled, the agent / operator will be liable to meet any out of pocket expenses incurred by the PLA.

Shipowners / agents requiring a pilot to remain on board a ship and proceed to a continental or distant UK port are liable for a detention charge of £217 per hour or part thereof; from the time that the pilot leaves the PLA district aboard the vessel to his arrival back at his base station. All repatriation and arrangement costs are to be met by the agent / operator. All arrangements for hotel or transport for Pilots should reflect the Pilots status as a senior marine professional.

Safe Pilot Access / Egress

A fee of £394 is payable when a pilot cannot safely board a vessel at a river terminal and the Harbour Master launch is required to attend.

Specialist Pilot Charges

Any vessel requiring a specialist Pilot (regardless of destination) on the basis of size or length of voyage will be charged as follows:

Oil Tankers and Gas Carriers

200m LOA or more, or 11m Draught or more	1 Pilot	£1,199
225m LOA or more, and 12.5m Draught or more	2 Pilots	£1,884

Container Ships

Above 345m LOA	2 Pilots	£1,884
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Cruise Ships

Above 210m LOA	1 Pilot	£1,199
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Administration Charges

When the PLA performs services which should, more properly, be transacted by the appointed Shipping Agent an administration charge of up to £212 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 £40 is applicable should minor intervention be required as a result of inaccurate booking data being submitted which necessitates telephone clarification.

Additional Services

Additional services, including hire of the Bridge Simulator are available on request from the pilotage department. Please contact the pilotage administration office to discuss individual requirements and receive quotations.

Schedule of Charges for PEC and LNC Assessment Acts and Fees for Exemption and LNC Certificates

PEC and LNC Assessment Acts see schedule A-C

Boarding and landing charges at the rates set out in Schedule B are payable in addition as are the fees for certificates set out below.

Exemption and LNC Certificates

1	Issue of a certificate without examination for one or more areas of the Port	£157
2	Issue of a certificate by examination for one area of the Port	£404
3	Issue of a certificate by examination for two or more areas of the Port	£568
4	Renewal of a certificate for one or more areas of the Port	£157
5	Cancellation fee for the cancellation of an examination with less than 10 days notice	£404
6	Endorsement of existing certificate (eg. additional ships, areas etc.)	£62
7	Simulator Course A charge for the use of the PLA simulator as part of the regulations contained within the Pilotage Directions	£2,329

Annual Port Dues

Annual Port Dues are payable on all vessels on the Thames each year with a pro-rata charge in whole months for vessels coming on the Thames for the first time or permanently going out of the Thames during the year.

	Per GT
Dumb / Motor / Motor Tank / Crane Barges	£2.39
	Per Vessel
Dredgers	£478
Motor tugs	- up to 100gt £239 - over 100gt £478
Work boats	£48
Passenger vessels (day max):-	
12 or under passengers	£0
13 - 50 passengers	£478
51 - 100 passengers	£958
101 - 150 passengers	£1,436
151 - 200 passengers	£1,914
201 - 250 passengers	£1,914
251 - 300 passengers	£1,914
301 - 350 passengers	£1,914
Over 350 passengers	£1,914

The dues payable on a laid-up vessel after the expiry of a sixty-day period of notice will be reduced by 50%, calculated pro rata on a daily basis. The 50% discount applies during the whole period that the vessel remains laid-up following expiry of the sixty days' notice period. During the sixty-day notice period the full dues will continue to be payable.

Vessels Trading Outside Port Limits

Vessels based on the Thames which also trade outside port limits shall attract no charge for conservancy, from the date each year on which the vessels first become subject to annual port dues, until such charges for the vessel have accumulated during that year to an amount equal to 100% of the annual port due.

Projects

Construction, Excavation and Demolition Waste (CE & DW)

Charges will be levied on vessels moving CE & DW at a rate of £0.22 per tonne of cargo. This charge is applicable to all new major infrastructure projects.

The PLA will pay a £0.10 per tonne donation on Tideway related projects to the Thames Skills Academy as agreed with Tideway.

Pilotage

Where pilots are supplied frequently and regularly to move vessels engaged in project work, an hourly rate will be applied to reflect the exceptional pilot turnaround. As each project is unique, price is therefore upon application.

Bunkering Supply Services

Bunkering services supplied within port limits are subject to all applicable tariff charges.

Bunkering services supplied outside port limits but within the PLA's VTS control zone will be subject to charges as agreed in advance upon application to the PLA's Finance Department.

Cruise Moorings

London Cruise and Yacht (a partnership between MBNA Thames Clippers and the Port of Tilbury) hold the contract with the Port of London Authority to manage the London cruise moorings at Greenwich Ship Tier, Tower Bridge Upper and George Stairs Tier.

All services associated with the moorings (including mooring/unmooring, refuse, black water, grey water and fresh water) should be arranged through them. Please note that such services should be booked a minimum of 48 hours prior to the ships arrival and for any cancellations post this period a cancellation fee will apply. Occupants of these moorings are obligated to adhere to the Port of London Authority terms and conditions and Byelaws for the use of these facilities.

For bookings and further details please contact Russ Calver, Cruise Manager on: +44(0)1375 852360 or email: Russ.Calver@potll.com

Vessel Survey Inspection Fees

The PLA is required by its Act of Parliament to regulate, through inspection, all commercial (Inland Waterways) vessels, which are not certificated under Merchant Shipping legislation or by another recognised navigational authority. These inspections and services attract associated charges, as identified below.

Manned Vessel Inspections - Table 1

	In-Water Inspection	Interim Owner Sign-offs
	£	£
Motor Tugs:		
Up to 100gt	343	
Over 100gt	458	
Workboat:	265	92
Passenger Boat:	265	92

Note: All Powered Vessels require an Out of Water Inspection (charged separately) prior to an initial Certificate of Survey being issued, plus subsequent Out of Water Inspections at the various intervals listed in Table 3.

Tonnage-based Vessel Inspections - Table 2

Annual charges

Motor Barge:	£2.62 per tonne
Motor Tank Barge:	£2.95 per tonne
Oil Storage Barge:	£1.52 per tonne

Biennial charges

Collar Barge:	£2.00 per tonne
Dumb Barge:	£2.51 per tonne

A minimum charge of £232 will apply to all dumb vessels.

A minimum charge of £313 will apply to all motor barges.

Out of Water Hull Inspection Charges

All PLA licensed vessels are required to have out of water hull inspections along with the corresponding in water inspections prior to an initial Certificate of Survey being issued, plus at subsequent intervals as set out below.

Hull inspections are charged at the standard Marine Surveyor hourly rate with a minimum charge of 2 hours.

Out of Water Hull Inspection Schedules – Table 3

Vessel Type	Period of Out of Water Inspections
Powered Vessels of Timber Construction	3 years
Powered Vessels, other than those of Timber Construction	5 years
Dumb Barges, Crane Barges & Civil Engineering Barges	6 years
Collar Barges, Finger Pontoons & Mooring Barges	10 years

Remedial Inspection Charge

Where there are a number of failings and items outstanding following the completion of an inspection or a remedial declaration has not been returned within three months, a subsequent remedial inspection may be required in order to verify that the necessary work has been undertaken to the satisfaction of the PLA Marine Surveyor (or their representative) and that the vessel meets the required standard. The charges for remedial inspections are 100% of the original inspection charge.

Ship Towage Licensing Charge (Byelaw 13 – Vessel Licensing Byelaws 2014)

All Ship Towage Tugs in use on the Thames must hold a PLA Ship Towage Licence, regardless of any other certification. The inspection and issue of an Issue of Ship Towage Licence by the Harbourmaster will be charged at £315.

Note: *Ship towage tugs licensed and inspected as a Tug by the PLA (rather than the Maritime & Coastguard Agency, another Flag State or other issuing authority recognised by the PLA) will be inspected as part of their annual PLA survey and will be subject to the charges detailed in Table 1.*

Certificate of Compliance Charge (Byelaw 16 - Thames Byelaws 2012)

All vessels wishing to exceed the mandatory 12 knot speed limit between Margaretness & Wandsworth must undergo an annual assessment process by the Harbourmaster in order to obtain the certificate. Issue and renewal of a Certificate of Compliance by the Harbourmaster will be charged at £175.

Note: *Applications for the first issue of a Certificate of Compliance to a vessel not previously assessed will require an inspection by the Marine Surveyors which will be subject to the hourly rate and travel charges detailed below, with a minimum charge of one hour.*

Human-Powered Vessel Self-Declaration Scheme

All Human-Powered vessels in commercial use on the Thames must be licensed by the PLA. In order to apply for a fleet licence, the operator must submit a Human-Powered Vessel Self-Declaration for assessment by the Harbourmaster. Processing of Human-Powered Vessel Self-Declaration will be charged at £75

Note: *A separate charge applies for the issue of a fleet licence through the Vessel Licensing team.*

Marine Surveyors Hourly Rate

An hourly rate of £104 will be levied for the provision of all other surveys, inspections and additional administrative time whereby the defects identified during an inspection are so extensive that they require comprehensive reports to be written. This charge will also apply to heel and freeboard tests or any other such assessment.

Advisory and consultancy work undertaken by PLA Marine Surveyors which does not fall within the scope of the above survey schedules will also be charged at the same rate per hour or part thereof. The hourly rate will apply to all travel, inspection, administration and report writing time associated with the service provided.

Overseas visits will be levied at a rate of £131 per hour.

Travel Time

Travel time will be charged at £73 per hour for all surveys away from Denton Wharf, this will be capped at a maximum of 4 hours within the tidal Thames corridor, outside of this area there is no maximum. Any extra costs, such as parking, ferries or flights, will be passed on to the customer.

Other Services

Marine Services

Based at Denton Wharf in Gravesend Reach, Marine Services operate a fleet of vessels providing mooring installation and maintenance, salvage capability, diving services and oil pollution response. The facilities at Denton Wharf can be used for load out, lift out of vessels and for short term storage. Marine equipment is available for hire including gear, tackle, buoys, anchors, sinkers, lights and flags.

Throughout the river, moorings are available for hire on a long- or short-term basis.

For rates and quotations for work please contact the Marine Services office on: +44(0)1474 562444

Hydrographic Services

The PLA Hydrographic Service provides a wide range of services to river users including charts, tidal data, surveys and digital sounding data. Further details can be found on our website at:

www.pla.co.uk/hydrohomepage

Charts and Tide Tables can be purchased from the PLA Shop at:

www.pla.co.uk/About-Us/Shop

For commercial enquiries please contact: hydrocomm@pla.co.uk

Harbour Services

Charges will be made for the supply of Harbour Service Launches, when they are required, for attendance at special operations or river events. These charges will reflect the costs incurred by the PLA for providing the Harbour Service Launches and are obtainable from the Harbour Master.

Event Support

A charge may be made for any PLA support required for the staging of a public event on or by the river, based upon the nature and extent of the PLA input required. Organisers of such events are recommended to discuss the level and basis for charging with the PLA at an early stage in the planning process.

Notices to Mariners

When the nature of a river work or event necessitates the issue of a Notice to Mariners, this will be produced and circulated by the PLA at

a cost to the applicant / event organiser at a standard rate, irrespective of the area of River affected.

Area Covered

Upper River	£600
Middle River	£600
Lower River & Estuary	£600
Two Adjacent Areas or Port-wide	£730

There is a minimum notice period of at least 16 days in such circumstances. Applicants should note that a 50% surcharge will be applied to these charges when less than the minimum period of notice is given to the PLA at the discretion of the Harbour Master.

Regulatory Publications

All PLA regulatory publications, such as the Thames Byelaws and General Directions for Navigation in the Port of London as well as a variety of Codes of Practice and guidance documents are available to download free of charge from the PLA website.

Foreshore Permits

It is an offence to dig on the foreshore without a permit. For further details of how to obtain a foreshore permit please contact on: +44(0)1474 562332 or foreshore.permits@pla.co.uk. Payment must be provided when the application is made.

<u>Permit Type</u>	Including VAT
Daily	£40
Standard (3 year permit)	£90
Junior (Age 12 to 14 years. 3 year permit)	£35
Junior (Age 15 to 17 years. 3 year permit)	£60

Filming and Photography

All filming and all commercial still photography on the tidal Thames require a filming licence. Charges will vary. The charge for filming and photography which does not raise additional safety or regulatory issues will normally be at a standard hourly rate.

More complex filming that involves higher regulatory or safety issues, e.g. flying by any type of aircraft (fixed wing, rotary, manned or unmanned), lighting effects, controlled navigation or river closure will be charged at a higher rate. Charges are levied for the “use” of the

location, whether it is river based (i.e. film crew afloat and filming action on the River or land-based action) or land based (where film crew are filming action on the River).

There is no charge for non-commercial still photography.

External advertising on passenger vessels

The use of banners etc. or other advertising on passenger boats is charged based on a standard regulatory charge and per square metre. Where an operator receives revenue from a third party for use of the passenger boat with external “commercial advertising” a percentage of the gross revenue received will be levied.

Exemptions:

- No charge for “corporate” banners displayed land-side of a vessel as a means of identification for passengers during embarkation. These must be removed prior to departure. Failure to do so will incur charges.
- No charge for house flags not exceeding 1m x 1m. (Flags larger are deemed a banner and charged accordingly).
- No charge for advertising inside a passenger boat.

Commercial and Promotional Events

The tidal Thames is occasionally used for events e.g. raising public awareness to commercial product launches etc. All events must be discussed and agreed with the PLA. This ensures they can be safely integrated into this very busy waterway for passengers and freight. Anyone arranging such an event must get in touch at the earliest opportunity and at least six weeks before the date of the event being considered. Fee discussions for activities lasting less than one day typically fall under these categories:

- Major product launches / high profile events / displays / pyrotechnics etc. for blue chip / major companies or clients / movie promotion.
- Lower key / smaller scale activities / displays / pyrotechnics (including those in less ‘high profile’ areas away from heart of the Capital).
- Non-commercial PR events by lobby / pressure groups with no commercial branding or commercial linkage.

Fees are by agreement with the PLA Corporate Affairs team on: +44(0)1474 562366 or email: martin.garside@pla.co.uk

Richmond Lock

All non-commercial vessels regardless of size, draught or displacement will be charged £8.00 for card payment or £10.00 for cash payment to use Richmond Lock.

All commercial vessels determined as those vessels holding a certificate to operate commercially, whether they are engaged in commercial activity at the time of transit or not, will be charged £15.00 to use Richmond Lock. For frequent operators an annual lock pass may be obtained at £780 per named vessel, per year payable either in full or quarterly as part of a vessel Annual Port Due.

Notes:

- 1) *Return passages on the **same day** will not be charged an additional £8.00 (£10.00 for cash payments).*
- 2) *No charges will be levied on vessels which use the boat rollers.*
- 3) *No charges will be levied on trading barges or tugs towing them.*

Drying Out Facilities

Strand-on-the-Green Grid: £60 per 24 hours or part thereof.

Isleworth Drawdock

Full length: £60 per 24 hours or part thereof.

Half-length: £40 per 24 hours or part thereof.

Licence Charges

The Port of London Act 1968 (as amended) authorises the making of charges for services provided including the processing and determination of Licence applications and other professional activities.

The PLA reserves the right to review these fees and charges following any delegation of powers to the Authority to determine applications under the Marine and Coastal Access Act 2009.

The levels of fees are set out below and are subject to Value Added Tax at the appropriate rate.

Please include the appropriate fee with all applications to avoid undue delays. Applications will not be validated until payment has been received.

Vessel Licensing

Application for a vessel licence (accompanied by an appropriate up-to-date survey certificate) is £80 plus VAT.

River Works Licences

River Works Licence fees will be increased by 1.3% in line with October RPI unless otherwise stated within the licence.

River Works Licence Applications

All proposals: £260 per 10m² or part (maximum £50,000)

Other Applications

Simple temporary works, minor nonmaterial variations, discharge of conditions, retentions, assignments and cancellations: £200

For complex temporary works, the PLA reserves the right to charge in accordance with the River Works Licence Application Fee.

Request for confirmation that conditions attached to a River Works Licence have been complied with: £80

In addition to the application processing fee a charge will be made for the period of time that the works are in place. This charge will be made in accordance with the charges for use of PLA premises.

Dredging Licence Applications

1. Maintenance Dredging

Quantity to be dredged (m³)	Standard fee	Designated area supplement (<5km from SPA/SAC or <2km from SSSI/MCZ)	3 year licence Supplement
Up to 10,000	£665	£410	£400
10,001 - 125,000	£1,670	£830	£830
Over 125,000	£3,355	£830	£830

2. Capital Dredging

Quantity to be dredged (m³)	Standard fee	Designated area supplement (<5km from SPA/SAC or <2km from SSSI/MCZ)
Up to 20,000	£930	£460
20,001 - 99,999	£1,875	£910
100,000 - 200,000	£3,575	£1,320
Over 200,000	£8,870	£1,815

3. Other Applications

Variations and de minimus dredge: £460

Discretionary Charging

Urgent applications will be dealt with by means of an expedited process at the discretion of the relevant Officer and subject to the payment of an additional administration fee of £1,000.

Pre-Application Advice

As part of its statutory duty the PLA will offer free initial advice and guidance to all who are considering works / developments in, over, under the river. Thereafter, a charge will be made on the following basis:

Proposal	Written Advice	Meeting with PLA Officers
Any development with an estimated construction cost of less than £500,000	£95	£170 per hr
Commercial Development:		
(a) Construction value £500,000 - £1m	£130	£205 per hr
(b) Construction value £1m - £5m	£170	£245 per hr
(c) Construction value in excess of £5m	£205	£290 per hr
Promotion of any commercial event, stunt or procession	£170	£170 per hr

Property Related Search Fees

Completion of PLA Standard Questionnaire	£105 per site
Additional information	by arrangement
Copies of plans, search and production costs (minimum charge £25 per plan)	£50 per hr

The fee will be payable regardless of whether the area of search is located on PLA land or other land ownerships.

Duplicate Licence

A copy of a Licence already issued will be provided upon payment of a £55 fee.

Determination of River Works Licence Considerations (Surveyor fee)

Value of Assessment	Fee
First £500	30%
Next £2,000	20%
Next £5,000	10%
Remainder	5%

A minimum charge of £100 + VAT applies.

Notes:

- 1) *In the event of the appointment by the PLA of external surveyors, engineers or other experts, fees based on the full*

cost of the experts' services will be chargeable including any VAT not recoverable by the PLA. Upon request an estimate of the fees will be given to the applicant in advance.

- 2) *An indicative River Works Licence assessment will be quoted upon request, but it shall not be binding on the PLA nor will it imply that a River Works Licence will be issued by the PLA.*

Houseboats

The London wide notional gross mooring fee for 2021 is £475 excluding VAT per linear metre*, per annum. To be reviewed on an annual basis.

(* Note this increase is not in accordance with the protocol – the actual rate would be £495 per linear meter but the PLA are making an exception to recognise the impact of the Covid pandemic)

End of Garden Mooring

£82.56 per linear metre plus VAT. To be reviewed on an annual basis.

Navigational Licence

£350 per annum plus VAT.

Telecommunications

A fee will be levied to recover costs incurred attending sites, including accompanied site visits. Such fees will be made available upon application to the Estates Department.

Temporary River Works Licence

- Scaffolding - £40 per day plus VAT.
- Use of Crane Barge - £35 per day plus VAT.
- Over Sailing Rights - £25 per day plus VAT.
- Access to Foreshore Permit - £75 per event plus VAT.

All other Temporary River Works Licence Fees are available on application.

Throughput Occupation Charges

(Port of London Act 1968 (S67) Cargo Handling)

Rate A

Oil and Oil Storage

	£
First 2m tonnes	0.0374
Next 3m tonnes	0.0254
Next 3m tonnes	0.0196
Remainder	0.0186

Rate B

Non-oil cargoes (Forest Products, Grain, Metals, Edible Oil, Sugar, Vehicles, Coal, Aggregates, Cement, Containerised & General Cargo)

	£
First 500,000 tonnes	0.0470
Next 500,000 tonnes	0.0390
Next 1,000,000 tonnes	0.0306
Remainder	0.0228

Use of PLA Premises

The following fees are for processing an application for the use of PLA premises. All legal fees and costs are additional.

Application for lease or licence of PLA premises

Yearly rent not exceeding £10,000	£2,000
Yearly rent over £10,000	£2,500

Application for licence to install and use equipment at PLA mast sites (including variation to an existing installation)

£2,000

Application for temporary use of PLA premises

For a period of time involving works	£550
Casual use for a one-off event - price upon application	

Notes:

- 1) *In the event of the appointment by the PLA of external surveyors, engineers or other experts, fees based on the full*

cost of the experts' services will be chargeable including any VAT not recoverable by the PLA. Upon request an approximation of the fees will be given to the applicant in advance.

- 2) *Fees exclude any rent or consideration due under the determination.*

Supply of Electricity

If the PLA arranges electrical installations in tenants' premises, a tariff rate will be charged.

PLA Contact Information

Website		www.pla.co.uk
London River House Royal Pier Road, Gravesend, Kent, DA12 2BG	Telephone	+44 (0)1474 562200
Charges Department Charges@pla.co.uk To make payment <i>AR@pla.co.uk</i>	Telephone Telephone Telephone	+44 (0)1474 562293 +44 (0)1474 562261 +44 (0)1474 562235
Pilotage Administration	Telephone	+44 (0)1474 562362
Pilotage Operations Port Control Centre, Gravesend	Telephone	+44 (0)1474 562215
Navigational Publications	Telephone	+44 (0)1474 562269
Marine Surveyor	Telephone	+44 (0)1474 562441
Licensing Department	Telephone	+44 (0)1474 562295
Hydrographic Service	Telephone	+44 (0)1474 562207
Marine Services (including TOSCA) Denton Wharf Mark Lane, Gravesend, Kent, DA12 2QB	Telephone	+44 (0)1474 562444
Estates Department	Telephone	+44 (0)1474 562505
Environment Department	Telephone	+44 (0)1474 562223



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