



Schedule of Conservancy Dues
and Pilotage Charges
2019

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Section 1

Schedule of Conservancy Dues

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1.1 General

Nothing herein shall affect the statutory powers of the Authority or be construed as altering in any way the meaning or wording of the various Acts and Orders relating to the Authority and to the Harbour.

The Conservancy Dues and Surcharges set out in the Schedule are made by the Authority pursuant to the Harwich Harbour Acts and are subject to alterations and revision at any time.

1.2 Definitions

Unless the context otherwise requires:

“the Authority” means Harwich Haven Authority.

“the Harbour” means Harwich Harbour as described in subsection (1)(a) of Section 4 of the Harwich Harbour Act 1974.

“Owner” when used in relation to any vessel includes the owner, agent, master, charterer or other person in charge of the vessel.

“Vessel” means every description of vessel, however propelled or moved and includes hovercraft, any floating manufactured article, anything constructed or used to carry persons or goods by water, and, except for the purpose of levying rates, a seaplane on or in the water.

1.3 Basis of Conservancy Dues

The charging unit for Conservancy Dues is gross tonnage (GT) International Rules 1969 as shown on the legally held Tonnage Certificate.

1.4 Liability in respect of Conservancy Dues and Charges

- (i) Conservancy Dues are payable by the owner of the vessel at the time of the vessel's entry to the Harbour.
- (ii) Where Conservancy Dues payable to the Authority may be recovered from more than one person, the said persons will be jointly and severally liable.
- (iii) If an owner of any vessel at any time eludes or evades or attempts to elude or evade payment of, or wrongfully refuses to pay, any Dues or Charges they will be liable to pay the Authority a sum equal to three times the amount of such Dues or Charges, which sum will be a debt due to the Authority and will be recoverable by the Authority as a simple contract debt.
- (iv) An Officer, as defined in the Customs and Excise Act 1952, may refuse clearance of any vessel if they are satisfied that payment of any Dues or Charges payable to the Authority in respect of that vessel have not been made or satisfactorily secured.
- (v) The Authority may require any person who is liable, or intends to become liable, to pay Dues or Charges to the Authority to deposit with their Collector, or to guarantee, such sum as, in the opinion of the Authority, is reasonable having regard to the amount or probable amount of Dues or Charges, and, where a person so required fails to deposit or guarantee the sum of money required the Authority may detain in the Harbour the vessel in respect of which the Dues or Charges have been or will be incurred until compliance with the requirement or payment of the Dues or Charges.
- (vi) Any person claiming the return of the whole or any part of any Charges paid to the Authority must make their claim, and produce all documents and give all information required by the Authority in proof thereof, within three years from the time of payment, and in default thereof the claim will cease to be enforceable.

1.5 Schedule of Dues

Conservancy Dues are payable on entry to the Harbour by all vessels over 50 gross tons (GT) according to the following scale:

	2019 Pence per GT
Vessels not exceeding 10,000 (subject to a minimum charge of £237)	2.39
Vessels 10,001 - 15,750	3.75
Vessels 15,751 - 25,000	13.21
Vessels 25,001 - 100,000	13.33
Vessels 100,001 - 200,000	14.33
Vessels 200,001 - 215,000	16.46
Vessels 215,001 - 220,000	18.54
Vessels 220,001 - 225,000	21.40
Vessels 225,001 - 230,000	24.18
Vessels 230,001 - 235,000	27.18
Vessels exceeding 235,001	30.18
Vessels 15,751 draft less than 8.6m	4.97
Ro-Ro Vessels	
Not exceeding 10,000 (subject to a minimum charge of £237)	1.10
Vessels 10,001 - 18,500 (subject to a minimum charge of £237)	1.26
Vessels 18,501 - 25,000	1.78
Vessels exceeding 25,001	2.13
Passenger Vessels	
All vessels (subject to a minimum charge of £237)	2.13
NOTE: 'Ro-Ro vessel' includes Passenger/Ro-Ro and Ro-Ro Cargo	
Crew Transfer Vessels	
Subject to a minimum charge of £131	

The following conditions apply:

- (i) **Gross Register Tonnage (GRT)**
Any vessel not able to provide a Gross Tonnage Certificate (GT) dated on or after 1st August 1994 will be charged dues based on GRT multiplied by a factor of three.
- (ii) **Moorings and Anchorage**
Vessels entering the Harbour and requiring harbour moorings or anchorage (not alongside berths) will be charged a minimum of £55 per day or part thereof. Actual charges are to be agreed prior to arrival and will be subject to vessel size, duration of stay and activity.
- (iii) **Conservancy/Dredging additional charge**
The Authority will introduce a conservancy/dredging additional charge in the event that its costs (e.g. dredging costs including plant mobilisation, fuel, exchange rates and levels of siltation) exceed those expected at the time of setting the tariff.
- (iv) **Other charges**
The Authority may demand, take and recover other charges as provided in the Harwich Harbour Act 1974.
- (v) **Bank charges**
All charges related to bank to bank payment methods including but not limited to BACS, Chaps, Swift and bank transfers are the responsibility of the “payer”. The Authority will not accept payments net of bank charges.

1.6 Ship to Ship Bunkering

Companies intending to provide ship-to-ship bunkering services within the Harwich Haven Authority’s jurisdiction will be required to pre-register the vessel with the Authority, supported by valid documentation to obtain a Bunkering Approval Certificate that, following a successful application, will remain valid for a period of two years. Issue of initial Bunkering Approval Certificates will incur a charge of £278 thereafter £165 for subsequent renewal of approval.

Section 2

Pilotage Charges

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2.1 General

The Harwich Haven Authority is the pilotage authority for the Haven Ports Pilotage Area, comprising Harwich Harbour, Harwich Navyyard, Harwich International, Felixstowe, Ipswich, Mistley and the seaward approaches thereto. Pilotage will be compulsory for all vessels, with the exception of:

- (i) Her Majesty's vessels;
- (ii) Vessels of less than 50 metres in length; and
- (iii) Vessels of less than 100 metres in length operating exclusively within the Compulsory Area and the Voluntary Pilotage Area, unless the bona fide Master or First Mate of the vessel holds a currently valid Pilotage Exemption Certificate issued by the Pilotage Authority.

Note: "Vessel" means every description of vessel, however propelled or moved, and includes hovercraft, any floating manufactured article, anything constructed or used to carry passengers or goods by water and, except for the purpose of levying rates, a seaplane on or in the water.

2.2 Charges

Pursuant to Section 10 of the Pilotage Act 1987, the Harwich Haven Authority, as Pilotage Authority for the Haven Ports Pilotage Area, hereby makes the following list of charges which are effective from 1st January 2019 and subject to periodic review. All existing scales of charges are cancelled as from that date.

Pilotage Charges between any two points within the Haven Ports Pilotage Area except as set out in 2.3.1 overleaf.

- 2.2.1** This is a composite charge for the services of a pilot during one passage and is fully inclusive of the cost of the pilot launch service to board and land the pilot when necessary, at the normal pilot boarding station for the class of vessel concerned.
- 2.2.2** The Master of any vessel under 7,000 GT requiring the services of a pilot to seaward of the normal boarding/landing area will inform Haven Ports Pilotage Service:
 - (i) **On leaving:** two hours prior to the vessel's ETD and confirmed 30 minutes before the vessel's actual departure time.
 - (ii) **On arriving:** when confirming the original ETA 3 hours before arrival at the Harwich Approach Buoy.
- 2.2.3** The charge is based solely on the Gross Tonnage of the vessel. (The figure will be the same as that used for the purpose of Harwich Haven Authority Conservancy Charges).
- 2.2.4** The charge for any given size of vessel is the same, irrespective of the location of the port being serviced within the Haven Ports Pilotage Area.

2.2.5 Schedule of Pilotage Charges

		01/01/2019	
		GT	£/Rate
0	-	3,500	598
3,501	-	4,000	663
4,001	-	4,500	717
4,501	-	5,000	737
5,001	-	6,000	782
6,001	-	7,000	797
7,001	-	8,000	845
8,001	-	9,000	903
9,001	-	10,000	929
10,001	-	11,000	982
11,001	-	12,000	997
12,001	-	13,000	1,022
13,001	-	14,000	1,043
14,001	-	15,000	1,060
15,001	-	16,000	1,100
16,001	-	17,000	1,133
17,001	-	18,000	1,150
18,001	-	19,000	1,190
19,001	-	20,000	1,208
20,001	-	22,500	1,219
22,501	-	25,000	1,252
25,001	-	27,500	1,275
27,501	-	60,000	1,287
60,001	-	80,000	1,339
80,001	-	100,000	1,367
100,001	-	125,000	1,468
125,001	-	150,000	1,924
150,001	-	175,000	2,304
175,001	-	200,000	2,632
200,001	-	210,000	3,071
210,001	-	215,000	3,510
215,001	-	220,000	4,114
220,001	-	225,000	4,476
225,001	-	230,000	5,500
230,001	-	235,000	6,250
Vessels exceeding 235,001			7,000
Ro-Ro Vessels			£/Rate
0	-	10,000	692
10,001	-	18,500	830
18,501	-	25,000	1,037
Vessels exceeding 25,001			1,243

NOTE: 'Ro-Ro vessel' includes Passenger/Ro-Ro and Ro-Ro Cargo

2.3 Other Services and Charges

2.3.1 Charge for Second Pilot

Following a marine risk assessment it may be determined by the Authority that a second Pilot is required to assist the primary Pilot. In this case an additional charge will be made equivalent to 75% of the full pilotage charge for the vessel.

2.3.2 Services of a Pilot Shifting a Vessel between berths in the Haven Ports Pilotage Area

The charge for attendance of an authorised pilot to shift a vessel along the quays or within the immediate working areas of any port in the Haven Ports Pilotage Area or within any of the defined anchorages shall be 75% of the appropriate full pilotage charge set out in 2.2.5, but subject to a minimum of £598. All other piloted movements between ports within the Haven Ports Pilotage Area are subject to the full charge set out in 2.2.5.

2.3.3 Detention Charge

In the event that a pilot attends to take charge of a vessel at the request of the Owners, Agents or Master, and the pilot is detained on board awaiting the vessel's departure, or is detained while the vessel is on inward or outward passage, shifting berth, or other operation such as adjustment of compasses, core sampling, pile driving, etc., no charge will be made for the first half hour. Thereafter a charge of £274 per additional hour or part thereof will be made.

2.3.4 Cancellation Charge

If the sailing of an outward bound vessel is cancelled, for whatever reason, and a pilot has been dispatched to, or has made an abortive attendance onboard in accordance with the Owner's, Master's or Agent's instructions, a Cancellation Charge of £598 will be levied. The Cancellation Charge will also be made if a pilot has been ordered and properly dispatched to an inward bound vessel or vessel at anchor whose movements are subsequently cancelled for any reason.

For charging purposes a baulk tide will be treated as a cancellation.

2.3.5 Special Services

- (i) A supplementary charge may be added to the normal pilotage tariff should a vessel of unusual characteristics require additional pilotage service; for example, pre-arrival/departure risk assessment planning or an extended transit time.
- (ii) Transport of crew/personnel/accompanied equipment by pilot boat: - **Minimum: £741**

2.3.6 Pilotage Exemption Certificates

Charges for the use of Pilotage Exemption Certificates:

- (i) Applicable to all vessels which but for being navigated by the holder of an Exemption Certificate would be subject to compulsory pilotage.
Per Vessel Movement: £62
- (ii) Examination and Issue of Certificate

	'A' Licence	'B' Licence
(a) First examination and issue of Certificate:		
Single area	£357	£357
Each additional area	£225	£138
(b) Re-examination:	£357	£357
(c) Renewals:	£225	£225
(d) Certificate amendments / alterations per certificate per occasion:	£105	£105
(e) Replacement certificate:	£165	£165

2.3.7 Overcarriage of an Authorised Pilot

Pilots are under instruction not to agree to be overcarried voluntarily to another port. In the event that a Haven Pilot is overcarried to another port due to stress of weather or other unavoidable circumstances, the following charges will be made:

- (i) In addition to the normal outward pilotage charge, a charge will be made for the Pilot's time from the moment the vessel leaves the Haven Ports Pilotage limit until the Pilot is able to be repatriated back to the UK and is off duty. The charge will be made according to the area in which the port is situated as specified in paragraph iii.
- (ii) The vessel will also be required to reimburse all reasonable travel and subsistence charges involved in returning the pilot to Harwich.
- (iii) Charges are as follows:

Area 1:	UK, including Dover, Ramsgate, Brixham and near-Continental ports of the Netherlands, Belgium and France (Boulogne and ports to the East). Per 24 hours or part thereof:	£1,646
Area 2:	North Sea ports including Germany, West coast of Denmark and France (ports to the West of Boulogne). Per 24 hours or part thereof:	£2,387
Area 3:	Ports within the Kattegat and Baltic Sea. Per 24 hours or part thereof:	£4,003

(Masters, Agents and Owners are reminded that it is a serious offence under Section 19 of the Pilotage Act 1987, to take an authorised pilot out of the district without reasonable excuse, and without the pilot's consent).

2.3.8 Boarding of an authorised Pilot out of District, subject to availability will incur the same charges as 2.3.7 above.

2.3.9 "Dead Ship" Pilotage

The services of an authorised Haven Pilot to pilot a "dead ship" within the confines of the Haven Ports Pilotage limit, and as described in Section 2.2.1, will incur an additional surcharge equivalent to 50% of the standard pilotage charge as detailed in the current charges list.

"Dead ship" shift requiring the services of a pilot, and taking place within a particular port area as detailed in Section 2.3.1, will also incur an additional surcharge equivalent to 50% of the current shift ship rate, also detailed in Section 2.3.1, providing such vessel is required to move clear of the berth face and is not made fast to the quay during such a shift. "Dead ship" shifts that involve warping along the quay will not incur the additional 50% charge.

A "dead ship" is deemed to be any ship which, for whatever reason, does not have ready use of her main propulsion unit(s).

2.3.10 Fuel Surcharge

During periods of increasing oil prices Harwich Haven Authority reserves the right to introduce a fuel surcharge.

Due to the significant increases in fuel price in the past weeks the Authority must now implement a fuel surcharge on pilotage service activity in accordance with Clause 2.3.9 of our Schedule of Conservancy Dues and Pilotage Charges.

With effect from 00.01 on 1 January 2019 a fuel surcharge of £20 per act will be implemented and included on the standard invoice until further notice.

The Authority will continue to monitor its fuel costs and will review this charge as circumstances determine.

2.3.11 Towage Operations (Tug 'N' Tow)

Any towage operation requiring the services of an authorised pilot as determined by the Authority will incur a charge no less than the minimum pilot charge. The Authority may levy an additional charge where extended activity of a pilot is incurred.

The Pilotage charge will be levied on either the towed vessel or the tug whichever is the larger.

Conservancy dues are levied on both tug and towed vessels over 50 gross tons subject to a minimum charge of £237.

2.3.12 PNPf Surcharge

The Authority is required to fund, on a 'buy-out' basis, a share of the deficit arising from liabilities assigned to it following a High Court Ruling in respect of the Pilots' National Pension Fund. To contribute toward servicing the required payments a surcharge on pilotage activities to include Haven pilotage, Haven PEC and External Boarding and Landing services of 7.5% was introduced effective 1st January 2014 and will remain in place throughout 2019.

IMPORTANT NOTE: The Harwich Haven Authority will exercise reasonable diligence to ensure that a pilot attends a vessel at the time required, provided that the laid-down ordering procedures have been fully complied with. No responsibility will be accepted for the cost of any subsequent delay to a vessel through late arrival of a pilot, for whatever reason.

Owners, Agents, or Masters are reminded that all pilotage services provided to a vessel, irrespective of cause, are chargeable directly to that vessel.

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