



ASSOCIATED BRITISH PORTS



# SILLOTH 2023

Port Charges

THIS SCHEDULE CANCELS ALL PREVIOUS ISSUES AND OPERATES ON AND FROM 1 JANUARY 2023, UNTIL FURTHER NOTICE.

ANY ENQUIRIES RELATING TO THE CHARGES SHOULD BE ADDRESSED TO:

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# SILLOTH 2023

Harbour or Ship Dues are payable on demand before sailing or on receipt of invoice (whichever is the earlier). Goods Dues and other trade accounts are payable on demand unless special credit facilities have been agreed.

## REGULATIONS AND CONDITIONS APPLICABLE TO HARBOUR DUES AND RENT

### Charges payable on demand

#### ABP's Standard Terms and Conditions of Trade apply

1. In these Regulations -  
"Docks" means ABP's Marshall Dock and New Dock.  
"Docking" and "Undocking" means respectively passage inwards and outwards through the entrance to Marshall Dock and/or through the gates of New Dock.  
"Dues" mean Dues on Ships and Buoy and Light Dues respectively.  
"Ship in Ballast" means a cargo vessel not carrying cargo for the time being.
2. Vessels discharging a cargo and subsequently loading a cargo will be liable for ships dues inwards and outwards at the appropriate rate.
3. Ships will be charged the inward or outward dues, whichever may be the higher, except that a ship which arrives or departs in ballast or in a light condition shall be assessed on the cargo carrying voyage.
4. Ships trading inwards or outwards shall be liable to pay dues in respect of the most distant of all the ports or places from or to which they shall have traded or shall trade, except that all vessels arriving and departing in ballast, or in a light condition, shall be liable to the dues payable by vessels falling to be dealt with under Class 1 of Table 1.
5. Ships which make a second or any subsequent docking or undocking on the same voyage and within the free period stated (Table 1, Col.2) in distress or for repair only, will be charged in respect of the second or any subsequent docking or undocking, 25% of the dues paid in respect of the first docking or undocking.
6. In calculating dues fractions of a gross ton or of a week shall be reckoned as a gross ton or a week respectively, with a minimum charge as for 100 tons.
7. In calculating the rent both the day of entry and the day of departure will be included.
8. Charges on vessels shall, except to the extent ABP declare otherwise, be related to such tonnage as is measured in accordance with the International Convention on Tonnage Measurement of Ships 1969 and which is stated on the International tonnage Certificate (1969).

In the case of vessels not issued with an International Tonnage Certificate, charges will be related to such tonnage as is calculated in accordance with the following formula:-

$GT_p = V_e \times a$  in which  $GT_p$ ,  $V_e$  and  $a$  are defined as follows:

- i)  $GT_p$  = Calculated Gross tonnage
- ii)  $V_e = L \times B \times H$  where
  - \*L = Length in metres according to International Load Line Certificate
  - \*B = Moulded breadth in metres
  - \*H = Height from the bottom to the uppermost complete deck (upper deck) in metres.
- iii)  $a$  = as derived from the following table based on  $V_e$  above, interpolating as necessary to determine 'a' from the actual  $V_e$  value.

$V_e$	$a$
up to 400	0.58
1000	0.43
5000	0.35
10,000	0.34
25,000	0.33
50,000	0.32
100,000	0.31
150,000	0.30
200,000	0.29
250,000	0.28

- iv)  $NT_p =$  Calculated Net tonnage which is  $0.6 \times GT_p$   
 \*As specified in the ships documents or Lloyds Register of Ships
- 9. In accordance with the European Council Regulation (EC) No. 2978/94, oil tankers equipped with segregated ballast tanks will receive a reduction on the gross tonnage related charges in this tariff. In order to claim this reduction, the vessel must be able to produce an International Tonnage Certificate (1969) showing under "Remarks" that the vessel is equipped with segregated ballast tanks.  
 Vessels will be charged on the basis of the gross tonnage at the appropriate rate per GT less 17%.
- 10. Vessel discharging a cargo and subsequently reloading a cargo will be liable for ships dues inwards and outwards at the appropriate rates.
- 11. Dangerously weighted heaving lines – ABP reserves the right to charge £1,000 where ships are found to use a dangerously weighted heaving line/s.

**TABLE 1  
SHIPS DUES, RENT AND BUOYS AND LIGHTS DUES**

<b>Ships Dues and Rent</b>					
<b>2023</b>	<b>Dock Dues</b>	<b>Buoys and Light Dues</b>	<b>Total of Docks Dues &amp; Buoys and Light Dues</b>	<b>Rent after Free Period Per Week</b>	<b>Days Free of Rent from date of entrance</b>
	<b>Per GT</b>	<b>Per GT</b>	<b>Per GT</b>	<b>Per GT Per Week</b>	<b>Days</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	
<b>CLASS 1</b> (Non-International) Vessels entering from or departing for, any port or place in the United Kingdom, the Isle of Man and the Channel Islands.	<b>1.32</b>	<b>1.35</b>	<b>2.67</b>	<b>0.93</b>	<b>3</b>
<b>CLASS 2</b> (International) Vessels entering from or departing for, any port or place otherwise than as specified in Class 1 of this Table	<b>2.35</b>	<b>1.35</b>	<b>3.70</b>	<b>0.93</b>	<b>3</b>

### **ENVIRONMENTAL CHARGE**

A Port Environmental Charge of £109.31 will be levied on all vessels entering the New Dock at the Port of Silloth (including commercial fishing vessels with a GT of 300 tonnes or over). This charge is in respect of the provision of reception facilities for ship's garbage under the MARPOL Regulations (and is levied irrespective of whether or not the vessel utilises the available facilities). For further details of the procedures for the disposal of ship-generated waste, please refer to the Port of Silloth Waste Management Plan which is available from the Dock Office.

### **ISPS**

A Port Security Charge of £56.13 will be levied on all commercial vessels, with a GT of 500 and over, entering the New Dock at the Port of Silloth (including commercial fishing vessels). This charge is by way of a contribution towards the increased security provisions made in order to comply with the ISPS Code.

## DUES ON GOODS [WHARFAGE]

1. The charges listed in this Table will apply to all goods (including ship's stores) landed or discharged on or over or loaded or delivered from or over ABP's quays or wharves at an enclosed dock or quay, piers or jetties not inside an enclosed dock. The charges also apply to goods transferred from vessel to vessel.
2. Dues on Goods (Wharfage), chargeable at a rate per tonne will be levied upon the gross weight of the goods and any packing and packaging in which such goods are contained at 1,000 kilogrammes to the tonne.
3. In calculating Dues on Goods (Wharfage) fractions of a tonne or a cubic metre will be reckoned as a tonne or a cubic metre respectively.
4. Where any goods are not listed in this Table the amount chargeable will be as for whatever goods listed most nearly resembles them in nature, packing and quality provided that where ABP consider that no such comparison is feasible they shall be at liberty to determine a charge.
5. Ships Agents, or representatives of any vessels' cargo owners shall supply to ABP details of the total amount of cargo (quantity, type of cargo etc.) loaded, discharged or transferred immediately upon completion of cargo operations.

Commodity	2023 £	Unit
Bricks	3.39	Per tonne
Cement (Bulk)	2.65	Per tonne
Cement Manufactures	6.09	Per tonne
Coal	2.43	Per tonne
Containers	5.83	Per tonne
Fertilisers	4.44	Per tonne
Fuel Oil (Bunkers)	6.67	Per tonne
Grain, Wheat, Maize, Barley, Corn	2.78	Per tonne
Grain Screenings	2.78	Per tonne
Limestone Chippings	2.78	Per tonne
Machinery	6.27	Per tonne
Molasses	4.44	Per tonne
Mussels / scallops / Cockles etc	13.16	Per tonne
Peat (Baled)	2.21	Per tonne
Perlite	2.96	Per tonne
Phosphates	2.65	Per tonne

Pulpwood – Logs	3.41	Per tonne
Rock Salt	1.77	Per tonne
Sand	2.68	Per tonne
Scrap (Miscellaneous)	4.44	Per tonne
Slag	1.52	Per tonne
Timber (Packaged or loose)	4.83	Per tonne
Woodpulp	1.04	Per tonne
Quayside storage – bulk material		P.O.A.
Quayside storage – general cargo		P.O.A.

**TABLE 3  
DUES ON PASSENGERS**

**Per Passenger**

£

To or from any port or place in the United Kingdom, the Channel Islands and the Isle of Man.	1.95
To or from any port or place otherwise than as specified in Paragraph 1 of this Table.	9.48

**TABLE 4  
SILLOTH BASED FISHING VESSELS**

At the discretion of the Harbour Master, certain small fishing vessels based at the Port of Silloth will be eligible for a Mooring Licence which gives permission for them to be moored in the Marshall Dock on a long-term basis. Such vessels will be charged a fee for the Mooring Licence on a quarterly basis, payable in advance. The quarterly charge for this will be £193.45 (Plus VAT) with effect from 1 January 2023.

In addition to the above, small fishing vessels entering the New Dock will be liable for a charge of £37.00 per entry. In certain circumstances this charge may be waived (please contact the Harbour Master for further information). Vessels remaining in New Dock over 7 days from the date of entry will be liable to a Dock Rental charge of £46.57 per week or part thereof.

See Page 14 for Wharfage charges in respect of cargo landed from fishing vessels at Silloth.

## OTHER CHARGES

### 1. ALTERNATIVE PILOT LAUNCH

In circumstances where the Workington Pilot Boat is unavailable, Silloth Pilots may be able to board or land by means of the Pilot launches available from either Whitehaven or Barrow. In such circumstances the vessel piloted will be required to pay the appropriate charge for the vessel used plus any fuel surcharge that may be applicable. Overtime charges in respect of the crew of the Barrow Pilot Launch may also be charged as appropriate.

### 2. ISSUE OF PERMITS AND LOCAL NOTICES

A charge of £83.60 will be levied for the issue of all permits in respect of Hot Works, Diving, Excavation and Electrical work. The same charge will be levied in respect of all third-party requests for the issue of a Local Notice to Mariners.

### 3. QUAY AND LAND RENTAL

Please contact the Port for charges in respect of quayside rental, open storage and covered storage.

Value Added Tax (V.A.T.) will be charged where appropriate.

## SUPPLY OF FRESH WATER

£

● Normal working hours	11.01 per tonne
● Normal working Hours	Min Charge £55.00 + Connection charge £24.50
● Surcharge weekdays 18.00 - 06.00	73.37per hour
● Surcharge weekend 18.00 - 06.00	112.43 per hour

**The dues, rates and charges in this Booklet are subject to variation at any time and, while every care has been taken to ensure correctness of the information in this Booklet, ABP cannot accept liability for any inaccuracy.**



## PILOTAGE CHARGES 2023

Pursuant to Section 10 of the Pilotage Act 1987, Associated British Ports as the Competent Harbour Authority for the Port of Silloth, hereby make the following list of charges:-

A. SERVICES OF A PILOT	CHARGE
	£
1. For Pilotage from sea into Silloth Docks, or vice versa: the following rate per cubic metre, calculated as a multiple of the vessel's overall length and beam, and maximum observed draught upon arrival or sailing.	0.1143
Subject to a minimum of 1250 cubic metres	142.87
For shifting a vessel within Silloth Docks when the Pilot's attendance is requested specifically for that purpose, the following charge will be made plus any additional and reasonable travelling expenses incurred:	183.43
3. Mobilisation to attend a vessel at Silloth by request when the Pilot is not required for that tide.	71.22 per hour
4. a) If attending a vessel at the request of the Owners, Agents, or Master, a Pilot is required to stand by awaiting the vessel's departure and then not required	71.22 per hour
b) If having been employed on a vessel (at the request of the Master, Owners or Agent) the Pilot is detained on board but no further services are rendered he shall be entitled to charge at the following rate per hour or part thereof:	71.22 per hour
5. a) If a Pilot is mobilised to join a vessel at the seaward limit of the District or at a Port outside the limits of the District and the vessel does not arrive off or sail from that Port on the tide for which he is ordered he shall be paid the following rate and additionally his reasonable travelling and accommodation expenses:	71.20 per hour
b) If a pilot boards a vessel at the seaward limits of the district and for whatever reason the pilotage act is aborted prior to the vessel entering the Competent Harbour Authority Area, the following charge will be made:	183.43
c) Any vessel employing the services of a pilot and engaging upon an act of pilotage within the Competent Harbour Authority area that aborts passage for whatever reason, will be charged the full pilotage rate.	

6. A Pilot shall be entitled to payment by the Shipowner concerned of reasonable travelling expenses to or from the Port of Workington or any other Port for the purpose of joining the ship for which he is ordered or of returning to Silloth after leaving a ship which he has piloted. This charge will normally be at the rate of £117.40 per round trip (£58.70 one way).
7. A surcharge of 10.3% will be added to the Pilotage Charges at (1) above in respect of the contributions required to reduce the deficit of the Pilots National Pension Fund.
8. A surcharge of 5% will be levied on Silloth Pilotage Charges at (1) to (6) above as a contribution towards ABP's administration and employment costs of the Silloth Pilots.
9. The charges specified in this List shall be payable in respect of services used on and after the 1 January 2023.
10. If charges incurred are not paid within one month from the date on which they become due, the following increases shall be payable :-

Period after charge becomes due	Percentage Increase
Payment after 1 month but not exceeding 2 months	5%
Payment after 2 months but not exceeding 3 months	10%
Payment after 3 months but not exceeding 4 months	15%
Payment after 4 months but not exceeding 5 months	20%
Payment after 5 months	30%

11. This List cancels all previous lists of charges.

## **B. PROVISION, MAINTENANCE AND OPERATION OF PILOT BOAT FOR THE DISTRICT**

1. The charge for shipping or landing a Pilot by means of a Pilot Boat owned or hired by ABP / the Pilots from Cumbria County Council will be as shown on the attached schedule of charges issued by the Port of Workington. It may, on occasion, be necessary to use an alternative pilot boat and under such circumstances the charges will relate to that substitute vessel.

## **C. PILOTAGE EXEMPTION CERTIFICATES**

1. The charge for examination of a bona fide Master or First Mate of a vessel, for a Pilotage Exemption Certificate will be £287.35.
2. Any ship navigating within the area to which the Silloth (Pilotage) Harbour Revision Order 1988 applies under the Pilotage of a Master or First Mate who is the holder of a Pilotage Exemption Certificate for the Silloth District will be charged half the Pilotage charge as calculated in Section A. Clause 1 above.

**PORT OF WORKINGTON**  
**BOARDING AND LANDING CHARGES AS FROM 1 January 2023**

The following charges are payable for shipping or landing a pilot by means of a pilot boat owned or hired by the Port of Workington.

**PER ACT OF BOARDING OR LANDING OFF WORKINGTON**

DWAT	Per Act of Boarding or Landing off Workington
0 – 1500	£124.00
1501 - 5000	£189.00
5001 and upwards	£244.00

**TIDAL ATTENDANCE CHARGE**

If the Pilot Boat is ordered but not used then a charge equivalent to 50% of the actual charge will be levied. The above rates are for normal hours only (2.5 hours before high water, to 2 hours after high water).

**OVERTIME CHARGES**

The following additional charges for the provision of the Pilot Boat will be levied on top of the standard rate:-

Christmas Day / Boxing Day / New Year's Day / Good Friday	£303.00 per tide
Outside normal tide time	£69.00 per hour or part thereof

**TONNAGES**

**References to the tonnage of a ship are:**

- i) the tonnage as registered at the time the services are provided, or**
- ii) where GRT exceeds DWAT – GRT/GT will be taken as the basis of the charge**
- iii) for certain types of offshore vessels the calculation the calculation shall be the sum of the LAO x Beam x Draught.**

## PILOTAGE DIRECTIONS FOR THE HARBOUR OF SILLOTH

Associated British Ports, as Competent Harbour Authority for the Harbour of Silloth, hereby makes the following Pilotage Directions to apply on and after 1<sup>st</sup> October 1988 to vessels bound to and from the Harbour of Silloth, (or navigating within the Harbour Areas as defined in Schedule 1), following abolition of the Silloth Pilotage Authority on that date by the Pilotage Act 1987.

Pilotage within Silloth Harbour is Compulsory.

The following vessels are excluded from Compulsory Pilotage, except if carrying passengers or dangerous goods, when they may be required by Associated British Ports to take a pilot:

Vessels of less than 50 metres in length  
Vessels changing berth within Silloth Docks.

Ship Masters who trade regularly into Silloth Harbour may be granted Pilotage Exemption Certificates. Notwithstanding Pilotage Directions Nos. 2 & 3 above, any vessel not exempt from the Compulsory

Pilotage by law, may be required by Associated British Ports to take a Pilot for reasons of safety.

Detail of each of the above Directions is given in the accompanying Schedules.

## SCHEDULE NUMBER 1 TO PILOTAGE DIRECTIONS FOR THE HARBOUR OF SILLOTH

### COMPULSORY PILOTAGE

For the purpose of Compulsory Pilotage, the limits of Silloth Harbour are as defined in the Associated British Ports (Silloth Pilotage) Harbour Revision Order 1988, which includes the area of the Solway Firth as is bounded on the seaward side by an imaginary line commencing at the level of high water at Grune Point (Lat. 54 54.00N. Long. 003 20.20W.), extending thence due west-south-west to Southernness Point (Lat. 54

52.30N. Long. 003 35.65W.), thence due south true to Latitude 54 43.65N. and thence due east to a point at the level of high water on the coastline north-east of Maryport (Lat. 54 43.65N. Long. 003 29.20W.) and on the landward side by an imaginary line drawn below the coastline along the level of high water between Grune Point and the said point north-east of Maryport.

For the time being, Silloth Pilots will be boarded and landed at the Workington Pilot Station, (Lat. 54 39.30N Long. 003 36.10W). Pilot boat VHF Working Channel 14.

Vessels bound for Silloth Harbour should communicate their ETA at the Workington Pilot Station, either directly, or through their local Agents to the Harbour Master, Silloth at least 12 hours before arrival.

Vessels should communicate their ETD to the Harbour Master at least 1 hour before sailing.

## **SCHEDULE NUMBER 2 TO PILOTAGE DIRECTIONS FOR THE HARBOUR OF SILLOTH**

### **EXCLUDED VESSELS**

Masters of Excluded Vessels are cautioned that the channels in the Silloth Harbour are subject to frequent and continuous change in both position and depth and all vessels, when navigating without a Pilot, must obtain information and instructions from the Harbour Master at Silloth before entering the Harbour.

The Harbour Master may be contacted by public telephone at the Dock Office, Silloth Docks, telephone number 016973-31358, or by marine VHF radio-telephone, call sign "Silloth Harbour Radio" on Channel 16, Working Channel 12.

## **SCHEDULE NUMBER 3 TO PILOTAGE DIRECTIONS FOR THE HARBOUR OF SILLOTH**

### **EXEMPTION CERTIFICATES**

The bona fide Master or First Mate of a vessel trading to and from the Port of Silloth, will be granted a Pilotage Exemption Certificate by Associated British Ports, provided that he/she satisfies the following criteria:-

Has traded into the Silloth Harbour on at least 6 occasions during the preceding 12 months, covering a minimum of 12 acts of pilotage.

Has a working knowledge of the English Language. Possesses an appropriate Certificate of Competency.

Can demonstrate a satisfactory capability, skill and knowledge of all aspects of pilotage and general navigation, required for the Silloth Harbour area.

All candidates for Exemption Certificates should expect to be tested physically, verbally or in writing, on all the above criteria.

Certificates may be renewable annually.

In the event that a Certificate holder shall commit an act of incompetence or misconduct when piloting a vessel within the Silloth Harbour area, Associated British Ports shall reserve the right to suspend or revoke that Certificate forthwith.

Associated British Ports will make charges for the issue and renewal of Pilotage Exemption Certificates. The amount of these charges will be published in the current Schedule of Pilotage Dues for the Silloth Harbour.

## **SCHEDULE NUMBER 4 TO PILOTAGE DIRECTIONS FOR THE HARBOUR OF SILLOTH**

### **SAFETY OF NAVIGATION**

Notwithstanding any other Pilotage Direction, Associated British Ports may require any vessel to take a Pilot when for any reason it is deemed to be a potential hazard to safe navigation.

Examples are:-

Vessels carrying dangerous or hazardous cargo. Vessels which are holed, listed or on fire.

Vessels which are mechanically unsound or impaired.

Vessels which do not possess adequate navigational equipment, including marine VHF radio or radar.

### **PORT OF SILLOTH MOORING CHARGES AS FROM 1 JANUARY 2023**

A charge of £144.30 will be levied against each vessel entering the New Dock at Silloth. This charge is to cover the provision of mooring (rope handling) services on both arrival and departure of the vessel irrespective of whether such services are requested by the vessel and/or Agent.

An additional charge may be levied if mooring services are provided or requested for the purpose of shifting a vessel from one berth to another.

### **PORT OF SILLOTH TERMS AND CONDITIONS FOR ORDERING THE PILOT VESSEL**

Notice for the use of the Pilot boat shall be given writing to the Harbour Master between the hours 0800 to 1600 Monday - Thursday inclusive and 0800 to 1200 Friday and not later than 24 hrs prior to the said tide.

Increase notice will be required for weekends and bank holidays and should be submitted in writing no later than 1200 hrs on the Friday or noon Thursday in respect of Easter holidays.

LATE ORDER OF PILOT VESSEL WILL RESULT IN A CHARGE OF £252.00 BEING MADE.





ASSOCIATED BRITISH PORTS

**The Port of Silloth**

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