

BELFAST HARBOUR COMMISSIONERS

SCHEDULE OF CHARGES

OPERATIVE FROM 1 JANUARY 2010

Harbour Office
Corporation Square
Belfast
BT1 3AL

Tel +44 (0) 28 9055 4422
Fax +44 (0) 28 9055 4411
commercial@belfast-harbour.co.uk
www.belfast-harbour.co.uk
Text Phone +44 (0) 28 9032 2013

BELFAST HARBOUR COMMISSIONERS

SETTLEMENT TERMS FOR PORT CHARGES

<u>Invoice Type</u>	<u>Settlement Terms</u>
Port Charges on Ships	30 days from date of arrival
Berth Occupancy Charges	30 days from date of invoice
Charges for Fresh Water	30 days from date of arrival
Port Charges on Ship Generated Waste	30 days from date of arrival
Port Security Charges	30 days from date of arrival
Pilotage Charges	30 days from date of arrival
Towage Certificates	30 days from date of invoice
Port Charges on Goods	60 days from date of arrival
Quay Rent and Storage Charges	30 days from date of invoice
Craneage Charges	60 days from date of arrival

Belfast Harbour Commissioners reserve the right, at their discretion, to request full payment of any and all Port Charges in advance of ship arrival.

Statutory/Bank Holidays for 2010:-

January 1st

April 5th

April 6th

May 3rd

July 13th

July 14th

December 25th

December 28th

BELFAST HARBOUR COMMISSIONERS

**PORT CHARGES
ON
SHIPS**

OPERATIVE FROM 1 JANUARY 2010

BELFAST HARBOUR COMMISSIONERS

PORT CHARGES ON SHIPS

NOTES

Charging Bases

Charges are based on Gross Tonnage, ascertained in accordance with the requirements of the International Convention on Tonnage Measurement of Ships 1969.

Charges are payable at a rate appropriate to either the inward or outward voyage, whichever is the greater.

A ship on which the appropriate charge has been paid and which is obliged from stress or weather or other sufficient cause after leaving the Port to return with the same cargo and which does not break bulk or load additional cargo is exempt from payment for the second entry.

Interpretation

In this schedule:

- (i) "ship" includes every description of vessel used in navigation
- (ii) the charges are "ship dues" for the purposes of the Harbours Act (Northern Ireland) 1970.
- (iii) "EEA" means member states of the European Economic Area

PORT CHARGES ON SHIPS

Class of Ship	Gross Tonnage Charge per Ton (pence)
1. On every ship from a European Economic Area (EEA) port save for the exceptions listed below	42.160
2. On every ship from a port outside the EEA save for the exceptions listed below	71.650
Exceptions:	
a) On every ship carrying crude oil, motor spirit or fuel oil only in bulk Conventional Tankers	
(a) Ships under 5,000 tons gross	42.575
(b) Ships 5,000 tons gross or over	74.195
b) On every ship, excluding crude and refined oil tankers, from a port outside the EEA which shall not part discharge cargo to an extent exceeding 40% of the Gross Tonnage of the ship and shall not load any cargo or vice versa (70% of 2. above)	50.155
c) On every ship entering the Port for repairs only:	
(a) For the first 25,000 tons gross	25.615
(b) For every ton thereafter	12.175
d) On every ship carrying containers only operating a weekly service	25.635
e) On every ship carrying forestry products operating at least a fortnightly service	34.815
f) On every ship entering the Port in distress, or to bunker only, or for stores to enable her to proceed to her original destination, and neither discharging nor loading cargo for trading purposes	24.500
g) Roll-on/Roll-off ships	charges on application
h) Cruise Liners	charges on application
i) Pleasure Craft	charges on application

BERTH OCCUPANCY CHARGES

Ships which remain in the Port 12 hours after the completion of cargo discharge and/or after the expiration of seven days from the date of arrival are charged (in addition to the appropriate Ship Charge) in respect of any additional time as follows:

	Gross Tonnage per ton per week or part thereof (pence)
Ships fitting out or undergoing repairs	3.60
All other ships	7.25
Minimum charge	£108.55
Layover Charge for NonTrading vessels (per Day) (Tugs, Barges etc)	£100

CHARGES FOR FRESH WATER

1. **Service Charge**

A separate charge is payable for each connection and each disconnection during the following hours:

(a)	Monday to Thursday	8.00 a.m. - 4.30 p.m.	£44.00
(b)	Friday	8.00 a.m. - 3.30 p.m.	£44.00
(c)	Any time outside the hours above		£99.00

2. **Water Charge**

For each cubic metre of water recorded on the standpipe metre £1.76

3. **Cancellation**

In the event of cancellation, a charge equal to the appropriate connection or disconnection charge will be levied for water required outside normal working hours, i.e. Monday to Thursday 8.00 a.m.- 4.30 p.m., Friday 8.00 a.m.- 3.30 p.m.

4. **Late Booking Fee - £137.50**

This charge is additional to the above service charges and applies in the following circumstances:

- (a) Booking made after 4.00 p.m. Monday to Thursday for water required between 4.30 p.m. on the same day and 8.30 a.m. on the following morning.
- (b) Booking made after 3.30 p.m. Friday for water required between 3.30 p.m. on the same day and 8.30 a.m. on the following Monday morning.

PORT CHARGES ON SHIP GENERATED WASTE

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003

Belfast Harbour Commissioners are required by law as a Port Authority to levy a compulsory ship generated waste charge.

NOTES

These regulations do not apply to:

- *Any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service.*
- *Fishing Vessels*
- *Recreational craft authorised to carry, or designed to carry, no more than 12 passengers.*

Non trading vessels and Cruise Ships are price on application.

24 hours notice of waste on board and for discharge must be notified to Port Operations on the Waste Declaration or the vessels will be in breach of the regulations.

The charge covers (i) Galley Waste and (ii) Garbage. Other categories of waste i.e hazardous waste, as noted on the Waste Declaration should be handled by Contractors appointed by the Ship Agent, who will deal with the Contractor's costs.

Details of waste reception facilities can be obtained from Port Operations.

Charging Bases:

Charges are based on Gross Tonnage, ascertained in accordance with the requirements of the International Convention on Tonnage Measurement of Ships 1969.

GT From	-	GT To	Charge per Arrival
0	-	500	£35.20
501	-	1,000	£42.24
1,001	-	2,000	£49.27
2,001	-	3,000	£63.35
3,001	-	4,000	£77.42
4,001	-	5,000	£91.51
5,001	-	10,000	£133.73
10,001	-	20,000	£168.94
Exceeding		20,000	£197.09

PORT SECURITY CHARGES

INTERNATIONAL SHIP AND PORT FACILITY (ISPS) CHARGES

Belfast Harbour Commissioners introduced an ISPS charge on ships using the Port's "General User" berths, with effect from 1st January 2006.

General User Berths are as follows:-

<i>Albert Quay</i>	<i>Oil Berths 2 & 3</i>
<i>Ballast Quay</i>	<i>Pollock Dock & Basin</i>
<i>Barnett Dock</i>	<i>Richardsons Wharf</i>
<i>Donegall Quay</i>	<i>Sinclair Wharf</i>
<i>Gotto Wharf</i>	<i>Stormont Wharf</i>
<i>Herdman Channel Wharf South</i>	<i>West Twin Wharf</i>
<i>Musgrave Scrap Wharf</i>	<i>York Dock</i>

In accordance with Regulation (EC) No 725/2004 ISPS code Part A section 3.3:

- *This code does not apply to warships, naval auxiliaries or other ships owned or operated by a Contracting Government and used only on Government non-commercial service.*

2010 Charging Basis:

Charges are based on Gross Tonnage, ascertained in accordance with the requirements of the International Convention of Tonnage Measurement of Ships 1969.

GT From	-	GT To	Charge per Arrival
0	-	500	£26.45
501	-	1,000	£31.75
1,001	-	2,000	£42.35
2,001	-	3,000	£52.95
3,001	-	4,000	£63.55
4,001	-	5,000	£74.10
5,001	-	6,000	£84.70
6,001	-	8,000	£121.75
8,001	-	10,000	£195.90
10,001	-	12,000	£248.85
12,001	-	15,000	£296.50
15,001	-	20,000	£370.60
20,001	-	25,000	£497.65
25,001	-	30,000	£619.40
Exceeding		30,000	£741.20

BELFAST HARBOUR COMMISSIONERS

**PILOTAGE
CHARGES**

OPERATIVE FROM 1 JANUARY 2010

BELFAST HARBOUR COMMISSIONERS

AMENDED PILOTAGE DIRECTIONS

These Pilotage Directions are laid down by the Belfast Harbour Commissioners in pursuance of their obligations under Section 7 of the Pilotage Act 1987 to provide pilotage in the Port of Belfast and its approaches.

Limit of Compulsory Pilotage Area

1. Compulsory pilotage will apply to all ships navigating inside the Port limits, i.e. inside an imaginary line joining Grey Point and Carrickfergus Castle, subject to the following exemptions:
 - (a) Ships under 75m in overall length
 - (b) Ships 75m and above, but under 100m in overall length navigating in the outer harbour, i.e. to seaward of No.12 Pile
 - (c) HM ships and foreign warships
 - (d) General Lighthouse Authority tenders
 - (e) Ships which are moving from one berth to another within a dock or within the same channel
 - (f) Ships navigating to or from Carrickfergus Harbour

2. The exemptions contained in sub-sections 1. (a) and (b) will not apply to:
 - (a) Ships with a Passenger Certificate
 - (b) Ships carrying hazardous cargoes in bulk
 - (c) Ships in ballast which are not gas free
 - (d) Ships not fitted with a working radar installation when due to fog; mist; falling snow or heavy rainstorm, or any other similar causes, visibility is less than 2.5 cables
 - (e) Ships or their tows, if any, having any one of the following defects:
 - (i) are unseaworthy in any respect, or
 - (ii) have defects to main engine, steering gear or auxiliary machinery which may affect the manoeuvring of the ship, or
 - (iii) have inoperable capstan, windlass, mooring winches or anchors that are not cleared or ready for use, or
 - (iv) have a list of over 5 degrees, or are excessively out of trim, or
 - (v) have any hull or machinery damage which may affect the safety of the ship or the containment or safety of the cargo or bunkers

3. The Harbour Master may temporarily suspend any of these directions from time to time, without notice, as, in his opinion, may be necessary.

BELFAST HARBOUR COMMISSIONERS

PILOTAGE CHARGES

NOTES

Interpretation

For the purposes of this Schedule:

- (i) "Ship" includes every description of vessel used in navigation
- (ii) Charges are based on "Net Tonnage" ascertained in accordance with
 - (a) The Merchant Shipping (Tonnage) Regulations 1982 or
 - (b) The Regulations previously in force
- (iii) The "Seaward Limit" of the Port is an imaginary line across Belfast Lough between Grey Point and Carrickfergus Castle
- (iv) The "Approaches to the Port" extend from an imaginary line across the entrance to Belfast Lough between South Briggs Buoy and Blackhead to the seaward limit of the Port
- (v) The "Outer Harbour" extends from the seaward limit of the Port to No.12 Pile in the Victoria Channel
- (vi) The "Inner Harbour" extends landward from No.12 Pile in the Victoria Channel and includes all the berths and channels of the Port

PILOTAGE CHARGES AND BOAT RATES etc.
Applicable to ships entering or leaving the Port of Belfast

1. (a) For the services of a Pilot from the seaward limit of the Port to any berth in the Port or vice versa:

<u>Net Tonnage</u>		<u>Inward or Outward</u>	<u>Boat</u>	
<u>Tons</u>	<u>Tons</u>	<u>Pilotage Charges</u>	<u>Rate</u>	
		<u>£</u>	<u>£</u>	
	-	300	113.05	66.10
301	-	500	126.55	66.10
501	-	700	142.00	71.90
701	-	1,000	153.65	75.80
1,001	-	2,000	212.45	85.95
2,001	-	3,000	266.65	103.10
3,001	-	4,000	323.60	120.75
4,001	-	5,000	375.95	144.20
5,001	-	10,000	437.25	171.70
10,001	-	15,000	509.75	204.10
15,001	-	20,000	647.05	260.15
<u>Exceeding 20,000 tons</u>				
		For the first 20,000 tons	647.05	260.15
		For each additional 10,000 tons or part thereof up to 100,000 tons	437.85	130.20
		For each additional 10,000 tons or part thereof above 100,000 tons	647.05	260.15

**(b) For the services of a Pilot Inward or Outward in the Outer Harbour only
OR
For the services of a Pilot Inward or Outward in the Inner Harbour only**

Pilotage Charge - 60 per cent of the appropriate Inward or Outward charge specified in (a) above

Boat Rate - the appropriate Boat Rate specified in (a) above

Note: Inward and Outward Pilotage Charges include berthing and unberthing respectively.

2. Charge for Shifting a ship from one berth in the Port to another berth in the Port

A charge equivalent to 75 per cent of the appropriate Inward or Outward pilotage charge specified in 1. (a) above will be applied on each occasion on which a Pilot is required to shift a ship.

3. Charges for "Other Services" (in addition to the appropriate Inward or Outward Pilotage and Shifting Charges specified above) where applicable:

£

- | | | |
|-----|---|--------|
| (a) | For Piloting a ship to an <u>Anchorage</u> in the approaches to the Port where that ship originates from, or is destined for, the Port. | 118.75 |
| (b) | For Piloting a ship into or out of any <u>Dry Dock</u> or <u>Building Dock</u> in the Port: | |
| | Ships not exceeding 10,000 tons net register | 178.85 |
| | Ships exceeding 10,000 tons but not exceeding 70,000 tons net register | 235.55 |
| | For each additional 20,000 tons or part thereof | 118.75 |
| (c) | For the <u>Detention</u> of a Pilot in excess of 30 minutes while in attendance on a ship either before or after a pilotage service is rendered, except when due to stress of weather or fog,
For every hour or part thereof after the first 30 minutes | 52.00 |
| (d) | For the attendance of a Pilot at the request of the Owners of any ship or their Representative for <u>Consultation</u>
For any period in any one day | 260.00 |
| (e) | For the <u>Cancellation</u> of an order for the service of a Pilot less than 1 hour before the booked time or after a Pilot has been in attendance - in addition to any Detention Charge incurred | 156.00 |
| (f) | For the services of a Pilot Inward or Outward in the approaches to the Port, commencing at a distance greater than 2 miles from the Fairway Buoy, where that ship originates from, or is destined for the Port; - <u>Outsea Pilotage</u> | P.O.A |
| (g) | For the attendance of a Pilot for all <u>Non-standard</u> marine operations where the duration of the operation is in excess of 90 minutes | 250.00 |

When the services of two Pilots are engaged on board any one ship, the charge for the 2nd or **Assistant Pilot** shall be 50 per cent of the appropriate charge specified above except for the charges for Detention, Consultation, Cancellation for which the full charge will apply.

The **Boat Rate** applicable to services provided by Pilots in the **Approaches to the Port** shall be double the appropriate rate specified in 1. (a) above.

The charges for the provision of the services of a Pilot in the approaches to the Port seaward of the South Briggs to Blackhead line are by arrangement.

PILOTAGE EXEMPTION CERTIFICATION

A Pilot Exemption certificate for the Port of Belfast will be granted by the Belfast Harbour Commissioners (hereinafter referred to as the Authority) to a person who is the bona fide Master or First Mate of a ship, provided he satisfies the following criteria:

1. He has made, within the twelve months prior to his application, at least six voyages inwards and six voyages outwards, of which four such voyages shall have been made within the six months previous to such application
2. He produces a written assurance satisfactory to the Authority from the Owner of the ship or ships to which the Certificate is to relate that he is the bona fide Master or First Mate of such ship or ships, that he is of sober habits and that he is of good conduct.
3. He holds a certificate of competency issued by an Authority recognised by the International Maritime Organisation entitling him to act as Master or First Mate of such ship or ships.
4. He has sufficient command of English.
5. He produces both a Medical Certificate that he is of sound health and an Eyesight Certificate acceptable to the Authority.
6. He passes an oral examination before the Pilotage Superintendent in the following subjects, viz:
 - the course and distance between any two places;
 - the rise and set of tides;
 - the depth and character of soundings;
 - the best anchorages;
 - the sand banks; mud banks; rocks; shoals and other dangers;
 - the land-marks; buoys; beacons; perches; lights and fog signals;
 - the channels; docks; basins; wharves; quays and dry docks within the Port limits

The Authority, at its discretion, may grant a limited Certificate to the bona fide Master or First Mate of a ship navigating only to one berth or channel in the Port.

Pilotage Certificates granted shall not continue in force beyond the 31st day of July next following the date of that Certificate, but the Certificate may be renewed annually on the 1st day of August, provided the Certificated Officer has made at least four voyages to the Port of Belfast within the twelve months immediately preceding the expiry of his Certificate.

A Pilotage Certificate shall not be renewed without re-examination unless application for renewal is made within one month of the expiry of such Certificate.

Contributions from Masters and Mates

The Owner of every vessel, the Master or Mate of which for the time being holds a Pilotage Certificate, shall, on every occasion that such Master or Mate shall navigate his vessel within the limits of the Port, pay to the Authority 20 per cent of the Pilotage Dues which would have been payable in respect of such vessel from the seaward limit of the Port to any berth in the Port or vice versa, if the Master or Mate had not held a Pilotage Certificate, up to a maximum of 200 acts. No such contribution shall be payable in respect of such vessels moving within the Inner Harbour for the purpose of changing from one berth to another berth or of being taken into or out of any Dry Dock.

Monthly Returns by Masters and Mates

A Certificated Officer shall, within fourteen days next after the expiry of each calendar month, make a return in writing to the Harbour Master of the occasions during the calendar month immediately preceding on which he shall have navigated vessels within the limits of the Port with the names and all needful particulars of the vessels so navigated. To facilitate the making of these returns pre-printed forms are available from the Harbour Office.

Charges for Pilotage Exemption Certificates

Operative 1 January 2010

(a) For examination or re-examination for a Certificate	£250.00
(b) For the grant of a Certificate	£ 50.00
(c) For the annual renewal of a Certificate	£ 50.00
(d) For the grant of a duplicate Certificate	£ 20.00
(e) For the addition of names of vessels to a Certificate - per vessel	£ 20.00

Any Certificated Officer who has lost his Certificate shall forthwith give notice thereof to the Harbour Master stating the circumstances under which the Certificate was lost and the Harbour Master may, if he thinks fit, issue to such Certificated Officer a duplicate Certificate.

Charges for Local Knowledge Certificate

Operative 1 January 2010

A Local Knowledge Examination will be required for the person in charge of commercially operated MCA coded Leisure Craft operating to/from a berth or through the harbour area.

For examination and for the grant of a Certificate	£100.00
--	---------

Contact – portops@belfast-harbour.co.uk

TOWAGE

Charges for Towage Certificates

Operative 1 January 2010

(a) For the assessment of Towage Certificate Application	£1000.00
(b) For the annual renewal of a Towage Certificate	£ 100.00
(c) For the addition of 'identical' sister ships to an existing Towage Certificate	£ 100.00

A Towage Certificate shall not be renewed unless application for renewal is made, in writing, from the Owner or Operator within one month of the expiry of such Certificate confirming that all original characteristics of the vessel remain unchanged. If no such request is made the certificate will be considered to have no validity and the towage applied to the vessel will revert to that as required by the Towage Guidelines in force at that time.

Contact - portops@belfast-harbour.co.uk

BELFAST HARBOUR COMMISSIONERS

PORT CHARGES
ON
GOODS

OPERATIVE FROM 1 JANUARY 2010

BELFAST HARBOUR COMMISSIONERS

PORT CHARGES ON GOODS

NOTES

1. Application

Port charges on Goods:-

- (i) are "goods dues" for the purposes of the Harbours Act (Northern Ireland) 1970
- (ii) apply to all goods whether imported or exported except where otherwise provided
- (iii) are payable on gross weight including packaging
- (iv) are not payable on the tare weights of carriers, wheeled and unwheeled, used solely and regularly to convey goods in unit loads, when loaded
- (v) are not payable outwards on:
 - (a) bunker fuel
 - (b) goods transhipped direct into another ship during the discharge of the importing ship
 - (c) goods arriving for immediate export and on which inward charges have been paid, provided a declaration on the form supplied for the purpose is given to the Commissioners within 14 days of the commencement of discharge of the importing ship.

2. Unit Load Traffic

The charge on all cargo in containers and similar unit loads will be as per that amount shown on page 18 and not according to the commodity.

3. Oil Products Exported

A rebate of 40 per cent will be granted in respect of charges on oil products exported, provided they:

- (i) are from products imported through the Port, and
- (ii) are discharged and loaded by pipeline.
- (iii) remain unaltered from the condition in which they have been previously imported.

4. Statutory Returns

Under the provisions of the Belfast Harbour Acts and the Acts incorporated therewith, full details of all goods are required to be given to the Commissioners immediately after importation or before exportation.

5. Goods at Owner's Risk

All goods laid down on, or passing over, the quays of the Belfast Harbour Commissioners or placed in any shed of the Commissioners are at the Owner's sole risk in every respect. The Commissioners have no custody of such goods and will not be responsible for loss thereof or damage thereto from whatever cause arising. Persons in charge of goods should protect them from loss, damage or injury. Special care is necessary in the case of goods susceptible to taint or stain or damage from other goods.

COMMODITY	PER TONNE (pence)
Liquid Bulk:	
Bitumen and Asphalt	58.350
* Kerosene, Gas and Fuel Oils	77.260
L.P. Gas	138.410
* Motor Spirit	130.315
Vegetable Oils	66.710
Molasses	77.260
Dry Bulk:	
Fertilisers	71.990
Quarry Stone Export	34.415
Peat and Bark	34.415
Other Dry Bulk Cargo discharged or loaded by Grab	57.105
Break Bulk:	
Iron and Steel	71.055
Scrap Metal	130.630
Machinery, Electrical Equipment, Parts thereof	175.370
Timber - Non Shed	per cubic metre 76.645
Timber - Shredded	per cubic metre 105.195
Paper	71.775
Other Non-Shredded Cargo	106.755
Shredded Cargo	146.775
Unit Load:	
Unit Load Carriers - Empty	71.380
- Loaded (Tare Weight)	Exempt
Cargo Carried (See Page 17, Note 2)	
- Regular Services	71.380
- Non Regular Services	87.195
All Goods not elsewhere specified	Price on Application

* See Page 17, Note 3 re: Oil Products Exported

BELFAST HARBOUR COMMISSIONERS

QUAY RENT AND STORAGE
REGULATIONS
AND
CHARGES

OPERATIVE FROM 1 JANUARY 2010

BELFAST HARBOUR COMMISSIONERS

QUAY RENT REGULATIONS AND CHARGES

1. Provided the reasonable use and enjoyment of any quay, wharf or shed is not interfered with or business obstructed, goods, with the exception of timber (see note 6 below) placed thereon or therein will remain free of quay rent for the following periods:-

	Permitted Free Period
Goods imported from a ship	4 days after final discharge of ship
Goods laid down for export by permission of the Harbour Master	4 days after the date of permission

Note: Saturdays, Sundays and Statutory holidays, when falling within the permitted free period, will be discounted

2. Where a ship discharges cargo at more than one berth the expression "final discharge of ship" shall as regards each berth be taken to mean the date on which the discharge at such berth shall have been completed.
3. After the expiration of the permitted free period, the following quay rent charges are payable for the area occupied:

	Per Sq. Metre per Day or Part £
During the first 4 days	0.098
During the next 4 days	0.208
During the next 6 days	0.389
Thereafter	0.669

If however, after the permitted free period, the area occupied by goods discharged on open quays is not required for other goods, and the goods do not, in the opinion of a Port Operations Officer, cause any obstruction to the use or constitute an abuse of the sheds or quays, the Chief Executive is authorised, in his discretion, to remit one-half of the amount of such quay rent if paid within seven days after the account thereof is furnished.

When any goods placed upon any quay or wharf, or in any shed, are or become, in the opinion of a Port Operations Officer, an obstruction to the working of such quay, wharf or shed, the goods must be removed upon notice being received from the Port Operations Officer. If not so removed, the Commissioners have power, under Section 42 of the Belfast Harbour Act, 1898, to remove the goods to some convenient place and there keep and detain them until payment is made of the expenses of such removal and detention, and of any quay rent due thereon, and to sell the goods if such expenses and quay rent are not paid.

4. In the case of goods intended for another Port landed on the quays from one ship and exported by another ship without in the meantime having left the quays or, in the opinion of a Port Operations Officer, caused obstruction, the Chief Executive is authorised, in his discretion, to remit two-thirds of the amount of the quay rent, if paid within seven days after the account thereof is furnished.
5. Goods, whether import or export, shall be placed in sheds or on the quays in such a manner as to occupy the least possible space and, in this connection, a Port Operations Officer may direct such piling of cargo as, in his opinion, is necessary.
6. The terms of the Permitted Free Period and Quay Rent Charges payable after the expiry of the Permitted Free Period for timber cargoes are out with of the above terms and are available on request.

NOTICE - GOODS AT OWNER'S RISK

All goods laid down on or passing over the quays of the Belfast Harbour Commissioners or placed in any shed of the Commissioners are at the Owner's sole risk in every respect. The Commissioners have no custody of such goods and will not be responsible for loss or damage thereto from whatever cause arising.

Persons in charge of goods should protect them from loss, damage or injury. Special care is necessary in the case of goods susceptible to taint or stain or damage from other goods.

BELFAST HARBOUR COMMISSIONERS

REGULATIONS AND CHARGES
FOR THE USE OF THE COMMISSIONERS'

CRANES

OPERATIVE 1 JANUARY 2010

CRANE CHARGES

Use of cranes is restricted to stevedores licensed by the Belfast Harbour Commissioners, in accordance with The Conditions of Crane Hire.

- The booking will cover the entire use of a crane by the hirer for the same ship.
- Discharge and loading will be treated as separate bookings unless the work is continuous.
- Minimum hire period for all crane orders is 2 hours
- Should no crane work be undertaken within the first two hours after commencement of the hire period BHC reserves the right, subject to the reasonable requirements of the Hirer, to allocate the crane to another booking.
- Crane Rental hours = Total Hire hours less breakdown (of BHC equipment), high winds and rain

1. Cranes Used for Primary Handling (*i.e. use of BHC Crane for discharge or loading cargo at any General User Berth*)

A. For Cargo Handling without Grab

Weight of Heaviest Lift per Booking		Charge per Hour/part
Exceeding (Tonnes)	Not Exceeding (Tonnes)	£
0	5	35.15
5	15	56.80
15	35	89.25
35	50	135.00
50		450.00

The weight of the heaviest lift in the booking will determine the charge for that booking

B. For Cargo Handling with Grab

Discharge Rate (Tonnes per Hour)		Charge per Hour/part (£)
0	200	83.80
201	220	94.65
221	240	105.45
241	260	116.25
261	280	127.10
281	300	137.90
301	320	148.70
321	340	159.50
341	360	170.30
361	380	181.10
381	400	191.90
401	420	202.70
421	440	213.50
441	460	224.30
461	480	235.10
481	500	245.90

Discharge rate = Total Tonnes Discharged / Total Crane Rental Hours

C. For Container Handling (Charge Per Hour/Part)

P.O.A

2. Cranes used for Secondary Handling – Ex. Quay (i.e. for the use of a BHC crane for ex. quay work, handling cargo which has been previously subject to a Primary Handling charge from BHC, or, which will be subject to a Primary Handling charge from BHC upon loading to a ship at a General User Berth)

£27.05 per hour or part of an hour

3. Cranes Used for Primary Handling -Ex. Quay (i.e. for use of a BHC crane for handling cargo ex. quay, which has not previously or will not be, subject to a Primary Handling Charge from BHC)

Weight of Heaviest Lift per Booking		Charge per Hour/part
Exceeding (Tonnes)	Not Exceeding (Tonnes)	£
0	5	35.15
5	15	56.80
15	35	89.25
35	50	135.00
50		450.00

Maintenance Technician Callout Charges

For the attendance of a maintenance technician for operational reasons e.g. change of grabs, hooks, bob cat transfers etc.

		Additional Charge per Callout
Monday to Friday	06:00 – 22:00	£0.00
Monday to Friday	Midnight – 06:00	£162.25
Monday to Friday	22:00 – Midnight	£162.25
Saturdays/Sundays & Stat Holidays	At any time	£162.25

Cancellation Charge

This charge is levied when a booking is subsequently cancelled at short notice and without use having been made of the crane

Cranes cancelled with less than 4 hours notice during office hours, 08.00-17.00 hours, Monday-Friday £81.10

Cranes required Tuesday – Saturday: Cancelled after 17:00 the previous day £108.15

Cranes required Sunday, Monday or statutory holidays Cancelled after 12:00 noon the previous office working day £146.00