



CMAL

Caledonian Maritime Assets Ltd
Stòras Mara Cailleannach Eòra

Schedule of Harbour Charges

Date of Commencement

1 April 2026



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INTRODUCTION

BASIS FOR CHARGES

The Authority to Raise Harbour Dues at Statutory Harbour Areas

The authority to levy '[ship, passenger and goods dues](#)' as considered 'fit' is vested in the Board of Caledonian Maritime Assets Limited (CMAL) by the Harbours Act 1964 section 26 and Sections 25 -33 of the Harbours, Docks and Piers Clauses Act 1847. They are applicable at all locations where CMAL are the statutory harbour authority (SHA) and exercise their statutory harbour powers in accordance with their governing legislation. This power is subject to a right of objection to the Secretary of State for Transport under section 31 of that same Act.

Any other charge levied by CMAL as SHA which is not 'ship, passenger and goods dues' falls into the category of 'other charges' and is usually charges for the provision of services and facilities provided by CMAL or their Harbour Operator, CalMac Ferries Ltd.

The Power to Collect Harbour Dues Raised at Statutory Harbour Areas

Where incorporated, by virtue of the Harbours Docks and Piers Act 1847 section 44, CMAL may recover rates payable to them in respect of a ship by distraint and sale of the ship and its tackle. Under section 45 of the same Act the Authority is empowered to recover rates due to them in respect of any goods by distraint and sale either of those goods or any other goods held on harbour premises belonging to the person/s liable for payment of the dues.

Charges Raised at Non-Statutory Marine Facilities

At non-statutory marine facilities owned by CMAL, charges and not 'dues' are levied for the use of the facilities at rates concurrent with those applied at CMAL's statutory harbour areas.

DEFINITIONS

| | |
|--------------------------|---|
| Active Service | Direct participation in military operations as a member of the armed forces. |
| Call | <p>Excluding a 'short stay charge' where applicable, the duration of a 'call' is defined as a period of 3-days or part thereof. For a single call of any duration during the initial 3-day period the full charge is payable.</p> <p>Vessels remaining in port or harbour beyond the initial 3-days must agree a stated period with the Harbour Operator and, unless subject to a separate agreement, within that subsequent period will be charged for each day or part thereof, one third of the initial full 3-day charge.</p> |
| Charges | Any charge CMAL levies as a SHA or Marine Facilities owner which is not a 'ship, passenger and goods due'. |
| Commercial Vessel | <p>Means any vessel, not being a "pleasure vessel".</p> <p>Ref: http://www.legislation.gov.uk/ukxi/1998/2771/contents/made</p> |
| Cruise Ship | Means a passenger ship used for pleasure voyages with the passengers being accommodated on board, when the voyage itself, the ship's amenities, and sometimes the different destinations along the way (i.e., ports of call), are part of the experience. |
| Composite Rate | <p>Where a harbour authority has power, whether by virtue of section 26 of Harbours Act 1964 or any other statutory provision—</p> <ul style="list-style-type: none">a) to levy ship, passenger and goods dues or equivalent dues; andb) to make other charges, <p>The authority may make a combined charge, that is to say, a single charge referable in part to matters for which ship, passenger and goods dues or equivalent dues may be levied and in part to matters for which other charges may be made.</p> <p>CMAL's combined charge, the Composite Rate, includes berthing charges, crew charges, fish landing charges, domestic waste delivery up to 1.0m³, and bunker delivery (does NOT include the cost of bunkers). Scheduled ferry rates include additional services.</p> <p>Additional charges will be payable for fresh water and any passengers embarked or landed and materials or goods either shipped or landed within any of the enclosed ports, at piers, pontoons, linkspans or any other fit-for-purpose marine facility.</p> |
| Day | In this Schedule of Charges, a "day" means a calendar day and includes any part thereof. |
| Ferry | Means a sea going passenger vessel designed or adapted to carry more than 12 passengers and may also have the ability to convey vehicles and goods, especially over a relatively short distance and on a regular service . |

| | |
|--------------------------------|--|
| Fishing Vessel | <p>Means a vessel for the time being used (or, in the context of an application for registration, intended to be used) for, or in connection with fishing for sea fish other than a vessel used (or intended to be used) for fishing otherwise than for profit; and for the purposes of this definition “sea fish” includes shellfish, salmon and migratory trout (as defined by section 44 of the Fisheries Act 1981).</p> <p>A vessel for the time being used (or intended to be used) wholly for the purpose of conveying persons wishing to fish for pleasure is not a fishing vessel.</p> <p>Ref: http://www.legislation.gov.uk/ukpga/1995/21/section/313</p> |
| Garbage | <p>Under MARPOL Annex V, garbage includes all kinds of food, domestic and operational waste, all plastics, cargo residues, incinerator ashes, cooking oil, fishing gear, and animal carcasses generated during the normal operation of the ship and liable to be disposed of continuously or periodically. Garbage does not include fresh fish and parts thereof generated as a result of fishing activities undertaken during the voyage, or as a result of aquaculture activities.</p> |
| Harbour Master | <p>Unless otherwise stated the expression “Harbour Master” used herein will mean, with reference to any such harbour, pier, dock or other facility, the CMAL Harbour Master and will include the deputies or assistants of the Harbour Master or any duly authorised employee of the appointed Harbour Operator who performs duties as assistant to the Harbour Master with his or her delegated powers under the Harbours, Docks and Piers Clauses Act 1847.</p> |
| Harbour Operator | <p>Unless otherwise stated the expression “the Harbour Operator” will mean CalMac Ferries Ltd, the organisation appointed to carry out harbour operations at all CMAL harbours, piers, docks or other facilities in accordance with provisions of a Harbour Operating Agreement.</p> |
| ISPS Qualifying Ships | <p>This Code applies to the following ships engaged on international voyages:</p> <ol style="list-style-type: none"> i. passenger ships including high speed passenger craft; ii. cargo ships, including high speed craft, of 500 gross tonnage and upwards; and iii. mobile offshore drilling units |
| Large Commercial Yachts | <p>Large commercial yachts are defined as those vessels which are:</p> <ul style="list-style-type: none"> • in commercial use for sport or pleasure • 24 metres load line length or more or over 150 gross tonnes if built before 21 July 1968 • carry no cargo and no more than 12 passengers |
| Major Port | <p>A commercial port where a linkspan is established as part of the infrastructure and used as the primary means of embarking of vehicles or goods and a gangway or passenger access system is provided for the embarking or disembarking of foot passengers. The location will have a quayside.</p> |
| Master | <p>When used in relation to any vessel means any person having the command, charge, or management of the vessel for the time being.</p> |

| | |
|---------------------------------------|---|
| No Gross Tonnage | <p>Registration is a legal requirement for merchant ships over 15 gross tons. As from the 18 July 1994, Ship Tonnage Measurements must comply with the International Tonnage Convention 1969 (ITC69).</p> <p>At the discretion of the Harbour Master, any vessel not having an ITC 69 Certificate will be charged based upon an estimated Gross Tonnage or alternatively, the Overall Length (metres), as applicable. Any estimate of the rateable tonnage will be based on an assessment of the gross tonnage, as determined by the Harbour Master or appropriate representatives of the Harbour Authority with reference to the vessel's registered or other characteristics.</p> <p>For guidance, as a minimum such vessels may be charged for berthing at the per call rate only shown on Table 5.</p> <p>For Fishing Vessels with no Gross Tonnage, and an overall length up to 24 metres, a formula for the calculation of estimated Gross Tonnage is available here (in the form of a Microsoft Excel spreadsheet) from UK Fishing Vessel Lists.</p> |
| Passenger | <p>Any person carried who is not essential to the running of the vessel or any person who has paid to be transported, accommodated, or trained on the vessel on which they are embarked.</p> |
| Pleasure Vessel | <p>Pleasure vessels are vessels used for sport or recreational purposes and do not operate for financial gain. A more extensive legal definition is provided by the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) 1998 (SI 1998/2771), as amended.</p> |
| Quayside | <p>Means any quay, wharf, jetty, dolphin, landing stage or other structure used for berthing or mooring vessels, and includes any pier, bridge, linkspan, roadway or footway immediately adjacent and affording access thereto within the jurisdiction of CMAL.</p> |
| Regular Service | <p>Means a series of ro-ro ferry or passenger craft crossings operated so as to serve traffic between the same two or more ports, or a series of voyages from and to the same port without intermediate calls, either:</p> <ul style="list-style-type: none"> (i) according to a published timetable; or (ii) with crossings so regular or frequent that they constitute a recognisable systematic series. |
| Ship, passenger and goods dues | <p>As defined in the Harbours Act, section 57 are:</p> <ul style="list-style-type: none"> • charges in respect of any ship for entering, using or leaving the harbour, including charges made on the ship in respect of marking or lighting the harbour; (ship dues) • charges for any passengers embarking or disembarking at the harbour (but not including charges in respect of any services rendered or facilities provided for them); (passenger dues) |

- charges in respect of goods brought into, taken out of, or carried through the harbour by ship (but not including charges in respect of work performed, services rendered or facilities provided in respect of goods so brought, taken or carried); (**goods dues**)

Short Stay Charge A nominal charge for a defined period of a visit between the hours of 08:00 and 18:00 (Oban Railway Pier hours 07:00 to 23:00 apply) whereby a small vessel in commercial use, or fishing vessels, all qualifying vessels being less than 15GT and not holders of current berthing/composite tickets, are granted a short period of time to berth alongside only being for the purpose of taking on water or fuel, or recreational vessels that may berth alongside or at swinging moorings, where available, for any purpose.

Slipway Means a constructed ramp leading down into water, used for launching and landing boats, or for the landing and embarking of passengers, vehicles or goods.

Small Port A commercial port where there is no linkspan as part of the infrastructure and generally consists of a slipway for the landing and embarking of passengers, vehicles or goods. It may or may not have a quayside.

Small Vessels in Commercial Use “Small vessel” means a vessel of less than 24 metres in load line length, or in the case of a vessel the keel of which was laid or which was at a similar stage of construction before 21st July 1968, less than 150 tons and in this definition – “tons” means gross tons, measured in accordance with the regulations for measuring tonnage in force on 20th July 1968, and carries no more than 12 passengers.

Tour/Charter Boat Means a domestic UK boat conveying a person for tourist reasons, normally for a duration of less than one day and typically starting and ending in the same place. This contrasts with cruising in large ships for a number of days with passengers being accommodated on board.

VAT Dues and charges listed in this schedule are exclusive of VAT, which will be added at the prevailing rate as appropriate.

VAT Zero Rating only applies where the vessels are 'qualifying ships'. A 'qualifying ship' is legally defined as any ship of a gross tonnage of not less than 15 tonnes and neither designed nor adapted for recreation or pleasure.

The gross tonnage of a ship is a volumetric measure decided under the Merchant Shipping Acts. As soon as the tonnage of a vessel is confirmed under the Merchant Shipping Acts, that tonnage becomes the basis for deciding VAT liability and the tonnage arrived at by the formula shown below will not apply.

Where the gross tonnage of a ship has not been calculated under the Merchant Shipping Acts, it must be calculated for the purposes of VAT by using the following formula:

For vessels 24 metres or greater in length: $L (m) \times B (m) \times D (m) \times 0.235$

For vessels less than 24 metres in length: $L (m) \times B (m) \times D (m) \times 0.16$

Further detailed information can be found at:

<https://www.gov.uk/guidance/ships-aircraft-and-associated-services-notice-744c#ships-and-qualifying-ships>

For Fishing Vessels with no Gross Tonnage, and an overall length up to 15 metres, a formula for the calculation of estimated Gross Tonnage for VAT purposes is available [here](#) (in the form of a Microsoft Excel spreadsheet) from UK Fishing Vessel Lists.

Vessel Vessels for the purpose of these charges are defined as: -

- i. Every description of vessel used in navigation however propelled;
- ii. Any kind of rig or production platform which floats or is capable of floating;
- iii. Any dracone or floating dock, crane or any floating plant;
- iv. A vessel, however propelled, designed to be supported on foils;
- v. A hovercraft as defined in the Hovercraft Act 1968;
- vi. Any aircraft on the surface of the water.

Visit Means a period of 24 hours or part thereof

Vessel Fleet Where a customer has a number of vessels with varying GT's which call at a port, the average GT per [call](#) will be used in the berthing charges calculation. The average GT is calculated as follows:

GT Average =

$$\frac{\text{GT vessel A x no. calls vessel A}}{\text{no. calls vessel A}} + \frac{\text{GT vessel B x no. calls vessel B}}{\text{no. calls vessel B}} + \frac{\text{GT vessel C x no. calls vessel C}}{\text{no. calls vessel C}} + \dots$$

Wharfage The charge that an owner of a facility (terminal or port) charges for the movement of goods through that facility.

Workboat "Workboat" means a small vessel in commercial use for purposes other than sport or pleasure, including a dedicated pilot boat.

GUIDANCE

1. All Persons, Vessels, Vehicles, Caravans, Containers and Goods entering the Harbour and all Persons entering into a contract with CMAL are subject to the CMAL [Terms and Conditions of Harbour Use](#).
2. Passenger/goods dues or charges apply to goods/items shipped and landed.
3. General Charges apply to all vessels not covered by the other defined categories and which are not exempt (in law) from paying pier and harbour charges.
4. The Master of any vessel coming within the pier or harbour area will report his or her presence to the Harbour Operator within 24-hours of arrival and comply with any berthing or anchoring instructions given. At unstaffed harbours, piers and slipways the vessel Master will report his or her vessel's presence, size, length of stay and purpose along with notification of a permanent address to which all charges incurred may be invoiced (subject to minimum invoice value—see following note), at any CFL Harbour Operations staffed location listed in Annex A or to the Harbour Operator at the following address:

CalMac Harbour Operations

The Ferry Terminal

Station Road

Gourock

Renfrewshire

PA19 1QP

Tel: 0800 066 5000 and + 44 1475 650 397 (for international customers)

Email: harbour.operations@calmac.co.uk

5. Please note that due to the administrative costs of raising and processing an invoice, **in all cases** charges that are invoiced will be subject to a minimum invoice value of £20.
6. Staff charges will be payable if Harbour Operator employees are required to work additional hours to accommodate vessel activity and by commercial/cruise vessels where staff are required for berthing, and/or security duties when it is necessary to implement the port security plan. Where this is the case, the staff cost incurred by the Harbour Operator will be charged to the customer at 'cost price'.
7. Priority for berthing **will always be given** to ro-ro ferry or passenger craft providing a [regular service](#) at the prevailing location. Berthing for other vessels, including stopover calls by ferries or passenger craft not providing a regular service at the prevailing location will be accommodated whenever possible and depending upon the prevailing circumstances will not necessarily be prioritised over other vessels.
8. Should any vessel be required to leave its berth during the period of a [call](#) to allow priority access to a ferry on a regular service, the time from commencing interruption of the [call](#) to reoccupying the berth will not be included as part of the overall total time used by the vessel during that single [call](#) provided it reoccupies the berth within one hour of the ferry leaving the berth the same calendar day.
9. Any vessels loading/discharging personnel, passengers or goods and using on-board or off-board lifting equipment onto/off any CMAL quayside or other marine facility will be deemed as having berthed alongside. This includes vessels alongside but held in position by DP (Dynamic Positioning) or secured to another vessel(s) at least one of which is berthed alongside a quayside or mooring, and in so doing is made fast.
10. As many CMAL berths may not have been designed for the conduct of self-mooring, risk assessments should be carried out in collaboration with the harbour operator to address such shared risks and determine the need for shore-based rope handlers.

11. It is prohibited for any vessel to carry, load or unload explosives in any harbour unless that harbour is licensed to handle explosives under the Dangerous Goods in Harbour Areas Regulations 2016, unless the Harbour Operator has given prior permission for a vessel carrying explosives to enter into an unlicensed harbour area in an emergency situation, including life-threatening weather conditions, provided –
 - i. the explosives are undamaged and in a safe condition;
 - ii. the explosives are not handled while the vessel is in the harbour area; and
 - iii. the vessel leaves the harbour area as soon as practicable.
12. With the exception of trailer launching /recovery charges, where applicable the following categories of craft are exempt from payment of the harbour charges:
 - a. Dinghies powered by sails, oars or an engine less than 5hp, and are less than 3.8m LOA.
 - b. Tenders under 3.8m LOA used to access another vessel in the vicinity of harbour or facility.
 - c. Canoes/kayaks
 - d. Personal watercraft (i.e., jet ski)
 - e. Sail/paddle boards
13. No charges will apply to vessels which are involved in an emergency, or which are seeking shelter due to stress of weather unless the vessel takes on fuel, ice, stores, water, etc. or disembarks/embarks any personnel or passengers in the ordinary course of business, when the normal scheduled rates will thereafter apply.
14. Where vessels are not covered by any of the composite charges shown, the owner/operator of the vessel will be responsible for the payment of both the pier and berthing charges for the vessel, i.e., one combined charge (pier charges plus berthing) will be raised per vessel [call](#).
15. Composite charges will only be granted on the production of proof of third-party liability insurance of the owner or customer to a minimum value that satisfies the requirements of CMAL [Terms and Conditions of Harbour Use](#).
16. At Armadale and Tobermory, 7m gangways are available for 3rd party hire.
17. Vessels which are owned and/or operated by registered charities or charitable organizations, including bona fide local youth organisations will receive a 50% discount, or greater at the discretion of the Harbour Master, on the published rates when the following conditions will apply: -
 - Mooring arrangements, risk assessment and operating methodology are agreed with The Harbour Operator prior to the [call](#); and,
 - CMAL's Terms and Conditions of Harbour Use (see [CMAL website](#)) are adhered to.
 - Passengers embarked as trainees aboard vessels owned and operated by a registered charity for the purpose of training people at sea for recreational purposes are exempt from passenger charges.
18. Permission and prior agreement that satisfies the requirements of CMAL [Terms and Conditions of Harbour Use](#), must be sought from the Harbour Operator for any goods deposited on Harbour Authority property not being within the terms of a tenancy agreement. All goods are stored entirely at owner's risk.
19. All charges, discounts and information contained in this schedule will be reviewed not less than annually.
20. All goods embarked, landed or discharged at a harbour and not particularly specified in this Schedule will be liable to rates as determined by the Harbour Authority.
21. The Harbour Authority reserves the right to refuse entry to any uninsured vessels.

PART 1—FERRIES

[See definition](#) of ferry

Table 1: Regular Service Ro-Ro and Passenger-Only Ferry Composite Ship Dues/Charges

| Category | Rate* |
|--|---|
| Berthed or anchored in for safety by stress of weather or another emergency | No charge (max. 24hrs) ¹ |
| Composite ship dues/charges per call at a major port ² when alongside a pier, quayside or other marine structure. | £0.17 (per GT) |
| Composite ship dues/charges per call at a small port ³ when landing on a slipway or when alongside a pier, quayside or other marine structure | £0.09 (per GT) |

* **In calculating charges, a fraction of a gross tonne will be reckoned as one gross tonne**

Note 1: The composite charge for ferries includes use of linkspan/passenger access systems, mooring team, gangway handling and bunker delivery (does NOT include the cost of bunkers),

Note 2: The composited charges will cease to be applicable to any vessel in this class that continuously occupies a berth at any single harbour or marine facility for a period in excess of 28-days. Such vessels will thereafter be liable for the commercial charges detailed in [Table 4](#).

Table 2: Passenger dues/Charges—Embarking or landing

| Category | Rate |
|---|-------------|
| Passenger dues/charges for Drivers/Passengers | £0.62 (ea.) |

Table 3: Goods Dues/Charges—Vehicles Embarking or landing

| Category | Rate |
|---|-------------------|
| Goods dues/charges for cars, SUVs and light commercial vehicles* | £2.75(ea.) |
| Goods dues/charges for Large Commercial Vehicles, Buses and Coaches | £1.64 (per metre) |

Note 3: *Light commercial vehicles exceeding 6m in length or 3.5 tonnes plated weight are charged at the large commercial vehicle rate

¹ Continued no charge berthing/anchoring beyond 24hrs will be at the discretion of the Harbour Master

² See [Appendix A](#) for locations

³ See [Appendix A](#) for locations

PART 2—COMMERCIAL VESSELS

[See definition](#) of commercial vessel

Table 4: Commercial Vessel Ship Dues/Charges

| Category | Rate* |
|---|---|
| Ship dues/charges when berthed or anchored in for safety by stress of weather or another emergency | No charge (max. 24hrs) ⁴ |
| Ship dues/charges per call when alongside alongside a pier, quayside or other marine structure (ex.VAT) | £0.49 (per GT) |
| Ship dues per call when anchored in or transiting ⁵ harbour area (ex.VAT) | £0.20 (per GT) |
| Charge for use of a hard ramp or slipway, per hour or part thereof | £34.13 |
| Charge for use of a linkspan, per hour or part thereof | £102.36 |

* In calculating charges, a fraction of a gross tonne will be reckoned as one gross tonne

Table 5: Passenger dues/Charges—Embarking or landing

| Category | Rate |
|--|-------------|
| Passenger dues/charges for Drivers/Passengers (not crew) | £0.62 (ea.) |

Table 6: Goods Dues/Charges—Vehicles Embarking or landing

| Category | Rate |
|---|-------------------|
| Goods dues/charges for cars, SUVs and light commercial vehicles* | £2.75 (ea.) |
| Goods dues/charges for Large Commercial Vehicles, Buses and Coaches | £1.64 (per metre) |

Note 4: With the following exceptions, all military and other government owned vessels not in [active service](#) will be charged at the commercial vessel rate per day.

Exempt from charges:

- Northern Lighthouse Board;
- Emergency services/law enforcement vessels, e.g., RNLI, HM Coastguard, UK Border Force, Police, Fire & Rescue.

Note 5: Warships, Naval Auxiliary ships and Vessels owned or operated by a state, and on government non-commercial service are exempt from waste charges.

Note 6: In the event of a vessel being subject to UK Border Force/HMRC inspection or similar there may be additional charges applied by the Harbour Authority for the use of any port facilities.

Neither CMAL or the Harbour Operator will be liable for any owner or charterer costs incurred by vessels that have failed to comply with regulatory requirements for pre-arrival notification.

Note 7: Should the Harbour be required to increase ISPS security measures above Level 1, further additional charges may apply to all [ISPS qualifying ships](#) that remain alongside.

⁴ Continued no charge berthing/anchoring beyond 24hrs will be at the discretion of the Harbour Master

⁵ Charged at the discretion of the Harbour Master

Note 8: Should a vessel be required to leave its berth during the period of a call to allow priority access to a ferry on a regular service, the time from commencing interruption of the call to reoccupying the berth will not be included as part of the overall total time used by the vessel during that single call provided it re-occupies the berth within one hour of the ferry leaving the berth the same calendar day.

Table 7: Goods Dues/Charges

| Category | Rate* |
|---|--------|
| Explosives | £87.72 |
| Fish/Salmon Feed | £1.89 |
| Farmed salmon per tonne | £4.59 |
| Harvested shellfish, or crustaceans per tonne | £2.02 |
| Smolt (per thousand) | £5.00 |
| Quarry products and minerals (e.g., Sand, Gravel, Stone Chips and Salt) | £1.22 |
| Cement | £1.56 |
| Timber | £1.52 |
| Wood pellets | £0.77 |
| Petroleum products (Fuel oil, mineral oils, bitumen), gas | £2.48 |
| Bulk grain | £2.36 |
| Animal foodstuffs | £1.95 |
| Scrap Metal | £1.56 |
| Plant/machinery | £5.10 |
| General/all other goods | £1.65 |
| Large livestock—bulls, cattle, horses, etc. (per head) | £0.83 |
| Small livestock—sheep, goats, calves, etc. (per head) | £0.49 |
| Livestock—poultry (per bird) | £0.13 |

* Unless otherwise stated, where applicable all rates quoted are per tonne or part thereof

In determining weights for the purpose of calculating goods dues/charges, the weights of the containers of any goods shall be included.

Table 8: Commercial Vessels with no GT ([refer to definitions](#))

| Ship Dues/Charges for Commercial Vessels with no GT Guidance rates only | | | |
|--|-----------|------------------|---|
| Berthed or anchored in for safety by stress of weather | | | No charge (max. 24hrs) ⁶ |
| Vessel length | | | Per Call |
| From | to | Less than | |
| 0m | - | 10m | £19.05 |
| 10m | - | 12.5m | £22.70 |
| 12.5m | - | 15m | £29.25 |
| 15m | - | 17.5m | £32.88 |
| 17.5m | - | 20m | £39.56 |
| 20m | - | 22.5m | £92.17 |
| 22.5m | - | 24m | £108.15 |
| Vessels exceeding 24m—rates on application ⁷ | | | |

Composite Berthing Charge

On prior written application to the [Harbour Operator](#) and by subsequent agreement, [small vessels in commercial use](#) and engaged in trading from a CMAL Harbour or other facility where the vessel is locally owned **and** based, may be considered for compounded berthing charges as per [Table 9](#) subject to VAT where applicable.

Composite rates include berthing dues/charges, bunker delivery (does NOT include the cost of bunkers), and where facilities are available, allows the vessel to deliver waste in the form of domestic garbage up to a volume of 1.0m³ free during each call. Charges will be payable for water charges and any passengers embarked or landed and materials either shipped or landed within any of the enclosed ports, at piers, pontoons, or any other fit-for-purpose marine facility.

The composite rates will only be granted subject to the following conditions:

- The vessel must be a local small commercial vessel⁸, i.e., a local business based and primarily operating from a single CMAL location.
- The vessel must be appropriately certified as compliant with the applicable code of practice.
- For any small commercial vessels continuously occupying any berth at a CMAL pier or other facility for a continuous period in excess of 28 days the composite rates will cease and a per [call](#) charge ([Table 4](#) or [Table 8](#) as applicable) will apply.
- A composite rate will not be agreed where there are outstanding sums due to CMAL out with normal settlement terms or where a vessel has regularly been in arrears during the previous 12 months.
- Composite rate season tickets must be purchased in advance and are non-refundable.
- Charges will be due for payment in full at the commencement of the composite berthing period.
- Owners changing vessels part way through the season will be charged at a pro rata rate for the appropriate periods for each vessel.
- Part refunds will not be given for early departure from any facility.

⁶ Continued no charge berthing/anchoring beyond 24hrs will be at the discretion of the Harbour Master

⁷ Charges determined at the discretion of the Harbour Master

⁸ Agreement that the small commercial vessel qualifies as 'local' will be determined at the discretion of the Harbour Master

- Vessels applying for or wishing to renew compound charges must be in possession of and must produce written evidence of the following to CalMac Harbour Operations, in advance of approval/renewal or payment:
 - Ownership.
 - Valid vessel insurance certificate.
 - Valid class certificate, where applicable.
 - Third Party liability insurance to a minimum of £3,000,000.
 - The owner of the craft must submit an annual declaration of the craft's anticipated use during the period.
- Composite charges are payable in advance, in full, by the person who owns the vessel on that date. No apportionment or refund of this rate for periods of less than the calendar year is permitted and is non-transferable to another craft or owner.
- Composite charges shall cease to be applicable to:
 - Any vessel which has not moved from its berth for more than 28 days.
 - Any vessel deemed unfit for sea by the Harbour Master.
- These charges are at the sole discretion of the Harbour Master and require prior approval prior to the vessel using any facilities.

Table 9: Qualifying Small Commercial Vessel Composite Ship Dues/ Berthing Charges

| Charges for Locally Operated Small Commercial Vessels | | | | | |
|--|-----------|------------------|--------------------------------|-----------------|------------------|
| Composite Berthing Charge | | | | | |
| Vessel LOA | | | Season Ticket (ex. VAT) | | |
| From | to | Less than | 1 month | 6 months | 12 months |
| 0m | - | 6m | £26.50 | £86.13 | £132.50 |
| 6m | - | 8m | £31.17 | £101.30 | £155.85 |
| 8m | - | 10m | £35.17 | £116.51 | £179.25 |
| 10m | - | 12m | £45.15 | £149.60 | £230.15 |
| 12m | - | 14m | £54.20 | £176.15 | £271.00 |
| 14m | - | 16m | £59.41 | £193.08 | £297.05 |
| 16m | - | 18m | £71.15 | £231.24 | £355.75 |
| 18m | - | 20m | £83.42 | £271.12 | £417.10 |
| 20m | - | 22m | £121.93 | £396.27 | £609.65 |
| 22m | - | 24m | £143.47 | £466.28 | £717.35 |

Short Stay

Any small vessels in commercial use not paying a composite berthing charge and require a short stay **only** for bunker delivery (does NOT include the cost of bunkers), may berth alongside at CMAL locations for a period not exceeding one hour between the business hours of **08:00 and 18:00 (Oban Railway Pier hours 07:00 to 23:00 apply)** when a nominal charge of £6.30 (+ VAT) will be applied.

Visits more than one hour or out with the business hours stated will be charged at the per [call](#) rate.

Any vessels loading/discharging personnel, passengers or goods and using on-board or off-board lifting equipment onto/off any CMAL quayside or other marine facility will be deemed as having berthed alongside and will be charged at the per [call](#) rate.

PART 3—TOUR/CHARTER BOATS

[See definition](#) of Tour/Charter Boat

Table 10: Tour/Charter Vessel Ship Dues/Charges

| Category | | Rate* |
|---|-----------|---|
| Berthed or anchored in for safety by stress of weather or another emergency | | No charge (max. 24hrs) ⁹ |
| Ship dues/charges per call when alongside a pier, quayside or other marine structure (ex.VAT) | | £0.49 (per GT) |
| Ship dues per call when anchored ¹⁰ in a statutory harbour area (ex.VAT) | | £0.25 (per GT) |
| Passenger dues/charges (not crew) | Disembark | £0.62 (ea.) |
| | Embark | £0.62 (ea.) |

*In calculating charges, a fraction of a gross tonne will be reckoned as one gross tonne

Note 10: Charges for tour/charter boats with no GT will be calculated as per the definition of [No Gross Tonnage](#)

Note 11: Should a vessel be required to leave its berth during the period of a call to allow priority access to a ferry on a regular service, the time from commencing interruption of the call to reoccupying the berth will not be included as part of the overall total time used by the vessel during that single call provided it re-occupies the berth within one hour of the ferry leaving the berth the same calendar day.

Composite Berthing Charge

Composite rates ([Table 11](#)) are available for local commercial tour/charter boats operating as small commercial vessels. They include berthing dues/charges, bunker delivery (does NOT include the cost of bunkers), and where facilities are available, landing of vessel waste in the form of domestic garbage up to a volume of 1.0m³ free of additional charge to the vessel during each call. Additional charges will be payable for fresh water, any passengers embarked or landed and materials or goods either shipped or landed within any of the enclosed ports, at piers, pontoons, or any other fit-for-purpose marine facility.

⁹ Continued no charge berthing/anchoring beyond 24hrs will be at the discretion of the Harbour Master

¹⁰ Charged at the discretion of the Harbour Master and only applicable within statutory harbour areas

The composite rates will only be granted subject to the following conditions:

- The vessel must be a local small commercial vessel operating as a tour/charter boat, i.e., a local business based and/or primarily operating from a single CMAL harbour or marine facility location.
- The vessel must be appropriately certified as compliant with the applicable code of practice.
- For any tour /charter vessels continuously occupying any berth at a CMAL pier or other facility for a continuous period in excess of 28 days the composite rates will cease and a per [call](#) charge will apply.
- A composite rate will not be agreed where there are outstanding sums due to CMAL out with normal settlement terms or where a vessel has regularly been in arrears during the previous 12 months.
- Proof of vessel insurance must be produced prior to granting of a composite rate.
- Composite rate season tickets must be purchased in advance and are non-refundable.
- Charges will be due for payment in full at the commencement of the composite berthing period.
- Owners changing vessels part way through the season will be charged at a pro rata rate for the appropriate periods for each vessel.
- Part refunds will not be given for early departure from any facility.

Table 11: Qualifying Small Commercial Vessel Operating as a Tour/Charter Boat (NOT passenger certified) Composite Ship Dues/Charges

| Ship Dues / Charges for Locally Operated Small Commercial Tour/Charter Vessels | | | | | |
|---|-----------|------------------|--------------------------------|-----------------|------------------|
| Composite Berthing Rate | | | | | |
| Vessel LOA | | | Season Ticket (ex. VAT) | | |
| | | | 1 month | 6 months | 12 months |
| From | to | Less than | | | |
| 0m | - | 6m | £26.50 | £86.13 | £132.50 |
| 6m | - | 8m | £31.17 | £101.30 | £155.85 |
| 8m | - | 10m | £35.85 | £116.51 | £179.25 |
| 10m | - | 12m | £46.03 | £149.60 | £230.15 |
| 12m | - | 14m | £54.20 | £176.15 | £271.00 |
| 14m | - | 16m | £59.41 | £193.08 | £297.05 |
| 16m | - | 18m | £71.15 | £231.24 | £355.75 |
| 18m | - | 20m | £83.42 | £271.12 | £417.10 |
| 20m | - | 22m | £121.93 | £396.27 | £609.65 |
| 22m | - | 24m | £143.47 | £466.28 | £717.35 |

Short Stay

Any small commercial vessels operating as tour/charter boats, not paying a composite rate, are no more than 24m L.O.A. and require a short stay **only** for bunker delivery (does NOT include the cost of bunkers), may berth alongside at CMAL locations for a period not exceeding one hour between the business hours of **08:00 and 18:00 (Oban Railway Pier hours 07:00 to 23:00 apply)** when a nominal charge of £6.30 (+ VAT) will be applied. Visits in excess of one hour or out with the business hours stated will be charged at the per [call](#) rate.

Any vessels loading/discharging crew, passengers or goods and using on-board or off-board lifting equipment onto/off any CMAL quayside or other marine facility, whether or not mooring lines are in use, will be deemed as having berthed alongside and will be charged at the per [call](#) rate.

PART 4—CRUISE SHIPS

[See definition](#) of cruise ship

Table 12: Cruise Ship Dues/Charges

| Category | | Rate* |
|--|---------------------------|--------------|
| Berthed or anchored in for safety by stress of weather (max. 24hrs) ¹¹ | | No charge |
| Ship dues/charges per call when alongside | | £0.51 per GT |
| Ship dues per call when anchored in or transiting ¹² a statutory harbour area | | £0.26 per GT |
| Ship dues/charges for ship's tender landing at harbour facilities for the purpose of disembarking and/or embarking passengers (per hour or part thereof) | Using fixed stairs | £17.07 |
| | Using a hard ramp/slipway | £34.13 |
| | Using a linkspan | £102.36 |
| Passenger dues/charges (not crew) | Disembark | £0.62 (ea.) |
| | Embark | £0.62 (ea.) |
| A security administration surcharge is applicable to all vessels exceeding 500GT that are required to report to the Harbour Authority under ISPS regulations and calling at CMAL locations that have a port facility security plan ¹³ | | £88.55 |

***In calculating charges, a fraction of a gross tonne will be reckoned as one gross tonne**

Note 12: In the event of a vessel being subject to UK Border Force/HMRC inspection or similar there may be additional charges applied by the Harbour Authority for the use of any port facilities.

Neither CMAL or the Harbour Operator will be liable for any owner or charterer costs incurred by vessels that have failed to comply with regulatory requirements for pre-arrival notification requirements.

Note 13: Should the Harbour be required to increase security measures above Level 1, further additional charges will apply to all [ISPS qualifying ships](#) that remain alongside.

¹¹ Continued no charge berthing/anchoring beyond 24hrs will be at the discretion of the Harbour Master

¹² Charged at the discretion of the Harbour Master and only applicable within statutory harbour areas

¹³ 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.

Part 5—FISHING VESSELS

[See definition](#) for fishing vessel

Ship Dues/Charges for Registered and Licenced Fishing Vessels

Composite Rate—includes ship dues/charges for berthing, fish landing charges, bunker delivery (does **NOT** include the cost of bunkers) and to deliver waste in the form of domestic garbage up to a volume of 1.0m³ free of additional charge to the vessel, at all locations where facilities are available. Additional charges will be payable for water charges, any passengers embarked or landed and materials or goods either shipped or landed within any CMAL port or marine facilities.

Composite rates will only be granted subject to the following conditions:

- The vessel must be a registered and licenced fishing vessel and this must remain current for the duration of the composite rate period;
- For any fishing vessels continuously occupying any berth at a CMAL pier or other facility for a period in excess of 28 days the composite rates will cease and a per [call](#) charge ([Table 14](#)) will apply;
- Proof of vessel insurance must be produced prior to granting of a composite rate and this must remain current for the duration of the composite rate period;;
- A composite rate will not be agreed where there are outstanding sums due to CMAL out with normal settlement terms or where a vessel has regularly been in arrears during the previous 12 months;
- Season tickets must be purchased in advance and are non-refundable;
- Ship dues/charges will be due for payment in full at the commencement of the composite berthing period.
- Owners changing vessels part way through the season will be charged at a pro rata rate for the appropriate periods for each vessel;
- Part refunds will not be given for early departure from any facility.

VAT—Payable on any vessel with a gross tonnage of less than 15 tonnes

Table 13: Fishing Vessel Composite Ship Dues/Charges—Includes Landing a Catch

| Registered and Licenced Fishing Vessels—Composite Rates (per period listed or part thereof) | | | | | | |
|---|----|-----------|--------------------------------|----------------|-----------------|------------------|
| Vessel LOA | | | Season Ticket (ex. VAT) | | | |
| | | | Per <u>Call</u> | 1 Month | 6 months | 12 months |
| From | to | Less than | | | | |
| 0m | - | 6m | £22.09 | £88.36 | £287.17 | £441.80 |
| 6m | - | 8m | £25.97 | £103.88 | £337.61 | £519.40 |
| 8m | - | 10m | £29.86 | £119.44 | £388.18 | £597.20 |
| 10m | - | 12m | £42.61 | £170.44 | £553.93 | £852.20 |
| 12m | - | 14m | £54.17 | £216.88 | £704.21 | £1083.40 |
| 14m | - | 16m | £64.57 | £258.28 | £839.41 | £1291.40 |
| 16m | - | 18m | £77.32 | £309.38 | £1005.16 | £1546.40 |
| 18m | - | 20m | £90.66 | £362.64 | £1178.58 | £1813.20 |
| 20m | - | 22m | £152.44 | £609.76 | £1981.72 | £3048.80 |
| 22m | - | 24m | £179.27 | £717.08 | £2330.51 | £3585.40 |
| Vessels exceeding 24m—rates on application | | | | | | |

Table 14: Fishing Vessel Berthing Only Ship Dues/Charges—When Not Landing a Catch

| Registered and Licenced Fishing Vessels—Berthing ONLY Rates (per period listed or part thereof) | | | | | | |
|---|----|-----------|--------------------------------|----------------|-----------------|--|
| Berthed or anchored in for safety by stress of weather or another emergency | | | | | | No charge (max. 24hrs) ¹⁴ |
| Vessel LOA | | | Season Ticket (ex. VAT) | | | |
| | | | Per <u>Call</u> | 1 month | 6 months | 12 months |
| From | to | Less than | | | | |
| 0m | - | 6m | £14.02 | £28.04 | £84.11 | £140.18 |
| 6m | - | 8m | £16.51 | £33.02 | £99.04 | £165.06 |
| 8m | - | 10m | £19.00 | £37.97 | £113.91 | £189.84 |
| 10m | - | 12m | £20.84 | £41.67 | £145.83 | £229.16 |
| 12m | - | 14m | £25.43 | £50.85 | £171.73 | £264.21 |
| 14m | - | 16m | £27.17 | £54.29 | £177.95 | £279.63 |
| 16m | - | 18m | £32.50 | £65.00 | £227.49 | £357.48 |
| 18m | - | 20m | £38.11 | £76.21 | £266.74 | £419.15 |
| 20m | - | 22m | £61.08 | £122.16 | £427.55 | £671.87 |
| 22m | - | 24m | £71.88 | £143.75 | £503.11 | £790.60 |
| Vessels exceeding 24m—rates on application | | | | | | |

Landing Charge

Fishing vessels electing not to pay composite dues will pay 'Berthing Only' ship dues/charges, where an additional and separate charge will be levied for any subsequent fish landings.

Such fishing vessels shall submit monthly landing declarations and will be charged ad-valorem dues on the value in accordance with Table 12. In the event of failure to do so, the ad valorem charge will be charged at the level of the highest ad-valorem charge made in the immediately preceding month.

¹⁴ Continued no charge berthing/anchoring beyond 24hrs will be at the discretion of the Harbour Master

Unless subject to a separate agreement with CMAL the following rates will be applied to landings of all catches.

Table 15: Fishing Vessels—Landings Only Goods Dues/Charge

| Charges for Registered and Licenced Fishing Vessels – Landing ONLY Charge | |
|---|---------------|
| Ad Valorem per gross £ value on all landings of fresh pelagic/demersal fish and shellfish—all varieties | 2.5% of catch |

Short Stay

Any [fishing vessels](#) not paying a composite rate, that are no more than 24m L.O.A. and require a short stay only for bunker delivery (does NOT include the cost of bunkers), may berth alongside at CMAL locations for a period not exceeding 1-hour between the hours of **08:00 and 18:00 (Oban Railway Pier hours 07:00 to 23:00 apply)** when a nominal charge of £6.00 (+ VAT) will be applied.

Calls exceeding 1-hour or out with the hours stated, will be charged at the per [call](#) rate shown in Table 11.

Any vessels loading/discharging crew, passengers or goods and using on-board or off-board lifting equipment onto/off any CMAL quayside or other marine facility will be deemed as having berthed alongside and will be charged at the per [call](#) rate.

Note 14:

Fishing vessels loading or discharging goods other than fish or fishing materials shall pay dues at the rates listed in [Part 2 -Commercial Vessels](#).

Part 6—RECREATIONAL VESSELS

[See definition](#) for pleasure vessel

Ship dues/charges for Recreational Vessels (All rates exclude [VAT](#))

All rates quoted in Table 13 are [per visit](#) for recreational vessels that call at CMAL facilities when not carrying goods or passengers for hire or commerce and not fishing for gain. The price includes ship dues/berthing charges, bunker delivery (does **NOT** include the cost of bunkers) and to deliver waste in the form of domestic garbage up to a volume of 1.0m³ free of additional charge to the vessel, at all locations where facilities are available.

See Guidance note [12\(b\)](#) about calls by tender up to 3.8m.

Table 16: Recreational Vessel Ship Dues/Charges

| Recreational Vessels Composite Rates (excluding VAT) | | | | | |
|---|----|-----------|--------------------|-----------|----------------|
| Vessel length | | | Duration | | Season Tickets |
| From | to | Less than | Short Stay | Per Visit | 6 Months |
| 0m | - | 5m | £6.30 | £7.47 | £97.11 |
| 5m | - | 6m | | £9.59 | £124.67 |
| 6m | - | 7m | | £11.72 | £152.36 |
| 7m | - | 8m | | £13.84 | £179.92 |
| 8m | - | 9m | | £15.98 | £207.74 |
| 9m | - | 10m | | £18.10 | £235.30 |
| 10m | - | 11m | | £20.22 | £262.86 |
| 11m | - | 12m | | £22.45 | £291.85 |
| 12m | - | 13m | £0.72 per metre | £24.47 | £318.11 |
| 13m | - | 14m | | £26.83 | £348.79 |
| 14m | - | 15m | | £28.72 | £373.36 |
| 15m | - | 16m | | £30.84 | £400.92 |
| 16m | - | 17m | | £32.96 | £428.48 |
| 17m | - | 18m | | £35.10 | £456.30 |
| 18m | - | 19m | | £37.22 | £483.86 |
| 19m | - | 20m | | £39.35 | £511.55 |
| 20m | - | 21m | | £41.47 | £539.11 |
| 21m | - | 22m | | £43.59 | £566.67 |
| 22m | - | 23m | | £45.71 | £594.23 |
| 23m | - | 24m | | £47.84 | £621.92 |

[Short Stay](#)

Pleasure vessels requiring a short stay visit and berthed alongside, for up to a maximum of 4-hours and only between the hours of **08:00 and 18:00** (**Oban Railway Pier hours 07:00 to 23:00 apply**), will be subject to the following charges:

- Vessels 12m or less L.O.A a nominal charge of £6.30 (excl. VAT).
- Vessels more than 12m L.O.A a charge of £0.72 per metre or part thereof (excl. VAT).

Visits lasting more than 4-hours or out with the hours stated will be charged at the per visit rate.

Loch Arinagour, Isle of Coll Small Pleasure Vessel Moorings

56° 37.059'N 006°31.192'W

Small pleasure vessel moorings are provided at Loch Eatharna, Isle of Coll.

Vessels with a gross tonnage exceeding **10t** are **NOT** permitted to use these moorings.

Charges for the use of small vessel moorings are:

- Overnight—£14.19 (ex. VAT) all vessels per visit; and
- Short stay—£6.30 (ex. VAT) all vessels per visit. Visits more than 4-hours will be charged the overnight per visit rate.

CMAL do not own or operate small vessel moorings at any other location.

Note 15: The category and rate under which a vessel is to be charged must be paid at the time of the berthing or on invoicing as appropriate. Charges will be subject to a minimum invoice value of £20.

All pleasure vessels actively engaged in a commercial undertaking, will be subject to minimum payment by length as for unregistered vessels.

PART 7—SHIP GENERATED WASTE

Facilities for ship-generated waste and cargo residues is implemented in the UK through the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (SI 2003/No: 1809) as amended. SI 2003/1809 requires all the identified vessels intending to enter a port/terminal, to provide notification of the waste they are carrying (unless they hold an MCA Exemption Certificate).

The 2003 Regulations as amended apply to all seagoing ships calling at or operating within a port (harbour) or terminal within the United Kingdom. The Regulations do not apply to any warship, naval auxiliary or other ship owned or operated by a State and used, for government non-commercial service.

- a. Ships must notify the harbour operator before entry into the port/terminal of the waste they will discharge, including information on types and quantities.
- b. Ships must deliver their waste to port reception facilities before leaving the port/terminal, unless it is sewage, or they have sufficient dedicated storage capacity for the waste that has accumulated and is expected to accumulate during the voyage to the next port of call.
- c. All ships, apart from fishing vessels (of whatever size) and recreational craft authorised to carry, or designed to carry no more than 12 passengers or vessels with an MCA exemption, must contribute significantly to the cost of reception facilities through a mandatory charge levied irrespective of the actual use of the facilities. The aforementioned vessels must deliver their waste (other than sewage) to port reception facilities but are exempted from the requirement to notify before entry into port and the requirement to pay a mandatory charge.
- d. Any requirements for additional waste facilities or specialised waste disposal, in terms of the 2003 Regulations, must be made to the Harbour Operator at least 24 hours in advance. This cost shall be paid prior to the provision of the service.
- e. To comply with the Animal By-Products (Scotland) Regulations 2003, all catering waste must be double bagged prior to landing. Catering waste includes all packing materials from the food.
- f. CMAL harbours do not provide facilities for hazardous waste or any International Catering Waste (ICW).

Not all CMAL harbours have waste facilities available. (see Appendix A).

Details of harbour waste reception facilities and the Waste Notification Form (WNF) can be obtained from CalMac Harbour Operations at harbour.operations@calmac.co.uk

Fishing and recreational vessels paying a composite charge allows the vessel to deliver waste in the form of domestic garbage up to a volume of 1.0m³ free of additional charge to the vessel, at all locations where facilities are available. Domestic garbage delivered in excess of this quantity and all waste oil, lubricants and contaminated rags etc. will be subject to the charges shown in [Table 17](#).

Table 17: Ship Generated Waste

| Category | Charge* |
|---|------------------------|
| Waste Management Facilities mandatory charge (per call) | £10.50 |
| Domestic garbage | POA per m ³ |
| Waste oil and lubricants | POA per m ³ |
| Special waste | POA |

* Where applicable all rates quoted are per cubic metre, or part thereof

Note 16: For ferries on regular service with repeat daily calls at the same destination where there are waste facilities, the mandatory charge will only be applied as a daily charge and not for every scheduled call. All other vessels will be charged on a per call basis.

POA rates will be provided by the Harbour Operator and can be obtained by contacting the relevant harbour directly or from CalMac Harbour Operations at harbour.operations@calmac.co.uk

PART 8—PORT SERVICES

Table 18: Miscellaneous Charges

| Category | | Rate* |
|---|----------------------------|--------------------------------|
| Charge for mooring operation rope handling—arrival and departure are charged separately. Charge is per staff member in the mooring team, per hour or part thereof | Pier assistant | £32.40 |
| | Supervisor | £44.43 |
| | Manager | £60.36 |
| Water charges—where available, for water which is taken by hose direct from the quayside/pier standpipe into the vessel's water tank(s) | | £4.66 (per m ³) |
| Electricity charges – where available, power is obtained from quayside service pedestals —price on application to the local harbour office | | POA |
| Slipway daily charge—for recreational craft only ((ex. VAT) Commercial vessels pay the General Charges) per complete operation i.e. includes one launching and one recovery of vessel. | | £9.45 |
| Gangway hire where available and supplied (up to 7m in length) | Per day (or part thereof) | £63.70 |
| | Per week (or part thereof) | £236.32 |
| Yokohama fenders 2m x 1.5m Price on application to harbour.operations@calmac.co.uk | Per day (or part thereof) | POA |
| A security/administration charge is applicable to all vessels exceeding 500GT that are required to report to the Harbour Authority under ISPS regulations and calling at CMAL locations that have a port facility security plan ¹⁵ | | £84.43 |

* In calculating charges, a fraction of one cubic metre will be reckoned as one cubic metre.

Note 17: Vehicle weighbridges are located at Kennacrag and Oban. They are provided solely to weigh goods to be loaded onto ferries. They are not “available for use by the public” and are therefore not in “use for trade” under section 7 of the Weights and Measures Act 1985.

Table 19: Storage Charges and Warehouse/Office Rentals

| Category | Rate |
|--|------|
| External areas—Items such as ships gear, fishing gear, small boats and storage containers placed on external CMAL land –rate per square metre per month (or part thereof). | POA |
| Internal areas: rental of warehouse/shed space –rate per square metre per month (or part thereof). Rate includes repairs, insurance, utilities and local authority rates. | POA |
| Internal areas: rental of office space –rate per square metre per month (or part thereof). Rate includes repairs, insurance, utilities and local authority rates. | POA |

Note 18: Use of external storage space must not adversely affect the available operating space or other activities at the harbour and must be agreed with the Harbour Operator

Rates for Table 16 are subject to discussion and written agreement directly with CMAL and can be obtained by contacting operations@cmassets.co.uk

¹⁵ 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.

Appendix A

| Name | Location | Statutory Harbour | Major Port | Small Port | Staffed | Quayside/ Pier | Linkspan | Slipway | Waste |
|--|--|-------------------|------------|------------|----------|-------------------|----------|---------|-------|
| Ardnamurchan: Mingary Pier | Kilchoan, Ardnamurchan PH36 4LJ | | | X | No | X | | X | |
| Ardrossan, North Ayrshire | The Ferry Terminal, Ardrossan KA22 8ED | | X | | Yes | X | X | | X |
| Armadale, Isle of Skye | The Pier, Armadale, Sleat, Isle of Skye IV45 8RS | X | X | | Yes | X | X | | |
| Arinagour Pier, Isle of Coll | Arinagour, Isle of Coll, PA78 6SY | X | X | | Yes | X | X | | |
| Brodick, Isle of Arran | The Pier, Brodick, Isle of Arran KA27 8AY | X | X | | Yes | X | X | | * |
| Claonaig, Argyll | The Slipway Claonaig, Argyll, PA29 6YG | | | X | Seasonal | | | X | * |
| Colintraive, Argyll & Bute | Ferry Terminal, Colintraive PA22 3AP | | | X | Yes | X | | X | X |
| Castlebay, Isle of Barra | Ferry Terminal, Castlebay HS9 5XD | X | X | | Yes | X | X | | * |
| Fishnish, Mull | Fishnish, Isle of Mull, PA65 6BA | | | X | No | | | X | |
| Gallanach, Sound of Kerrera | Ferry Slipway, Gallanach Road, Oban PA34 4QH | | | X | No | | | X | |
| Gott Bay Pier, Isle of Tiree | Scarinish, Isle of Tiree, PA77 6TN | X | X | | Yes | X | X | X | |
| Gourock Harbour, Inverclyde | Ferry Terminal, Gourock, PA19 1QP | X | X | | Yes | X | X | | X |
| Kerrera, Sound of Kerrera | Ferry Slipway, Isle of Kerrera | | | X | No | | | X | |
| Kennacraig, West Loch Tarbert: | The Ferry Terminal, Whitehouse, By Tarbert, Argyll, PA29 6YF | X | X | | Yes | X | X | | X |
| Largs Harbour, North Ayrshire | The Ferry Terminal, Largs, KA30 8BG | X | | X | Yes | X | | X | X |
| Lochaline Pier, Morvern | Lochaline, Morvern, PA34 5XT | X | | X | Seasonal | | | X | * |
| Lochboisdale, South Uist | Ferry Terminal, Lochboisdale HS8 5TH | X | X | | Yes | X | X | | |
| Lochranza, Isle of Arran | Slipway, Lochranza, Isle of Arran KA27 8HL | X | | X | Seasonal | X | | X | * |
| Mishnish Pier, Tobermory, Isle of Mull | Main Street, Tobermory, Isle of Mull PA75 6NU | | | X | Yes | X | | X | X |
| Oban, Argyll | The Ferry Terminal, Railway Pier, Oban, PA34 4DB | X | X | | Yes | X | X | X | X |
| Port Ellen, Isle of Islay | The Ferry Terminal, Port Ellen, Isle of Islay, PA42 7DW | X | X | | Yes | X | X | | X |
| Portavadie, Argyll & Bute | Portavadie, By Tighnabruaich, Argyll, PA21 2DA | | | X | No | | | X | |
| Scalasaig Pier, Isle of Colonsay | Scalasaig, Isle of Colonsay PA61 7YW | X | X | | Yes | X | X | X | |
| Tarbert, Isle of Harris | Pier, Tarbert, Isle of Harris, HS3 3DG | X | X | | Yes | X | X | | * |
| Tattie Pier, Isle of Cumbrae | Cumbrae Slipway, Isle of Cumbrae, KA28 0HQ | | | X | Seasonal | | | X | |
| Wemyss Bay, Inverclyde | Shore Road, Wemyss Bay, PA18 6AR | X | X | | Yes | X | X | | * |

Note: * Waste oil tanks and / or general waste bins available for occasional use by scheduled ferry services only.

