

# Schedule of Harbour Charges 2018/19

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Caledonian Maritime Assets Ltd  
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## INTRODUCTION

### STATUTORY BASIS FOR CHARGES

#### The Authority to Raise Charges

The authority to charge “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(2). This power is subject to a right of objection to the Secretary of State for Transport under section 31 of that same Act.

#### The Power to Collect Charges Raised

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.

### DEFINITIONS

|                          |  |
|--------------------------|--|
| <b>Active Service</b>    | Direct participation in military operations as a member of the armed forces.   |
| <b>Call</b>              | <p>Excluding a ‘<a href="#">short stay charge</a>’ where applicable, the duration of a ‘call’ is defined as a period of 4-days or part thereof. For a single call of any duration during the initial 4-days the full charge is payable.</p> <p>Vessels remaining in port or harbour beyond the initial 4-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 <b>each day or part thereof</b>, one quarter of the initial full 4-day charge.</p> |
| <b>Commercial Vessel</b> | <p>Means any vessel, including any “pleasure vessel”, while it is in possession of a broker, ship repairer or other such person for the purposes of his business.</p> <p>Ref: <a href="http://www.legislation.gov.uk/uksi/1998/2771/contents/made">http://www.legislation.gov.uk/uksi/1998/2771/contents/made</a></p>  |
| <b>Cruise Ship</b>       | 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.  |
| <b>Composite Rate</b>    | <p>Where a harbour authority have power, whether by virtue of section 26 of Harbours Act 1964 or any other statutory provision—</p> <ol style="list-style-type: none"><li>a) to levy ship, passenger and goods dues or equivalent dues; and</li><li>b) to make other charges,</li></ol>  |

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.

CMAL's combined charge, the Composite Rate, includes berthing dues, passenger/crew dues, fish landing dues, bunker delivery (does NOT include the cost of bunkers) and water dues, where available. Additional charges for goods and materials either shipped or landed will be payable under wharfage.

**Day** In this Schedule of Charges, a "day" means a calendar day and includes any part thereof.

**Domestic Waste** Domestic waste is all waste from domestic spaces on-board of the ship that is not food waste, cooking oil or plastic. IMO defines this as "all types of waste not covered by other Annexes that are generated in the accommodation spaces on board the ship. Domestic wastes does not include grey water". Domestic waste therefore typically comprises paper, cardboard, fluorescent lamps, synthetic material, foils, metal cans, lids, glass, pantry packaging waste, etc. Domestic waste is generated on-board as a consequence of crew and passenger hoteling and is generated on all types of vessels.

**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** 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).

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.

Ref: <http://www.legislation.gov.uk/ukpga/1995/21/section/313>

**Harbour Master** 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 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 designated powers under the Harbours, Docks and Piers Clauses Act 1847.

**Harbour Operator** 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.

**ISPS Qualifying Ships** This Code applies to:

The following ships engaged on international voyages:

- 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

**Major Port** 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.

**Master** When used in relation to any vessel means any person having the command, charge, or management of the vessel for the time being.

**No Gross Tonnage** 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).

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.

As a guide, such vessels may be charged at the per [call](#) rate only shown on Table 5.

**Pleasure Vessel** (a) Means any vessel, which at the time it is being used is:

- (i) in the case of a vessel wholly owned by an individual or individuals, used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or
- (ii) in the case of a vessel owned by a body corporate, used only for sport or pleasure and on which the persons on board are employees or officers of the body corporate, or their immediate family or friends; and

- (iii) on a voyage or excursion which is one for which the owner does not receive money for or in connection with operating the vessel or carrying any person, other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion; or
- (b) any vessel wholly owned by or on behalf of a members' club formed for the purpose of sport or pleasure which, at the time it is being used, is used only for the sport or pleasure of members of that club or their immediate family, and for the use of which any charges levied are paid into club funds and applied for the general use of the club; and
- (c) in the case of any vessel referred to in paragraphs (a) or (b) above no other payments are made by or on behalf of users of the vessel, other than by the owner.

**Quayside** 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.

**Regular Service** 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:

- (i) according to a published timetable; or
- (ii) with crossings so regular or frequent that they constitute a recognisable systematic series.

**Short Stay Charge** A nominal charge for a defined period of a [call](#) between the hours of 08:00 and 18:00 (Oban Railway Pier hours 07:00 to 23:00 apply) whereby small commercial or tour/charter vessels 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 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 Commercial Vessel** UK vessels of up to 24 metres Load Line length which are engaged at sea in activities on a commercial basis, which carry cargo and/or not more than 12 passengers, or provide a service in which neither cargo nor passengers are carried, or are UK pilot boats of whatever size.



**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.

**Tour / Charter Boat** Means a domestic UK boat conveying persons 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>

**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.

**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 dues calculation. The average GT is calculated as follows:

GT Average =

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

**Wharfage**

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

## 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. Pier/traffic dues and commodity 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 dues 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](mailto:harbour.operations@calmac.co.uk)

5. Please note that due to the administrative costs of raising and processing an invoice, **in all cases** charges 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 re-occupies 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. 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.
11. With the exception of trailer launching /recovery charges, where applicable the following categories of craft are exempt from payment of the harbour dues:
  - 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 (limited to one tender per parent vessel)
  - c. Canoes / kayaks
  - d. Personal water craft (i.e. jet ski)
  - e. Sail/paddle boards
12. 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.
13. 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 dues for the vessel, i.e. one combined charge (pier dues plus berthing dues) will be raised per vessel [call](#).
14. Composite dues 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](#).
15. At Armadale and Tobermory, 7m gangways are available for 3<sup>rd</sup> party hire.
16. Vessels which are owned and/or operated by registered charities will receive a 50% discount 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.

17. 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.
18. All charges, discounts and information contained in this schedule will be reviewed not less than annually.
19. 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.
20. 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 Ferries Composite Berthing Charges**

| Category   | Rate*   |
|--|---|
| Berthed or anchored in for safety by stress of weather or other emergency  | <b>No charge</b><br>(max. 24hrs) <sup>1</sup> |
| Berthing dues per <a href="#">call</a> when alongside – when using a major port <sup>2</sup> quayside and/or linkspan /hard ramp or other berthing structure | £0.12 (per GT)                                |
| Berthing dues per <a href="#">call</a> when landed or alongside – when using a small port <sup>3</sup> slipway and/or berthing structure                     | £0.06 (per GT)                                |
| Charge for a harbour operations pier hand out with harbour or quay working hours per staff member, per hour or part thereof                                  | £25.90  |
| Charge for a harbour operations supervisor out with harbour or quay port working hours per supervisor, per hour or part thereof                              | £35.30  |
| Charge for a harbour operations manager out with harbour or quay working hours per manager, per hour or part thereof   | £48.15  |

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

**Note 1:** The composited charges herein referred to will cease to be applicable to any vessel in this class continuously occupying a berth at any single harbour or facility location for a period in excess of 28-days. Such vessels will thereafter be liable for the commercial charges detailed in [Table 3](#).

**Table 2: Pier/Traffic Dues - (embarking or landing)**

| Category  | Rate              |
|---|-------------------|
| Drivers/Passengers  | £0.42 (ea.)       |
| Cars, SUVs and light commercial vehicles* (excludes driver) | £1.86 (ea.)       |
| Large Commercial Vehicles, Buses and Coaches                | £1.11 (per metre) |

**Note 2:** \*Light commercial vehicles exceeding 6m in length or 3.5 tonnes plated weight are charged at the large commercial vehicle rate

**HARBOUR CHARGES ON SHIP GENERATED WASTE** - See [Part 7](#)

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

<sup>2</sup> See [Appendix A](#) for locations

<sup>3</sup> See [Appendix A](#) for locations





## PART 2 - COMMERCIAL VESSEL DUES

[See definition](#) of commercial vessel

**Table 3: Commercial Vessel General Charges**

| Category  |           | Rate*   |
|---|-----------|---|
| Berthed or anchored in for safety by stress of weather or other emergency   |           | <b>No charge</b><br>(max. 24hrs) <sup>4</sup> |
| Berthing dues per <a href="#">call</a> when alongside   |           | £0.35 (per GT)                                |
| Per <a href="#">call</a> when anchored in or transiting <sup>5</sup> harbour area   |           | £0.15 (per GT)                                |
| Use of a hard ramp or slipway, per hour or part thereof   |           | £28.00  |
| Use of a linkspan, per hour or part thereof   |           | £84.00  |
| Passengers (not crew)   | Disembark | £0.42 (ea.)                                   |
|   | Embark    | £0.42 (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 <sup>6</sup> |           | £75.00  |
| Charge for a harbour operations pier hand, per staff member, per hour or part thereof   |           | £25.90  |
| Charge for a harbour operations supervisor, per staff member, per hour or part thereof  |           | £35.30  |
| Charge for a harbour operations manager, per staff member, per hour or part thereof   |           | £48.15  |

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

**Note 3:** 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 vessels, e.g. RNLI, HM Coastguard, HM Border Force, Police, Fire & Rescue.

**Note 4:** Warships, Naval Auxiliary ships and Vessels owned or operated by a state, and on government non-commercial service are exempt from waste charges.

**Note 5:** 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.

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

<sup>5</sup> Charged at the discretion of the Harbour Master

<sup>6</sup> 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.

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 6:** 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.

**Note 7:** 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 4: Wharfage -**

| Category   | Rate*            |
|--|------------------|
| Explosives   | £72.00           |
| Fish/Salmon Feed   | £1.59            |
| Smolt (per thousand)   | £4.10            |
| Quarry products and minerals (e.g. Sand, Gravel, Stone Chips and Salt) | £1.00            |
| Cement   | £1.27            |
| Timber   | £1.27            |
| Petroleum products (Fuel oil, mineral oils, bitumen) , gas             | £2.03            |
| Bulk grain   | £3.08            |
| Animal foodstuffs  | £1.59            |
| Scrap Metal  | £1.27            |
| Plant/machinery  | £4.18            |
| General/all other goods  | £1.35            |
| Large livestock – bulls, cattle, horses, etc.                          | £0.70 (per head) |
| Small livestock – sheep, goats, calves, etc.                           | £0.40 (per head) |

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

**Table 5: Commercial Vessels with no GT** ([refer to definitions](#))

| Berthing Only Charges for Commercial Vessels with no GT   |    |           |  |
|---|----|-----------|--|
| Berthed or anchored in for safety by stress of weather    |    |           | No charge<br>(max. 24hrs) <sup>7</sup> |
| Vessel length   |    |           | Per <a href="#">Call</a>               |
| From  | to | Less than |  |
| 0m  | -  | 10m       | £15.93                                 |
| 10m   | -  | 12.5m     | £18.63                                 |
| 12.5m   | -  | 15m       | £24.00                                 |
| 15m   | -  | 17.5m     | £26.98                                 |
| 17.5m   | -  | 20m       | £32.47                                 |
| 20m   | -  | 22.5m     | £75.65                                 |
| 22.5m   | -  | 24m       | £88.77                                 |
| Vessels exceeding 24m - rates on application <sup>8</sup> |    |           |  |

### Composite Rate

On prior written application to the [Harbour Operator](#) and by subsequent agreement, small commercial vessels engaged in trading from a CMAL Harbour or other facility where the vessel is locally owned and based, may be considered for compounded berthing only charges as per [Table 6](#) subject to VAT where applicable. Charges for passengers and/or wharfage will be charged as incurred.

Composite rates include berthing dues, bunker delivery (does NOT include the cost of bunkers) and water dues, where available. Additional charges for passengers, goods and materials either shipped or landed will be payable.

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

- The vessel must be a local small commercial vessel<sup>9</sup>, 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 3](#) or [Table 5](#) 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;
- 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.

<sup>7</sup> Continued no charge berthing / anchoring beyond 24hrs will be at the discretion of the Harbour Master

<sup>8</sup> Charges determined at the discretion of the Harbour Master

<sup>9</sup> Agreement that the small commercial vessel qualifies as 'local' will be determined at the discretion of the Harbour Master

- 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 6: Qualifying Small Commercial Vessel Composite Charge**

| Charges for Locally Operated Small Commercial Vessels<br>– Composite Charge |    |           |                          |               |          |           |
|---|----|-----------|--------------------------|---------------|----------|-----------|
| Vessel length   |    |           | Per <a href="#">Call</a> | Season Ticket |          |           |
|   |    |           |                          | 1 month       | 6 months | 12 months |
| From  | to | Less than |                          |               |          |           |
| 0m  | -  | 10m       | £15.93                   | £19.99        | £86.63   | £133.28   |
| 10m   | -  | 12.5m     | £18.63                   | £25.61        | £110.99  | £170.75   |
| 12.5m   | -  | 15m       | £24.00                   | £30.71        | £133.06  | £204.70   |
| 15m   | -  | 17.5m     | £26.98                   | £34.56        | £149.74  | £230.37   |
| 17.5m   | -  | 20m       | £32.47                   | £37.16        | £161.04  | £247.76   |
| 20m   | -  | 22.5m     | £75.65                   | £60.78        | £263.37  | £405.18   |
| 22.5m   | -  | 24m       | £88.77                   | £70.36        | £304.90  | £469.08   |

### Short Stay

Any local [small commercial vessels](#) not paying a composite rate, that are less than 15 gross tonnes, 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 £5.00 (+ 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 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.

**HARBOUR CHARGES ON SHIP GENERATED WASTE** - See [Part 7](#)

## PART 3 – DOMESTIC TOUR / CHARTER BOATS

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

**Table 7: Tour / Charter Boat Charges**

| Category   |                            | Rate*  |
|--|----------------------------|--|
| Berthed or anchored in for safety by stress of weather or other emergency              |                            | <b>No charge</b><br>(max. 24hrs) <sup>10</sup> |
| Berthing dues per <a href="#">call</a> when alongside                                  |                            | £0.35 per GT                                   |
| Per <a href="#">call</a> when anchored in the harbour                                  |                            | £0.15 per GT                                   |
| Gangway hire where available and supplied<br>(up to 7m in length)                      | Per day (or part thereof)  | £35.43   |
|  | Per week (or part thereof) | £106.29  |
| Passengers (not crew)  | Disembark                  | £0.42 (ea.)                                    |
|  | Embark                     | £0.42 (ea.)                                    |
| Charge for a harbour operations pier hand, per staff member, per hour or part thereof  |                            | £24.18   |
| Charge for a harbour operations supervisor, per staff member, per hour or part thereof |                            | £32.96   |
| Charge for a harbour operations manager, per staff member, per hour or part thereof    |                            | £44.96   |

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

**Note 8:** Charges for tour / charter boats with no GT will be calculated as per the definition of [No Gross Tonnage](#)<sup>11</sup>.

**Note 9:** 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 Rate

Available for local tour / charter boats and includes berthing dues, bunker delivery (does NOT include the cost of bunkers) and water dues, where available. Additional charges for passengers, goods and materials either shipped or landed will be payable.

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

- The vessel must be a local small commercial tour / charter boat<sup>12</sup>, i.e. a local business based and primarily operating from a single CMAL location;

<sup>10</sup> Continued no charge berthing / anchoring beyond 24hrs will be at the discretion of the Harbour Master

<sup>11</sup> Charges determined at the discretion of the Harbour Master

<sup>12</sup> Agreement that the small commercial vessel qualifies as 'local' will be determined at the discretion of the Harbour Master

- 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 ([Table 8](#)) 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 8: Qualifying Small Commercial Tour Boat Composite Charge**

| Charges for Locally Operated Tour / Charter Vessels<br>– Composite Berthing Rate |    |           |                          |               |          |           |
|--|----|-----------|--------------------------|---------------|----------|-----------|
| Vessel length  |    |           | Per <a href="#">Call</a> | Season Ticket |          |           |
|  |    |           |                          | 1 month       | 6 months | 12 months |
| From   | to | Less than |                          |               |          |           |
| 0m   | -  | 10m       | £15.93                   | £19.99        | £86.63   | £133.28   |
| 10m  | -  | 12.5m     | £18.63                   | £25.61        | £110.99  | £170.75   |
| 12.5m  | -  | 15m       | £24.00                   | £30.71        | £133.06  | £204.70   |
| 15m  | -  | 17.5m     | £26.98                   | £34.56        | £149.74  | £230.37   |
| 17.5m  | -  | 20m       | £32.47                   | £37.16        | £161.04  | £247.76   |
| 20m  | -  | 22.5m     | £75.65                   | £60.78        | £263.37  | £405.18   |
| 22.5m  | -  | 24m       | £88.77                   | £70.36        | £304.90  | £469.08   |

### [Short Stay](#)

Any [small commercial tour / charter boats](#) not paying a composite rate, that are less than 15 gross tonnes, 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 £5.00 (+ 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 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.

**HARBOUR CHARGES ON SHIP GENERATED WASTE** - See [Part 7](#)

## PART 4 – CRUISE SHIPS

[See definition](#) of cruise ship

**Table 9: Cruise Ship Charges**

| Category   |                            | Rate*        |
|--|----------------------------|--------------|
| Berthed or anchored in for safety by stress of weather (max. 24hrs) <sup>13</sup>  |                            | No charge    |
| Berthing dues per <a href="#">call</a> when alongside  |                            | £0.35 per GT |
| Cruise Liners per <a href="#">call</a> when anchored in or transiting <sup>14</sup> the harbour  |                            | £0.15 per GT |
| Gangway hire where available and supplied (up to 7m in length)   | Per day (or part thereof)  | £35.43       |
|  | Per week (or part thereof) | £106.29      |
| Landing by tender at the harbour facilities for the purpose of disembarking and/or embarking passengers (per hour or part thereof)   | Using fixed stairs         | £14.00       |
|  | Using a hard ramp/slipway  | £28.00       |
|  | Using a linkspan           | £84.00       |
| Cruise passengers  | Disembark                  | £0.42 (ea.)  |
|  | Embark                     | £0.42 (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 <sup>15</sup> |                            | £75.00       |
| Charge for a harbour operations pier hand, per staff member, per hour or part thereof  |                            | £25.90       |
| Charge for a harbour operations supervisor, per staff member, per hour or part thereof   |                            | £35.30       |
| Charge for a harbour operations manager, per staff member, per hour or part thereof  |                            | £48.15       |

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

**Note 10:** 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 11:** 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.

**HARBOUR CHARGES ON SHIP GENERATED WASTE** - See [Part 7](#)

<sup>13</sup> Continued no charge berthing / anchoring beyond 24hrs will be at the discretion of the Harbour Master

<sup>14</sup> Charged at the discretion of the Harbour Master

<sup>15</sup> 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

### Charges for Registered and Licenced Fishing Vessels

**Composite Rate** – includes berthing dues, passenger/crew dues, fish landing dues, bunker delivery (does NOT include the cost of bunkers) and water dues, where available. Additional charges for goods and materials either shipped or landed will be payable under wharfage.

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

- The vessel must be a registered and licenced fishing vessel;
- For any fishing vessels continuously occupying any berth at a CMAL pier or other facility for a period in excess of 14 days the composite rates will cease and a per [call](#) charge ([Table 10](#)) will apply;
- Proof of vessel insurance must be produced prior to granting of a composite rate;
- 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;
- 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.

### Fishing Vessel Composite Charges (See [Table 9](#) for full details)

#### Per call

Basic Charge (for all vessels) - £24.50

Additional Charge per 2.5m or part thereof:

- For vessels exceeding 10m but not exceeding 20m - £12.75
- For vessels exceeding 20m - £32.00

#### Season Ticket - Per Annum

Basic Charge (for all vessels) - £476.00

Additional Charge per 2.5m or part thereof:

- For vessels exceeding 10m but not exceeding 20m - £207.00
- For vessels exceeding 20m - £355.00

**Table 10: Fishing Vessel Composite Charge**

| Registered and Licenced Fishing Vessels<br>- Composite Charge |    |           |                          |               |          |           |
|---|----|-----------|--------------------------|---------------|----------|-----------|
| Vessel length   |    |           | Per <a href="#">Call</a> | Season Ticket |          |           |
|   |    |           |                          | 1 month       | 6 months | 12 months |
| From  | to | Less than |                          |               |          |           |
| 0m  | -  | 10m       | £24.50                   | £71.40        | £309.40  | £476.00   |
| 10m   | -  | 12.5m     | £37.25                   | £102.45       | £443.95  | £683.00   |
| 12.5m   | -  | 15m       | £50.00                   | £133.50       | £578.50  | £890.00   |
| 15m   | -  | 17.5m     | £62.75                   | £164.55       | £713.05  | £1097.00  |
| 17.5m   | -  | 20m       | £75.50                   | £195.60       | £847.60  | £1304.00  |
| 20m   | -  | 22.5m     | £184.50                  | £337.65       | £1463.15 | £2251.00  |
| 22.5m   | -  | 25m       | £216.50                  | £390.90       | £1693.90 | £2606.00  |
| Vessels exceeding 25m - rates on application                  |    |           |                          |               |          |           |

**Registered and Licenced Fishing Vessel Harbour Dues When Not Landing Fish**

For fishing vessels not landing fish this element of the composite charge is waived, therefore, the applicable rates will be as follows (see [Table 10](#) for full details):

**Per [Call](#)**

|  |                                   |
|--|-----------------------------------|
| Vessels not exceeding 10m                | 65% of the Table 8 composite rate |
| Vessels over 10m but not exceeding 12.5m | 50% of the Table 8 composite rate |
| Vessels over 12.5m but not exceeding 15m | 48% of the Table 8 composite rate |
| Vessels over 15m but not exceeding 17.5m | 43% of the Table 8 composite rate |
| Vessels over 17.5m but not exceeding 20m | 43% of the Table 8 composite rate |
| Vessels over 20m                         | 41% of the Table 8 composite rate |

**Season Ticket – Per Annum**

|  |                                   |
|--|-----------------------------------|
| Vessels not exceeding 10m                | 28% of the Table 8 composite rate |
| Vessels over 10m but not exceeding 12.5m | 25% of the Table 8 composite rate |
| Vessels over 12.5m but not exceeding 15m | 23% of the Table 8 composite rate |
| Vessels over 15m but not exceeding 17.5m | 21% of the Table 8 composite rate |
| Vessels over 17.5m but not exceeding 20m | 19% of the Table 8 composite rate |
| Vessels over 20m                         | 18% of the Table 8 composite rate |

**Table 11: Fishing Vessel or Qualifying Small Commercial Vessel Berthing Only Charge**

| Charges for Registered and Licenced Fishing Vessels NOT Landing<br>– Berthing ONLY Dues |    |           |                          |               |   |           |
|---|----|-----------|--------------------------|---------------|---|-----------|
| Berthed or anchored in for safety by stress of weather or other emergency               |    |           |                          |               | No charge<br>(max. 24hrs) <sup>16</sup> |           |
| Vessel length   |    |           | Per <a href="#">Call</a> | Season Ticket |   |           |
| From  | to | Less than |                          | 1 month       | 6 months                                | 12 months |
| 0m  | -  | 10m       | £15.93                   | £19.99        | £86.63                                  | £133.28   |
| 10m   | -  | 12.5m     | £18.63                   | £25.61        | £110.99                                 | £170.75   |
| 12.5m   | -  | 15m       | £24.00                   | £30.71        | £133.06                                 | £204.70   |
| 15m   | -  | 17.5m     | £26.98                   | £34.56        | £149.74                                 | £230.37   |
| 17.5m   | -  | 20m       | £32.47                   | £37.16        | £161.04                                 | £247.76   |
| 20m   | -  | 22.5m     | £75.65                   | £60.78        | £263.37                                 | £405.18   |
| 22.5m   | -  | 25m       | £88.77                   | £70.36        | £304.90                                 | £469.08   |
| Vessels exceeding 25m - rates on application  |    |           |                          |               |   |           |

### Landing ONLY Charge

Where fishing vessels have only paid for ‘Berthing Only’ harbour dues an additional and separate charge (Table 14) will be levied for any subsequent fish landings.

**Table 12: Fishing Vessels - Landings Only Charge**

| Charges for Registered and Licenced Fishing Vessels<br>– Landing ONLY Dues |    |           |                          |               |          |           |
|--|----|-----------|--------------------------|---------------|----------|-----------|
| Vessel length  |    |           | Per <a href="#">Call</a> | Season Ticket |          |           |
| From   | to | Less than |                          | 1 month       | 6 months | 12 months |
| 0m   | -  | 10m       | £8.58                    | £51.41        | £222.77  | £342.72   |
| 10m  | -  | 12.5m     | £18.63                   | £76.84        | £332.96  | £512.25   |
| 12.5m  | -  | 15m       | £26.00                   | £102.80       | £445.45  | £685.30   |
| 15m  | -  | 17.5m     | £35.77                   | £129.99       | £563.31  | £866.63   |
| 17.5m  | -  | 20m       | £43.04                   | £158.44       | £686.56  | £1056.24  |
| 20m  | -  | 22.5m     | £108.86                  | £276.87       | £1199.78 | £1845.82  |
| 22.5m  | -  | 25m       | £127.74                  | £320.54       | £1389.00 | £2136.92  |
| Vessels exceeding 25m - rates on application                               |    |           |                          |               |          |           |

### [Short Stay](#)

Any [fishing vessels](#) not paying a composite rate, that are less than 15 gross tonnes, 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 30-minutes between the hours of **08:00 and 18:00 (Oban Railway Pier hours 07:00 to 23:00 apply)** when a nominal charge of £5.00 (+ VAT) will be applied.

Calls in excess of 30-minutes or out with the hours stated, will be charged at the per [call](#) rate.

<sup>16</sup> Continued no charge berthing / anchoring beyond 24hrs will be at the discretion of the Harbour Master

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.

**HARBOUR CHARGES ON SHIP GENERATED WASTE** - See [Part 7](#)

## Part 6 – PLEASURE VESSELS

[See definition](#) for pleasure vessel

### Charges for Pleasure Vessels (All rates exclude [VAT](#))

**Composite Rates** - For all private pleasure craft when not carrying goods or passengers for hire or commerce and not fishing for gain. Includes berthing dues, passenger/crew dues and water dues. Part refunds will not be given for early departure from any facility.

#### Per [Call](#)

Minimum Charge (for all qualifying vessels up to 5m LOA) - £5.00

Additional Charge per metre or part thereof for vessels  
exceeding 5m but not exceeding 20m - £1.40 per metre

Additional Charge per metre or part thereof for vessels  
exceeding 20m but not exceeding 24m - £2.50 per metre

**Table 13: Pleasure Vessel Composite Charge**

| Pleasure Vessels - Composite Charge (excluding VAT) |    |               |                          |                |          |           |
|---|----|---------------|--------------------------|----------------|----------|-----------|
| Vessel length                                       |    |               | Per <a href="#">Call</a> | Season Tickets |          |           |
| From  | to | Not more than |                          | 1 month        | 6 months | 12 Months |
| 0m  | -  | 5m            | £5.00                    | £15.00         | £65.00   | £100.00   |
| 5.01m   | -  | 6m            | £6.40                    | £19.20         | £83.20   | £128.00   |
| 6.01m   | -  | 7m            | £7.80                    | £23.40         | £101.40  | £156.00   |
| 7.01m   | -  | 8m            | £9.20                    | £27.60         | £119.60  | £184.00   |
| 8.01m   | -  | 9m            | £10.60                   | £31.80         | £137.80  | £212.00   |
| 9.01m   | -  | 10m           | £12.00                   | £36.00         | £156.00  | £240.00   |
| 10.01m  | -  | 11m           | £13.40                   | £40.20         | £174.20  | £268.00   |
| 11.01m  | -  | 12m           | £14.80                   | £44.40         | £192.40  | £296.00   |
| 12.01m  | -  | 13m           | £16.20                   | £48.60         | £210.60  | £324.00   |
| 13.01m  | -  | 14m           | £17.60                   | £52.80         | £228.80  | £352.00   |
| 14.01m  | -  | 15m           | £19.00                   | £57.00         | £247.00  | £380.00   |
| 15.01m  | -  | 16m           | £20.40                   | £61.20         | £265.20  | £408.00   |
| 16.01m  | -  | 17m           | £21.80                   | £65.40         | £283.40  | £436.00   |
| 17.01m  | -  | 18m           | £23.20                   | £69.60         | £301.60  | £464.00   |
| 18.01m  | -  | 19m           | £24.60                   | £73.80         | £319.80  | £492.00   |
| 19.01m  | -  | 20m           | £26.00                   | £78.00         | £338.00  | £520.00   |
| 20.01m  | -  | 21m           | £28.50                   | £85.50         | £370.50  | £570.00   |
| 21.01m  | -  | 22m           | £31.00                   | £93.00         | £403.00  | £620.00   |
| 22.01m  | -  | 23m           | £33.50                   | £100.50        | £435.50  | £670.00   |
| 23.01m  | -  | 24m           | £36.00                   | £108.00        | £468.00  | £720.00   |
| Vessels over 24m - rates on application             |    |               |                          |                |          |           |

The annual composite charge is calculated as follows: -

- For a 1-month season ticket – 15% of an annual composite rate is payable;
- For a 6-month season ticket – 65% of an annual composite rate is payable.

- The purchase of a season ticket covers the vessel composite dues for activity at all CMAL owned facilities for the duration of the ticket. This includes the use of Loch Eatharna, Isle of Coll small vessel moorings.
- Summer season tickets must be purchased in advance and are non-refundable.
- Summer berthage (1st April – 30th September) will be charged as per table 14.
- Summer berths will have deemed to be surrendered at the end of September. The Authority is not able to guarantee the availability of summer berths for the following year. Allocation of berths is at the discretion of the Harbour Operator.
- Owners changing vessels part way through the season will be charged at a pro rata rate for the appropriate periods for each vessel.

### **Short Stay**

Pleasure craft requiring a short stay visit berthed alongside, 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 a nominal charge of £5.00 (excl. VAT), for vessels no more than 24m L.O.A.

Visits in excess of 4-hours or out with the hours stated will be charged at the per [call](#) rate.

### **Isle of Coll Small Vessel Moorings** (for pleasure craft)

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

Vessels of displacement exceeding **10t** are **NOT** permitted to use these moorings.

Charges for the use of small vessel moorings are as follows: -

- Overnight - £10.00 (excl. VAT) per visit; and
- Short stay (see above) - £5.00 (excl. VAT) per visit. Visits in excess of 4-hours will be charged the per call rate.

Use of small vessel moorings is included in the cost of a CMAL Composite Charge.

**Note 12:** CMAL do not own or operate small vessel moorings at any other location.

**Slipway Charges** – see Miscellaneous Section, [Table 14](#)

**HARBOUR CHARGES ON SHIP GENERATED WASTE** - See [Part 7](#)

## PART 7 – VESSEL GENERATED WASTE

SI 2003/1809 requires all the identified vessels intending to enter the Harbour Authority area, to provide notification of the waste they are carrying (unless they hold a MCA Exemption Certificate). Information, as required in Annex A of MGN 387 (M+F) and in Schedule 2 of the Port Waste Reception Facilities Regulations 2003, must be reported prior to arrival.

To comply with the EU Animal By-Products Regulation (1774/2002/EC) and The Animal By-Products (Scotland) Regulations 2003, all catering waste must be double bagged prior to landing. Catering waste includes all packing materials associated from the food. Any catering waste from a vessel that has landed in a non-EU port will have all food waste treated as CAT 1 food waste (ICW).

This includes all vessels that have docked/landed in non-EU countries even if the vessel has been provisioned in the EU, as there is no reliable method for establishing that non-EU stores were not taken on-board.

Ships' agents are responsible for notifying visiting vessels of these requirements.

Recreational craft authorised to carry, or designed to carry no more than 12 passengers and fishing 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.

The Port Waste Reception Facilities Regulations 2003 **do not apply** to:

- a) 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;
- b) Fishing vessels;
- c) Recreational craft authorised to carry, or designed to carry, no more than 12 passengers;
- d) Vessels that provide evidence of a valid waste exemption certificate.

Where possible, CMAL provides waste reception facilities to meet the needs of ships normally using their harbours and facilities, whether they use them or not. In order to cover the costs of the provision of all port waste reception facilities, excluding vessels referenced in the exceptions listed above, CMAL have a mandatory charge of 2.5% included within Harbour Dues.

This charge allows vessels to deliver waste in the form of domestic garbage up to a weight of 1.0 tonne free of additional charge to the vessel. Domestic garbage delivered in excess of these quantities and all waste oil, lubricants and contaminated rags etc. will be subject to the following charges.

**Table 14: Vessel Generated Waste**

| Category                              | Charge*                    |
|---------------------------------------|----------------------------|
| Domestic waste in excess of one tonne | £50.00 per tonne           |
| General waste                         | £75.00 per tonne           |
| Waste oil and lubricants              | £100.00 per m <sup>3</sup> |

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

**Note 13:** Not all CMAL harbours have waste facilities available. Contact the [Harbour Operator](#) for further information.



## PART 8 – MISCELLANEOUS CHARGES

**Table 15: Miscellaneous Charges**

| Category  |                            | Rate*                |
|---|----------------------------|----------------------|
| Water charges – for water which is taken by hose direct from the standpipe on to the vessel’s water tank(s) subject to a minimum charge of <b>£12.00</b> .<br>(included in charge for composite season tickets) |                            | £2.35<br>(per tonne) |
| Slipway charges – for pleasure craft only (commercial vessels pay the <a href="#">General Charges</a> ) per complete operation i.e. includes one launching and one recovery of vessel.                          |                            | £8.00                |
| Gangway hire where available and supplied<br>(up to 7m in length)   | Per day (or part thereof)  | £35.43               |
|   | Per week (or part thereof) | £106.29              |
| Yokohama fenders 2m x 1.5m<br>Not including handling and haulage charge -<br>price on application to<br><a href="mailto:harbour.operations@calmac.co.uk">harbour.operations@calmac.co.uk</a>                    | Per day (or part thereof)  | £150.00              |

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

**Note 14:** Weighbridges within CMAL ports are provided solely to weigh goods to be loaded onto ferries for the purpose of satisfying the principal Regulations, 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 16: 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). | P.O.A |
| 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.    | P.O.A |
| Internal areas: rental of office space –rate per square metre per month (or part thereof). Rate includes repairs, insurance, utilities and local authority rates.            | P.O.A |

**Note 15:**

- 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 are subject to discussion and written agreement directly with CMAL

**Appendix A**

**Caledonian Maritime Assets Ltd Harbour Locations (To Contact any staffed location telephone 0800 066 5000)**

| <b>Name</b>                   | <b>Location</b>  | <b>Staffed</b> | <b>Quayside/<br/>Pier</b> | <b>Linkspan</b> | <b>Slipway</b> | <b>Pier Stairs</b> | <b>Waste<br/>Facility</b> | <b>CAT 1 Waste<br/>Facility</b> |
|-------------------------------|--|----------------|---------------------------|-----------------|----------------|--------------------|---------------------------|---------------------------------|
| Argyll: Claonaig              | The Slipway Claonaig, Argyll, PA29 6YG                       | No             |                           |                 | X              |                    |                           |                                 |
| Argyll: Colintraive           | Ferry Terminal, Colintraive PA22 3AP                         | Yes            | X                         |                 | X              |                    | X                         |                                 |
| Argyll: Oban                  | The Ferry Terminal, Railway Pier, Oban, PA34 4DB             | Yes            | X                         | X               | X              | X                  | X                         | X                               |
| Argyll: Portavadie            | Portavadie, By Tighnabruaich, Argyll, PA21 2DA               | No             |                           |                 | X              |                    |                           |                                 |
| Arnamurchan: Mingary Pier     | Kilchoan, Ardnamurchan PH36 4LJ                              | No             | X                         |                 | X              |                    |                           |                                 |
| Arran: Brodick                | The Pier, Brodick, Isle of Arran KA27 8AY                    | Yes            | X                         | X               |                |                    | X                         |                                 |
| Arran : Lochranza             | Slipway, Lochranza, Isle of Arran KA27 8HL                   | No             | X                         |                 | X              |                    |                           |                                 |
| Barra: Castlebay              | Ferry Terminal, Castlebay HS9 5XD                            | Yes            | X                         | X               |                | X                  | X                         |                                 |
| Bute: Rhubodach               | Rhubodach Slipway, Isle of Bute PA20 0QL                     | No             |                           |                 | X              |                    |                           |                                 |
| Coll: Arinagour Pier          | Arinagour, Isle of Coll, PA78 6SY                            | Yes            | X                         | X               |                |                    |                           |                                 |
| Colonsay: Scalasaig           | Scalasaig, Isle of Colonsay PA61 7YW                         | Yes            | X                         | X               | X              |                    |                           |                                 |
| Firth of Clyde: Cumbrae       | Cumbrae Slipway, Isle of Cumbrae, KA28 0HQ                   | Seasonal       |                           |                 | X              |                    |                           |                                 |
| Firth of Clyde: Largs         | The Ferry Terminal, Largs, KA30 8BG                          | Yes            | X                         |                 | X              | X                  | X                         | X                               |
| Firth of Clyde: Gourock       | Ferry Terminal, Gourock, PA19 1QP                            | Yes            | X                         | X               |                | X                  | X                         | X                               |
| Firth of Clyde: Wemyss Bay    | Shore Road, Wemyss Bay, PA18 6AR                             | Yes            | X                         | X               |                |                    | X                         | X                               |
| Harris: Tarbert               | Pier, Tarbert, Isle of Harris, HS3 3DG                       | Yes            | X                         | X               |                | X                  | X                         |                                 |
| Islay: Port Ellen             | The Ferry Terminal, Port Ellen, Isle of Islay, PA42 7DW      | Yes            | X                         | X               |                | X                  | X                         |                                 |
| Morvern: Lochaline            | Lochaline, Morvern, PA34 5XT                                 | No             |                           |                 | X              |                    | X                         |                                 |
| Mull: Mishnish Pier           | Main Street, Tobermory, Isle of Mull PA75 6NU                | Yes            | X                         |                 | X              |                    | X                         |                                 |
| Mull: Fishnish                | Fishnish, Isle of Mull, PA65 6BA                             | No             |                           |                 | X              |                    |                           |                                 |
| Skye: Armadale                | The Pier, Armadale, Sleat, Isle of Skye IV45 8RS             | Yes            | X                         | X               |                | X                  | X                         | X                               |
| Sound of Kerrera: Kerrera     | Ferry Slipway, Isle of Kerrera                               | No             |                           |                 | X              |                    |                           |                                 |
| Sound of Kerrera: Gallanach   | Ferry Slipway, Gallanach Road, Oban PA34 4QH                 | No             |                           |                 | X              |                    |                           |                                 |
| South Uist: Lochboisdale      | Ferry Terminal, Lochboisdale HS8 5TH                         | Yes            | X                         | X               |                | X                  | X                         |                                 |
| Tiree: Gott Bay Pier          | Scarinish, Isle of Tiree, PA77 6TN                           | Yes            | X                         | X               | X              |                    |                           |                                 |
| West Loch Tarbert: Kennacraig | The Ferry Terminal, Whitehouse, By Tarbert, Argyll, PA29 6YF | Yes            | X                         | X               |                |                    |                           | X                               |

