

## Minute

### Harbour Authority Sub-committee

Tuesday, 23 January 2018, 10:30.

Council Chamber, Council Offices, School Place, Kirkwall.



### Present

Councillors Graham L Sinclair, Andrew Drever, David Dawson, Gwenda M Shearer and Kevin F Woodbridge.

### Clerk

- Angela Kingston, Committees Officer.

### In Attendance

- Brian Archibald, Harbour Master and Head of Marine Services, Engineering and Transportation.
- Colin Kemp, Corporate Finance Senior Manager.
- Karen Bevilacqua, Solicitor.

### Declarations of Interest

- No declarations of interest were intimated.

### Chair

- Councillor Graham L Sinclair.

## 1. Disclosure of Exempt Information

The Sub-committee noted the proposal that the public be excluded from the meeting for Items 7 and 8, as the business to be discussed involved the potential disclosure of exempt information of the classes described in the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

## 2. Revenue Expenditure Monitoring

After consideration of a joint report by the Executive Director of Development and Infrastructure and the Head of Finance, copies of which had been circulated, and after hearing a report from the Corporate Finance Senior Manager, the Sub-committee:

Noted:

**2.1.** The revenue financial summary statement in respect of the Scapa Flow Oil Port and Miscellaneous Piers for the period 1 April to 31 December 2017, attached as Annex 1 to the joint report by the Executive Director of Development and Infrastructure and the Head of Finance, which indicated a budget surplus position of £1,335,600.

**2.2.** The revenue financial detail by Service Area statement in respect of the Scapa Flow Oil Port and Miscellaneous Piers for the period 1 April to 31 December 2017, attached as Annex 2 to the joint report by the Executive Director of Development and Infrastructure and the Head of Finance.

**2.3.** The explanations given and actions proposed in respect of significant budget variances, as outlined in the Budget Action Plan, attached as Annex 3 to the joint report by the Executive Director of Development and Infrastructure and the Head of Finance.

### **3. Miscellaneous Piers and Harbours and Scapa Flow Oil Port**

#### **Draft Budgets**

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Corporate Finance Senior Manager, the Sub-committee:

Noted:

**3.1.** That the respective revenue budgets for Miscellaneous Piers and Harbours and Scapa Flow Oil Port, as trading activities, were based upon an assumption that a surplus could be generated from their activities.

**3.2.** That contributions from the operations of the respective Harbour trading activities were made, on an annual basis, to the Repairs and Renewals Fund in order to support development of a long term Property, Plant and Equipment Maintenance Programme.

**3.3.** That provision had been made within the revenue budget for Miscellaneous Piers and Harbours in respect of major maintenance and repair works, with a sum of £1,948,100 included in the draft budget for 2018 to 2019.

**3.4.** The draft revenue budgets for financial year 2018 to 2019 in respect of Miscellaneous Piers and Harbours and the Scapa Flow Oil Port, attached as Annex 1 to the report by the Head of Finance.

The Sub-committee resolved to **recommend to the Council:**

**3.5.** That the draft revenue budgets for financial year 2018 to 2019 in respect of Miscellaneous Piers and Harbours and the Scapa Flow Oil Port, referred to at paragraph 3.4 above, be submitted to the Policy and Resources Committee for consideration through the budget setting process for 2018 to 2019.

## **4. Minor Capital Improvement Programmes**

### **Piers and Harbours and Scapa Flow Oil Port**

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Corporate Finance Senior Manager, the Sub-committee:

Noted:

**4.1.** The summary position of expenditure incurred, as at 31 December 2017, against the approved minor capital improvement programmes for Piers and Harbours and the Scapa Flow Oil Port for financial year 2017 to 2018, as detailed in section 5.1 of the report by the Head of Finance.

**4.2.** The detailed analysis of expenditure figures against the approved programmes, attached as Appendix 1 to the report by the Head of Finance.

## **5. Miscellaneous Piers and Harbours Maintenance Programme**

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Corporate Finance Senior Manager, the Sub-committee:

Noted:

**5.1.** The summary position of expenditure incurred, as at 31 December 2017, against the approved Miscellaneous Piers and Harbours maintenance programme for financial year 2017 to 2018, as detailed in section 6.1 of the report by the Head of Finance.

**5.2.** The detailed analysis of expenditure figures and programme updates, attached as Annex 1 to the report by the Head of Finance.

## **6. Exclusion of the Public**

On the motion of Councillor Graham L Sinclair, seconded by Councillor Andrew Drever, the Sub-committee resolved that the public be excluded for the remainder of the meeting, as the business to be considered involved the disclosure of exempt information of the classes described in the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

## **7. Proposed Harbour Charges**

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraph 9 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Harbour Master and Head of Marine Services, Engineering and Transportation, the Sub-committee:

Resolved to **recommend to the Council** that the Schedule for Charges for Miscellaneous Piers and Harbours and the Scapa Flow Oil Port, attached as Appendix 1 to this Minute, be approved, to take effect from 1 April 2018.

**The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.**

## **8. Request to Construct Building in Kirkwall**

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraph 6 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Harbour Master and Head of Marine Services, Engineering and Transportation, the Sub-committee:

Resolved to **recommend to the Council** what action should be taken with regard to a request to construct a building in Kirkwall.

**The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.**

## **9. Conclusion of Meeting**

At 12:50 the Chair declared the meeting concluded

Signed: Graham L Sinclair.

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COMMERCIAL VESSELS

FISHING VESSELS

PLEASURE CRAFT

WHARFAGE

MISCELLANEOUS

PILOTAGE

BOARDING/LANDING

TOWAGE

**NOTES:-**

As from the 18 July 1994 Ship Tonnage Measurements must comply with the International Tonnage Convention 1969 (ITC69). Where vessels cannot supply a Tonnage Certificate in line with ITC69 then a provisional Gross Tonnage (GT) will be calculated in line with the Department of Transport Formula.

In this Schedule of Charges a "day" means any 24 hour period and includes any part thereof.  
[In this Schedule of Charges the 4 day charge is calculated from the time of arrival at either the berth or anchorage location](#)

VAT applies to all vessels under 15 gross tonnes and all recreation or pleasure vessels.

Any goods deposited on Harbour Authority property are stored entirely at owner's risk.

Any vessels loading/discharging personnel or goods and using onboard or off-board lifting equipment onto/off any OIC pier will be deemed as having berthed alongside. This includes vessels alongside but held in position by DP (Dynamic Positioning).

[Her Majesty's Ships and other UK/Scottish Government vessels and charitable sail training vessels for young or disadvantaged people will be exempt berthing and anchorage fees. All other charges for services including pilotage will apply.](#)

**All enquiries regarding Rates & Charges should be directed to:**

**Orkney Islands Council Marine Services**  
**Harbour Authority Building.**  
**Scapa, Orkney,**  
**United Kingdom KW15 1SD**  
**t: +44 (0) 1856 873636**  
**f: +44 (0) 1856 873012**  
**e: [harbours@orkney.gov.uk](mailto:harbours@orkney.gov.uk)**  
**w: [www.orkneyharbours.com](http://www.orkneyharbours.com)**

In the case of dispute of interpretation of the charges in this schedule, the Executive Director of Development and Infrastructure or the Harbour Master's decision shall be final.

## CHARGES FOR COMMERCIAL VESSELS

## 1 PERIOD DUES

All vessels in sections 2 and 3 are charged on a 4 day period commencing at time of arrival. Vessels remaining in port or harbour longer than 4 days will be charged additional rates as follows:-

- (a) For each 24 hour period or part thereof, one quarter of the initial charge.
- (b) Vessels remaining in harbour longer than the pre-agreed stated time may be subject to the 4 day rate becoming a daily rate  
Vessels movements departing harbour limits for the sole purposes of sea trials/ tests will be charged as if the vessel had been in port for the entire period but with the time at sea deducted.
- (c) as if the vessel had been in port for the entire period but with the time at sea deducted.

## 2 VESSELS ENTERING HARBOUR BUT NOT DOCKING AT AN ORKNEY ISLANDS COUNCIL (OIC) PIER

- (a) Vessels, whether with cargoes or passengers or in ballast entering the Harbour area for any purpose, but not entering any dock, or using any pier shall be charged as follows:-  
For safety by stress of weather or direct passage ..... No Charge

\*\* All Vessels per GT 0.21

- (b) LAY-UP: Oil Rigs and any other specialised vessels. By prior agreement with the Council and on prior written application to the Executive Director or the Harbour Master.

**Note** 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.

## 3 VESSELS AND BARGES DOCKING AT AN OIC PIER

- (a) All vessels to or from any Port per GT 0.54
- (b) All vessels operating a regular weekly service between Scottish mainland and Orkney..... per GT 0.36
- (c) All vessels trading regularly in inter-island services..... per GT 0.36
- (d) Cruise Liners..... per GT 0.32
- (e) Vessels engaged in the provisions of services and supply of materials for offshore or other similar operations..... per GT 0.42
- (f) Passenger Launches/Workboats servicing the Flotta Oil Terminal per GT 0.36
- (g) LAY-UP: Oil Rigs and any other specialised vessels. By prior agreement with the Council and on prior written application to the Executive Director or the Harbour Master.

Note 1 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

Note 2 For vessels referred to at sub paragraphs (b) and (c), the charge quoted is per visit.

## 4 VESSELS and DEVICES

The Harbour Authority wishes to give notice that all vessels/devices/barges (whether moored or underway) will be charged on an International Tonnage Certificate (ITC69) basis if held, otherwise the following applies:

£1.95 per metre per day up to 40 metres (alongside) plus £3.60 per metre per day for every metre over 40m

£1.18 per metre per day up to 40 metres (at anchor) plus £2.35 per metre per day for every metre over 40m



**5 COMPOUNDED CHARGES (ANNUAL REGISTRATION CHARGE)**

By agreement with the Council and on prior written application to the Executive Director of Development and Infrastructure or the Harbour Master, locally owned commercial vessels (as defined in paragraph 4 above) based at any OIC pier and engaged in trading operations within harbour limits may be allowed compounded arrangements as per the table hereunder:-

(a) Up to 50 GT-Based on overall length		
(1) 10m and under		145.00
(2) Exceeding 10m to 12m		227.00
(3) Exceeding 12m to 15m		330.00
(4) Exceeding 15m		515.00
(b) Over 50 GT up to 100 GT.....	per GT	10.30
(c) Over 100 GT up to 200 GT.....	per GT	11.33
(d) Over 200 GT up to 300 GT.....	per GT	12.36
(e) Over 300 GT up to 400 GT.....	per GT	17.51
(f) Over 400 GT up to 500 GT.....	per GT	24.72
(g) Over 500 GT up to 600 GT.....	per GT	34.00
(h) Over 600 GT.....	per GT	46.35

The compounded charges herein referred to shall cease to be applicable to any vessel continuously occupying any berth at any OIC Pier for a period in excess of 28 days. Such vessels will then be liable for the charge as at paragraph 3(c), ie 0.36 per GT per 4 day period.

**Compound dues will only be given on the production of proof of third party liability insurance of the owner to a minimum value of £3,000,000.00.**

**6 FLOTTA OIL TERMINAL - TANKER CHARGES** per GT 2.55

**7 OIL AND GAS SHIPS AT ANCHOR IN SCAPA FLOW**

Cargo Transfers.....	Per Cargo Tonne or part thereof	0.43
LNG Transfers.....	Per Cubic Metre or part thereof	0.43
Total Cargo Transferred - Minimum Charge		35000.00

(The above rates may change during the validity of this schedule of charges)

**8 MEDIUM TO LONG TERM ANCHORAGE**

**Subject to a minimum charge equivalent to 3 months (92 days) charge, the following charges shall be applied per day.**

* Vessels up to 10,000 GT	65.00
* Vessels over 10,000 GT and up to 50,000 GT	95.00
* Vessels over 50,000 GT and up to 100,000 GT	130.00
* Vessels over 100,000 GT	155.00

**1 Vessels arriving within Harbour Limits, but not berthing, for up to a 6 hour period, whether the anchor is dropped or not, will be charged a rate of £0.05 per GT up to a maximum charge of £4500.00. Pilotage and Towing will be charged at the published rate.**

**2 Hot/warm stacked and 'active' accommodation vessels will be charged as per paragraph 8 of the Schedule of Charges. This rate recognises that the vessels will be crewed with propulsion/position holding power available.**

**3 Cold Stacking ..... per day 600.00**

**NOTES**

Oil Tankers operating to the Scapa Flow Oil Port will be required to pay additional charges in way of Pilotage, Boarding/Landing and normal Towing charges, as applicable and at rates laid down in the Schedule of Charges if they are rejected by the Flotta Terminal Operators as being in an unfit state to conduct cargo operations and are required to put to sea and so leaving the harbour to rectify their condition. Additional Towing charges will be applied for vessels requiring the assistance of tugs outwith "normal Towing" as defined in the compound charge.

All Tankers undertaking ship to ship transfers or Flotta Ops and arriving pre operations or remaining post operations in the port and at anchor for a total of more than 21 days overall either prior to or after the completion of the transfer will be charged as per table 2 (\*\*\*) or 8 (\*) above as appropriate. Provided a chargeable operation is undertaken within the 21 day period, there will be no additional charge other than pilotage or towing if required.

Within the Compound Charge for tankers using the Oil Port of Scapa Flow "normal Towing" is defined as "Towing required by the tanker, per visit, and provides for: Escort into the Port, to anchor and or, to the Berth. Berthing and unberthing and subsequent escort to anchor and, or to sea. Stand-by duties are also provided for Ship to Ship transfers and for vessels whilst alongside the Flotta Oil Terminal Jetty".

Orkney Islands Council provide up to 3 tugs for STS and terminal operations, whose costs are contained within the appropriate composite charge but it should be noted that any additional tugs required for whatever reason will be charged to owners account.

Tugs activated to sail, to assist vessels at anchor for breakdown or weather within the harbour area will be charged at the normal rates.

## CHARGES FOR FISHING VESSELS

**1 VESSELS ENTERING HARBOUR AND DOCKING AT AN OIC PIER**

(a) Up to 50 GT.....	30.00
(b) Over 50 GT up to 100 GT.....	40.00
(c) Over 100 GT up to 200 GT.....	50.00
(d) Over 200 GT up to 300 GT.....	60.00
(e) Over 300 GT.....	70.00
Plus for every GT over 300 GT	1.00

**2 PERIOD DUES**

All vessels in Section 1 remaining in Port or Harbour longer than 4 days will be charged additional rates as follows:-

For each day or part thereof, one quarter of the initial charge.

**3 COMPOUNDED CHARGES (ANNUAL REGISTRATION CHARGE)**

By agreement with the Council, locally owned and registered fishing vessels based at and operating from any OIC Pier and using OIC Harbour facilities may, on prior application being made in writing to the Executive Director or Harbour Master, be allowed compounded arrangements, payable in advance, as follows:-

(a) Up to 10m overall length.....	100.00
(b) Exceeding 10m up to 12m overall length.....	217.00
(c) Exceeding 12m up to 15m overall length.....	322.00
(d) Exceeding 15m up to 18m overall length.....	495.00
(e) Exceeding 18m up to 21m overall length.....	649.00
(f) Exceeding 21m up to 24m overall length.....	974.00
(g) Exceeding 24m up to 27m overall length.....	1232.00
(h) Exceeding 27m up to 30m overall length.....	1484.00
(i) Exceeding 30m overall length.....	1736.00

**NOTE - The compounded charge allows the use of all OIC Piers**

The compounded charges for fishing vessels continuously occupying any berth at any OIC Pier for a period in excess of 28 days shall cease and normal charges as in section 1 will apply.

**Compound dues will only be given on the production of proof of third party liability insurance of the owner to a minimum value of £3,000,000.00 .**

**CHARGES FOR PLEASURE CRAFT USING OIC HARBOUR FACILITIES**

1 A seasonal compound fee, payable in advance, will be charged for each locally owned and based pleasure craft, regularly moored or berthed within the defined Harbour limits, for the season 1 May to 31 October as follows:-		
(a) Up to 10m overall length.....		72.00
(b) Exceeding 10m up to 12m overall length.....		113.00
(c) Exceeding 12m up to 15m overall length.....		165.00
(d) Exceeding 15m overall length.....		258.00
2 All visiting pleasure yachts up to 10m.....per 4 day period		
or.....	per 14 day period	21.00 42.00
3 All visiting pleasure yachts over 10m £21.00 plus £1.75 per/m for every metre over .....per 4 day period		
or £42.00 plus £2.90 per/m.....	per 14 day period	

Visiting pleasure craft using Orkney marinas at Kirkwall, Stromness or Westray will be charged in accordance with the charging arrangements set and published on [www.orkneymarinas.co.uk](http://www.orkneymarinas.co.uk). These charges incorporate harbour dues which are paid to the Harbour Authority.

**NOTE-**

- (1) The above charges allow the use of all OIC Pier and Harbour facilities.
- (2) Vessels not using any pier facilities, will be charged at half the above rates.
- (3) The following categories of craft are exempt from payment of the above fees - dinghies, with oars or sails; canoes
- (4) Any vessel in the Harbour after 31 October will also pay the above seasonal rate for the period 1 November to 30 April

## WHARFAGE CHARGES ON GOODS AND PASSENGERS

**AQUACULTURE**

Fish/Shellfish or Crustacean direct from sea, and fish/shellfish harvested.....	per tonne	2.70
Fish/Salmon Feed, Smolts.....	per tonne	1.67

**BASIC MATERIALS AND FERTILISERS**

Fertilisers (including Basic Slag).....	per tonne	1.34
Cement.....	per tonne	1.34
Timber.....	per tonne	1.34
Sand, Gravel, Stone Chips and Salt.....	per tonne	1.34
Scrap Metal.....	per tonne	1.34
Contractors' Plant and Machinery	per tonne	4.50
Renewable Energy Devices and Associated Infrastructure & Materials	per tonne	1.34
Oil Related Equipment	per tonne	4.66
Explosives	per tonne	20.00
General Cargo	per tonne	2.64

**FUEL ETC**

Coal, Coke, Logs etc.....	per tonne	1.34
Petroleum Products..... (Fuel Oil, Diesel etc)	per tonne	2.06
Gas .....	per tonne	2.06

**MANUFACTURED GOODS**

(including animal foodstuffs and bulk grain).....	per tonne	2.06
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NOTE All items not specified above shall be chargeable at the general cargoes rate of £2.64 per tonne.

**PASSENGERS**

Adults.....	1.16
Children.....	0.64
Cruise Liner visitors excluding Hatston Pier.....	1.34
Cruise Liner visitors at Hatston Pier only.....	1.55

**PRIVATE VEHICLES**

Motor Cars (accompanied).....	8.55
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**Commercial Vehicles, and all Trailers, Empty Containers, Vans, Caravans/Motor Homes etc:-**

up to 7.5 metres.....	11.00
Over 7.5 metres to 10 metres.....	21.95
Over 10 metres to 12.5 metres.....	34.88
Greater than 12.5 metres.....	47.64
Motor Cycles with Side-cars.....	7.00
Motor Cycles solo.....	3.47
Pedal Cycles.....	1.30
Boats up to 5 metres.....	7.00
Each additional half metre.....	0.82

**LIVESTOCK**

Cattle and Horses.....	0.82
Sheep and other Livestock.....	0.47

Foodstuffs, Domestic Fuels and Manufactured Goods, imported and exported into/out of Orkney requiring trans-shipment to/from outlying Islands will pay wharfage only at the port of trans-shipment

The Council will not be responsible for the safe custody of any goods landed or deposited upon any of their quays, wharves, or premises, whether in the open or under any shed thereon; nor will they accept any liability for any loss (whether partial or total) or for any damage however arising which may happen to such goods.

As the Council have no charge of custody of goods landed or deposited on the quays, it is suggested that the Owners or Consignees of such goods should arrange to have them watched whilst the goods remain there.

The Council will not permit goods of a dangerous or explosive character to be dealt with on their estate, except upon such special terms and conditions as may have been arranged, or may be prescribed in their Bye-laws, or the Acts of Parliament relating to goods of an inflammable or explosive character.

## MISCELLANEOUS CHARGES

<b>1 FORKLIFT,CHERRY PICKER</b>	per hour	55.00
<b>2 WASTE OIL DISPOSAL</b>		
(a) Hire of 1,000 litre portable tank.....	per fill	17.00
(b) Hire of 2,000 litre Bowser .....	per fill	26.00
(c) Hire of operator.....	per hour	44.00
(d) Testing, disposal. Per m3 landed	per m <sup>3</sup>	170.00
(e) SEPA Form		at cost
(f) Administration Charge 15% of the total above costs is applicable		
Hire charges apply from leaving Harbour Authority Building, Scapa until returned to Harbour Authority Building, Scapa.		
The above rates may alter at short notice, without prior notification, subject to fluctuation and disposal costs		
<b>3 GARBAGE DISPOSAL</b>		
(a) The disposal of ship-generated garbage waste up to a weight of 2 tonne (See Note (a))		No Charge
(b) exceeding 2 tonne .....	Per Tonne or Part thereof	400.00
<b>OTHER SHIP GENERATED WASTE</b>		
The disposal of all other wastes will be at the discretion of OIC Marine Services. The cost of disposal will be agreed prior to landing such waste at an OIC Harbour Pier.		
The above rates may alter at short notice, without prior notification, subject to fluctuation and disposal costs.		
<b>4 LINKSPANS</b>		
Minimum charge per hour .....		89.00
<b>5 HARD RAMPS</b>		
Minimum charge per hour		39.00
<b>6 DRYING OUT AREA</b>		
First 2 days		No Charge
Per day thereafter		73.00
<b>7 CHARGES FOR USE OF WEIGHING MACHINES</b>		
(a) For goods weighed per tonne or part thereof.....		0.65
(b) For weighing vehicles for shipment or taxation.....		2.96
<b>8 WATER CHARGES</b>		
per Tonne.....		2.50
<b>9 ELECTRICITY CHARGES</b>		
per Unit.....		0.21
This rate may alter at short notice and without prior written notification		
Northlink Rate for Cold Ironing by separate negotiation		
<b>10 QUAY RENTS/SLIPS UPTO 20 METRES FROM QUAY EDGE (only with permission of the Harbour Master)</b>		
<b>Notice of at least 10 days must be given to the Harbour Master</b>		
Vessels paying Compound Harbours Dues - (but not including those paying Orkney Marina Charges)		
Quay edge on piers (first 7 days)		No Charge
thereafter per square metre per day.		0.23
Hatston Slipway and Lorry Park, Stromness (First 14 days)		No Charge
Thereafter per square metre per day.		0.23
Vessels/Transport or Plant not paying Compound Harbour Dues: -		
Laydown area within 20m of quay edge per square metre per day.		0.23
Vessels/Transport or Plant not paying Compound Harbour Dues:-		
Laydown area > 20m from Quay edge per square metre per day		0.12
Vehicles/Trailers in Marshalling Areas not for immediate embarkation/dis-embarkation (within 24 hours	per day	100.00
<b>11 PORT SECURITY CHARGES</b>		
Security Panels each per week or part thereof		7.00
<b>12 HIRE OF CONFERENCE ROOM with/without Video Conferencing facilities</b>	per half day	40.00
<b>13 TIDE TABLES per copy</b>		4.00
<b>14 WEATHER DATA - per calendar month per site</b>		26.00
<b>OVERTIME</b>		
Extra charges will be made when work is performed before or after ordinary working hours or for Public Holidays.		

**NOTES**

- (a) In accordance with the Port Waste Reception Facilities Regulations 2003, Marine Services provide waste reception facilities to meet the needs of ships normally using the harbour. In order to cover the costs of the provision of port waste reception facilities, Marine Services have a mandatory charge of 0.8% of Harbour Dues. This charge allows vessels to deliver waste in the form of garbage up to a weight of 2.0 tonne free of additional charge to the ship. Where garbage delivered is in excess of these quantities the additional volume or weight will be charged as prescribed in section 3. The disposal of all waste oils will be charged as prescribed in section 2.
- (b) The disposal of all other waste will be at the discretion of Orkney Islands Council's Marine Services. The cost of disposal will be agreed prior to delivery of such waste at an OIC Harbour pier.
- (c) Any recharges for damage or insurance claims will incur an Administrative Fee of 15% of the total cost
- (d) There will be no free collection of the first 2 tonne of waste where a third party, other than the ships agent, has been contracted for waste services.

**PILOTAGE ACT 1988  
ORKNEY ISLANDS COUNCIL SCHEDULE OF CHARGES**

- 1** The following charges are payable for piloting vessels inwards or outwards and for movements within the Competent Harbour Authority Areas (CHA) to or from any pier, jetty, SPM or anchorage for each piloted movement:-
- |  |        |
|--|--------|
| (a) Vessels up to 4,000 GT.                                | 155.00 |
| (b) For each 100 GT or part thereof in excess of 4,000 GT. | 1.65   |
- 2** A charge of £85.00 per hour or part thereof shall be applicable in the following cases:-
- (a) When a pilot is requested for the departure, shifting or arrival of a vessel and the vessel fails to move or arrive within one hour of the stated time of departure, shift or arrival.
- (b) When a pilot is requested and the request is cancelled after the pilot has set out from Harbour Authority Buildings, Scapa to undertake pilotage; and
- (c) For detention aboard ship of a pilot by request of the Master, owner or agent and no pilotage service is being undertaken.
- (d) All charges in 1 applicable for up to 4 hours of Pilot being onboard, thereafter £85.00 per hour or part thereof
- 3** Vessels which are being towed by a vessel under pilotage and any vessel being led within the CHA areas by a vessel which is under pilotage shall pay pilotage dues as if the pilot were on board.
- 4** Officers of Orkney Islands Council undergoing training may from time to time accompany the authorised pilot but such trainees shall not be considered to be assistants to the pilot and no extra charge shall accrue to any vessel in respect of such trainees.
- 5** A ship's register tonnage for charging purposes shall be the Gross Tonnage as defined by the International Tonnage Convention 1969 (ITC69) and The Merchant Shipping (Tonnage) Regulations 1997.
- 6** Pilot Exemption Certificates (PEC)
- |   |        |
|---|--------|
| Examination of PEC Candidates - per candidate   | 250.00 |
| Issue of Pilotage Exemption Certificate, or renewal of existing certificate - per certificate | 250.00 |
- 7.5% of the appropriate pilotage charge be applied to each act of pilotage by the holder of a PEC. Charge capped at 1000 acts per vessel into a single port.

**BOARDING AND LANDING CHARGES**

- 1** For each act of pilotage undertaken, every vessel shall pay a boarding and landing fee of:-
- |  |        |
|--|--------|
| (a) Vessels up to 4,000 GT.....                                | 210.00 |
| (b) For each 100 GT or part thereof in excess of 4,000 GT..... | 1.65   |
- 2** If the pilot launch is detained under any of the circumstances mentioned in section 2 of the schedule of charges for Pilotage, a charge shall apply as follows:-
- |                                    |        |
|------------------------------------|--------|
| For each hour or part thereof..... | 250.00 |
|------------------------------------|--------|
- 3** An up-to-date ship's tonnage register shall be produced as and when required.  
A ship's register tonnage for charging purposes shall be the Gross Tonnage as defined by the International Tonnage Convention 1969 (ITC69) and The Merchant Shipping (Tonnage) Regulations 1997.
- |   |         |
|---|---------|
| <b>4</b> Boarding/Landing North Sea Pilots when launches available..... | 1000.00 |
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**CHARGES FOR HARBOUR CRAFT**

The following hourly rate will be applicable when the launches are not engaged on pilotage duties:

Hire of Pilot Launches.....per hour or part thereof	340.00
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All Hire requests to be booked via the Harbour Master or Duty Harbour Master, in case of an emergency arrangements can be made via VTS

**TOWAGE RATES**

1 Assisting Vessel on or off berth per Tug per hour or any part thereof plus passage time	650.00
2 Towage Escort Services per Tug per hour or any part thereof	650.00
3 Cruise Liners assisting on/off berth, per act, per Tug	1300.00

**Charter Rates by separate negotiation with OIC Marine Services**