



MILFORD HAVEN PORT AUTHORITY

PILOTAGE CHARGES

Levied with effect from 1 January 2025

Pursuant to Section 10 of the Pilotage Act 1987, the Milford Haven Port Authority make the following pilotage charges in respect of services used on or after 1 January 2025

Services of a Pilot

1.	For an act of pilotage on a vessel moving from Sea to any berth or place within the port or vice versa (an “act”)	7.52p per Gross Ton
2.	For an act of pilotage on a vessel moving between two places within the port (but not to or from Sea) (a “shift”)	3.00p per Gross Ton
3.	The minimum charge for any act of pilotage (or shift)	£221

Provision of Two Pilots

4. Where vessels request or are required to take two pilots the second pilot will additionally be charged at 30% of the pilotage charge. This charge shall apply for all acts (or shifts) including where the second pilot attends for part of the act.

(No additional embarkation or disembarkation charge will be made in respect of the second pilot when the pilots embark and disembark together).

Other Services – Hourly Rate and Cancellation Charge

5. The hourly rate for the services of a Pilot not engaged on pilotage shall be £221 per hour or part thereof.

This charge shall be payable under the following circumstances:-

- (a) If on attending a vessel by request a Pilot’s services are not required
- (b) If on attending a vessel by request the vessel movement or pilotage booking is cancelled or amended

- (c) If, after attending to take charge of a vessel at the request of the Owners, Agents or Master, a Pilot is required to stand-by
- (d) If after taking charge of a vessel a Pilot is detained on board by request or otherwise when no services are being rendered
- (e) Pilots overcarrying, boarding early or joining a vessel at another port

A minimum of 10 hours will be charged for pilots overcarrying or joining a vessel at another port irrespective of the length of overcarriage/undercarriage and whether the pilotage booking or overcarriage/undercarriage is subsequently cancelled.

- (f) Any other services provided by a Pilot.

This hourly charge shall not be payable for the first hour where a pilot is detained on board a vessel provided this period of detention is immediately followed by an act of pilotage.

- 6. The hourly rate for the services of a pilot shall also be charged where the duration of an act of pilotage exceeds three hours. The charge shall be £221 for each hour or part thereof in excess of three hours calculated from the time of the pilot boarding the vessel to the time of the pilot disembarking the vessel.

Embarkation/Disembarkation of Pilot(s)

- 7. The following charges are payable on each and every occasion that:-

a pilot is embarked or disembarked, or an attempt to embark or disembark a pilot is made, or a pilot launch is mobilised to a cancelled or amended pilotage booking

a	At sea	£943
b	within the Haven (for an “act” – pilotage to or from Sea)	£628
c	within the Haven (for a “shift” – pilotage within the Haven)	£314

When two pilots embark or disembark from the same vessel at the same time, only one charge will be made.

The above charges will be payable for every embarkation and disembarkation, whether using a pilot launch or by any other means, within the area covered by Milford Haven Pilotage Directions.

There maybe separate pricing schedules available for the Pembroke Port facility in relation to embarkation and disembarkation. Please contact Pembroke Port for more information

Examinations and Issue of Pilotage Exemption Certificates

8.

a	Examination for a Pilotage Exemption Certificate for a single Zone of the area of jurisdiction	£562
b	Examination for a Pilotage Exemption Certificate for two or more Zones of the area of jurisdiction	£784
c	Renewal of all Pilotage Exemption Certificates	£110
d	Endorsement of a Pilotage Exemption Certificate:-	
	to add a ship or ships of substantially similar draught and tonnage and handling characteristics	£85
	to note a change of ownership	£85
	to add an additional zone or zones of the Haven without examination	£85

Use of Pilotage Exemption Certificates

9. For each movement that a vessel, utilising a Pilotage Exemption Certificate, makes within the area of jurisdiction, a charge of 20% of the appropriate charge for an act of pilotage shall be payable subject to a minimum charge of £85 per movement. However, such a charge will be capped at 400 movements per vessel per calendar year, i.e. 1st January - 31st December.

Tonnage Measurement

10. In this schedule, references to the tonnage of a ship are references to the vessel's gross tonnage ascertained in accordance with the International Convention on Tonnage Measurement of Ships 1969. Where the gross tonnage of the ship, ascertained as mentioned above, is not available charges will be based on the gross tonnage ascertained in accordance with Schedule 5 of the Merchant Shipping (Tonnage) Regulations 1982 (Schedule 5 sets out the Tonnage Regulations previously in force and gross tonnage ascertained in accordance with Schedule 5 corresponds to what is usually known as "gross register tonnage"). Where the tonnage of a vessel specified in her Tonnage Certificate has been ascertained in accordance with the said Schedule 5 except that spaces for water ballast below the upper deck have been excluded from the calculation, the vessel's tonnage for the purpose of the Schedule of Dues shall be the tonnage specified in her Tonnage Certificate with the addition of the amount of the spaces for water ballast below the upper deck. Where in such a case the vessel's Certificate of Measurement is not immediately available or does not clearly indicate the amount to be added under this procedure, the vessel's tonnage for the purpose of this Schedule shall be deemed to be the tonnage specified in her Tonnage Certificate increased by 40%. Subject to the provisions of section 36 of the Milford Haven Conservancy Act 1983 (see note 2 below) retrospective adjustment may be made on the full facts being made available to the Authority.

Definition of "Sea"

11. For the purposes of these charges, "Sea" shall be defined as any point seaward of a line drawn from St. Ann's Head to Studdock Point.
12. Where weather or other conditions require the pilot to embark or disembark within the Haven when attending a vessel which requires pilotage to or from Sea and the vessel is led into or out of the Haven by the Pilot on board the Pilot Boat, both Pilotage and

Embarkation/Disembarkation shall be charged as if the pilot had embarked or disembarked at Sea.

Dangerously Weighted Heaving Lines

13. To prevent personal injury to those receiving heaving lines, the 'monkey's fist' should be made with rope only and must not contain added weighting material. It is dangerous and unacceptable to use weighted items such as shackles, nuts, bolts or twist locks. Safer alternatives are high visibility soft pouches containing pea shingle or rubber quoits.

Definition of a 'dangerously weighted heaving line', The Code of Safe Working Practices for Merchant Seafarers advises mariners that the weighted end of a heaving line should not weigh any more than 500 grams and should not contain added weighting material such as such as shackles, bolts or nuts, twist locks or other materials. This also applies to any lines used for transferring equipment to/from a Pilot Launch. Vessels using dangerously weighted heaving lines in the UK may be subject to prosecution.

In the event that a ship is found to have used a dangerously weighted heaving line, a charge of £1025 shall be levied against the ship (where relevant, such charges to be payable via the ship's nominated vessel agent, in the same way as all port disbursements). This charge will be donated to a suitable/relevant seafaring charity.

Signed: **TOM SAWYER**
CHIEF EXECUTIVE

Milford Haven Port Authority
Dated: 29th November 2024

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