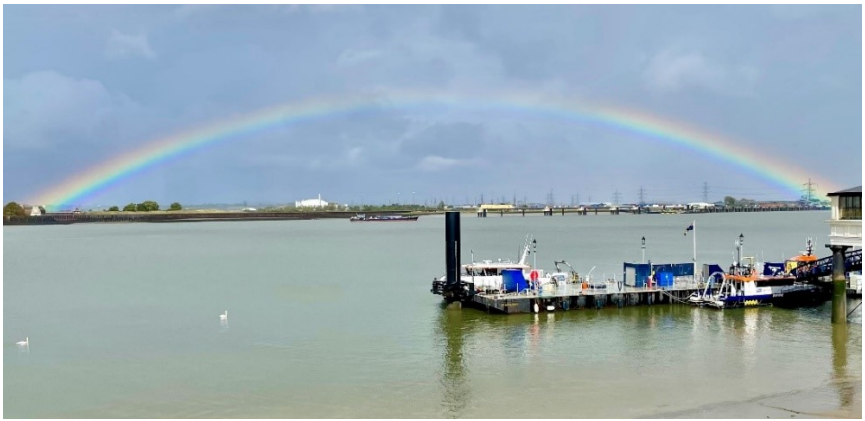


# Port of London Authority Charges 2025



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# PORT OF LONDON AUTHORITY CHARGES 2025

## **Introduction**

This publication entitled “*Port of London Authority Charges 2025*” comes into effect on the 1<sup>st</sup> January 2025 and applies until replaced. It states the published rates and charges for services provided by the Port of London Authority.

It replaces the charges in the publication “*Port of London Authority Charges 2024*” which will, on and after 1<sup>st</sup> January 2025, cease to have effect.

The regulations governing the charging and collection of dues are set out in “*Port of London Authority Charges Terms and Conditions 2025*” (“the Regulations”). These Regulations determine the basis upon which the Port of London Authority’s (PLA) facilities and moorings may be used. The Regulations also set out the circumstances under which payments are due to the PLA and liability for those payments.

The rights and powers of the PLA under these Terms and Conditions are in addition to and not substitution of the rights and powers of the PLA conferred by statute, the Port of London Act 1968 (as amended), the PLA’s Byelaws and the Directions each of which take precedence over these Terms and Conditions in the event of any inconsistency.

## **Statutory Basis for Charges**

The PLA has a range of statutory powers to levy charges (these include but are not limited to):

### **Ship, Passenger and Goods Dues**

The PLA’s powers as Statutory Harbour Authority (SHA) to charge such “ship, passenger and goods dues” as it considers “fit” is vested in the PLA by section 26(2) of the Harbours Act 1964. This power is subject to a right of objection to the Secretary of State for Transport under section 31 of that same Act.

The PLA has an additional power to levy such dues as it thinks fit in respect of ‘any dracone or floating dock, crane rig, drilling rig or other floating plant (not being a ‘ship’ within the meaning of the 1964 Act) entering or leaving the Port vested in it by section 21(1) of the Port of London Act 1968. This power is also subject to a right of objection to the Secretary of State for Transport under section 31 of the Harbours Act 1964.

## **Non-payment of Charges**

By virtue of section 39 of the Port of London Act 1968 the PLA may recover charges payable to it in respect of a vessel by distraint and sale of the vessel and its appurtenances and goods by detention and sale of the goods or any other goods within the Port belonging to the person/s liable for payment of the dues.

## **Other charges (except Pilotage Charges)**

The PLA has a range of additional charging powers contained in the local harbour legislation which applies to it, including its power to charge for anything done or provided by them under section 21(2) of Port of London Act 1968. There is no statutory right of objection to the Secretary of State against such charges, but section 27 of the Harbours Act 1964 requires them to be 'reasonable'.

## **Pilotage Charges**

The PLA's power as Competent Harbour Authority (CHA) to charge pilotage charges is vested in the PLA by section 10 of the Pilotage Act 1987. This power is subject to a right of objection to the Secretary of State for Transport under section 31 of the Harbours Act 1964 (as amended by section 10 of the Pilotage Act 1987).

The PLA reserves the right to plan the sequence of pilotage / non-pilotage moves as directed by the Harbour Master, taking into account the size of ships, tidal circumstances and the availability of Pilots.

The charges in this Schedule are subject to alteration and revision at any time.

## **Payment Terms**

Payment is due immediately (i.e. on production of invoice).

**Invoices** will be issued electronically by email as standard. Invoice queries must be addressed to [charges@pla.co.uk](mailto:charges@pla.co.uk) within 7 days from invoice date. We reserve the right to charge an administration charge per paper invoice.

## **Direct Debit Customers**

Direct Debit payments from customers will be due and collected no earlier than 10 working days from date of invoice, but the PLA reserves the right to demand immediate payment.

## **All Other Customers**

We reserve the right to apply an administration charge per invoice for payment by another method other than Direct Debit.

## **Interest and Debt Recovery**

Interest and debt recovery costs will be charged in accordance with any applicable contracts. Where no contract exists or it is silent on the subject of interest and debt recovery costs, we reserve the right to apply statutory interest of 8% above the Bank of England reference rate and a fixed amount for debt recovery costs to all debts more than 30 days overdue.

## **VAT**

Unless stated otherwise all charges quoted in this schedule are subject to Value Added Tax at the appropriate rate.

## **Tonnage for Charges Purposes**

The Gross Tonnage (GT) of a vessel is the gross tonnage as ascertained in accordance with the International Convention of Tonnage Measurement of Ships 1969. When the certificate has not been made available to the PLA Charges Office, the PLA reserve the right to use the GT as stated in the current Lloyd's Register of Ships.

If the GT is incorrect in the current Lloyd's Register of Ships or if a vessel is re-measured, charges will be levied on the revised tonnage from the date the PLA Charges Office is notified of the correct tonnage and if relevant when the revised certificate of measurement is produced to the PLA Charges Office.

The full Regulations can be found in the "*Port of London Authority Charges Terms and Conditions 2025*" from which this extract has been taken.

## **Additional Charges**

Any cargo, vessel type or service which is not detailed in the tariff or results in additional resources being required; the PLA reserve the right to levy charges as appropriate.

## **Seafarer Wages Act 2023**

The Seafarers Wages Act places a duty on harbour authorities to request declarations where the authority has “reasonable grounds to believe” that a service is in scope of the Act. Subject to some exceptions, the services in scope are ships carrying passengers or cargo that call more than 120 times a year in a UK port. Where a service is in scope, the PLA will request a declaration from a shipping operator, and this must be returned within three months of receipt.

Shipping operators will be guilty of an offence if they do not complete or falsely complete a declaration or do not honour it. In these circumstances harbour authorities will have a duty to levy a “surcharge”. The tariff for the surcharge is based on the gross tonnage (GT) of the ships providing the service. There are separate rates for ships with a passenger carrying capacity of 12 or fewer, and those with a passenger carrying capacity of more than 12.

For ships which are certified to carry 12 or fewer passengers the tariff is:

- 5p per GT up to a maximum of 50,000 GT.
- 1p per GT in excess of 50,000 GT.

For ships which are certified to carry more than 12 passengers the tariff is:

- 10p per GT up to a maximum of 50,000 GT.
- 2p per GT in excess of 50,000 GT.

This tariff is to be applied every time a ship providing a service on which a surcharge has been imposed enters the harbour.

If the surcharge is not paid, a port will have a duty to refuse access to its harbour to the ship providing the service to which the Act applies.

## Conservancy Charges on Vessels<sup>1</sup>

<b>1 Estuary charge applicable to all vessel arrivals from outside PLA port limits</b>	<b>Per GT</b>	
	<b>Non-LNG</b>	<b>LNG*</b>
Up to 3,000 GT	£0.019	£0.049
3,001 to 10,000 GT	£0.020	£0.054
10,001 to 55,000 GT	£0.021	£0.056
55,001 to 100,000 GT	£0.022	£0.060
Over 100,000 GT	£0.028	£0.076
*LNG - Liquid Natural Gas carrier		
<b>2 Conservancy charge applicable to vessels discharging / loading within PLA port limits (In addition to the Estuary charge)</b>	<b>Per GT</b>	
<b>Class I - All vessels other than Class II:</b>		
Up to 3,000 GT	£0.047	
3,001 to 10,000 GT	£0.111	
10,001 to 55,000 GT	£0.206	
Over 55,000 GT	£0.299	
<b>Class II - Ro-Ro vessels:</b>		
Up to 10,000 GT	£0.015	
10,001 to 25,000 GT	£0.025	
Over 25,000 GT	£0.048	
<b>Cruise vessels:</b>	£0.067	

A minimum charge of £36.00 (inclusive of the Estuary charge) applies to each chargeable voyage for vessels discharging / loading within PLA limits.

Vessels registered under the Environmental Ship Index (ESI) scheme with a score of 30 points or more will receive a 10% discount on the vessel conservancy charge excluding the Estuary charge. A further 15% will be awarded to vessels scoring 50 points or more. The PLA reserves the right to amend this discount at any time.

Zero emission ships operating in the port will be exempt from the vessel conservancy charges excluding the Estuary charge, following an approved application to the PLA in writing. Evidence will need to be provided in support of such a claim. The PLA reserves the right to amend this discount at any time.

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<sup>1</sup> Ships Dues under the Harbours Act 1964.

## Conservancy Charges on Cargo<sup>2</sup>

<b>1</b>	<b>Goods other than containers / trailers</b>	<b>Per Tonne</b>
a	Mineral oils and products of their distillation; bituminous substances, mineral waxes, hydrogen based products:	£0.318
b	All other goods	£0.213
<b>2</b>	<b>Containers</b>	<b>Per Unit</b>
	Up to 20'	£2.47
	Up to 30'	£3.59
	Up to 40'	£4.14
	Up to 45'	£4.14
	Over 45'	£12.00
<b>3</b>	<b>Trailers</b>	<b>Per Unit</b> £3.30
<b>4</b>	<b>Overdue Manifest Administration Fee</b>	<b>Per Manifest, Per Month</b>
	An administration charge on all manifests not received within 72 hours of the vessel arriving or leaving PLA limits.	£122

**Note:** *As an alternative, payment on container / trailer cargoes may be made at the tonnage rate for 'All other goods', based on the actual gross weight of cargo.*

## T.O.S.C.A Charges<sup>2</sup>

Additional Conservancy Charge on specific oil.

<b>Description of Goods</b>	<b>Per Tonne</b>
1. Mineral Oils (excluding petroleum coke and similar products)	£0.044
2. Animal / Vegetable Oils	£0.021

<sup>2</sup> Goods Dues under the Harbours Act 1964.



## Pilotage

### **Procedure for obtaining the services of a Pilot for the London pilotage (as per the current “*Pilotage Directions*”)**

#### **Notice - General**

The complexity of the scheduling of Pilots to vessels over such a large area as the Thames means that forward planning is vital to keep costs and delays to a minimum. It is therefore vital that sufficient notice is given of the requirement for the services of a PLA Pilot, as described below. Non-compliance with the described ordering procedures may result in a delay to the vessel, or a surcharge.

#### **Provisional Pilot Orders**

All vessels requiring the services of a PLA Pilot must make a PROVISIONAL ORDER to London Port Control Centre at Gravesend. This includes inbound vessels, outbound vessels leaving a berth, buoy, tier, or anchorage, as well as those which are made underway in order to move from one berth, buoy, tier, or anchorage to another, or moving from an anchorage.

This PROVISIONAL ORDER should give a minimum of 24 hours advanced notice of the requirement for a Pilot. This is concurrent with the notice requirements of PLA General Direction No 7 - “Reporting vessel movements in the Thames”. In addition to these reporting requirements the following information is required:

- location at which the Pilot is required;
- vessel IMO number;
- gross tonnage (gt);
- length overall;
- operating draught;
- full manoeuvring speed;
- destination (name of berth or anchorage for an inward passage);
- destination (for an outward passage);
- date and time (as accurate as possible) at which the Pilot is required; and
- all other reports and information required by the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2011 and the Dangerous Goods in Harbour Areas Regulations 2016.

This information must be provided through the PLA’s dedicated web-based ordering system - ‘PISCES’ (see Regulation 5.3 of the Pilotage Directions).

In the event of any disruption to the PISCES system, e-mail orders will be accepted.

Vessels, for which PROVISIONAL ORDERS are not received, in accordance with the above procedure, will not be prioritised and will therefore risk incurring delay. It is good practice and advisable to also back up subsequent verbal changes with hard copy. Where no Provisional Order is received at 24 hours' Notice a charge may be raised under ETA/ETD Surcharge.

### **Confirmed Pilot Orders**

Confirmation of the requirement for a PLA Pilot should be given to London Port Control Centre at Gravesend. This constitutes COMPULSORY NOTICE, and shorter notice than is set out below may attract a surcharge and may result in delay to the vessel.

A confirmed order will not be accepted without the draught of the vessel. Draught is a vital component of a confirmed order, as the PLA will use it to determine the class of the Pilot allocated to the vessel, and it will influence the planning of the passage. Failure to give an accurate confirmed draught, or to keep PLA informed of any subsequent changes, may result in a delay to the vessel, or a charge for cancelling and reallocating the Pilot.

### **Notice Requirements**

CONFIRMED PILOT ORDERS should be given in accordance with the following requirements:

#### **Inward Bound Vessels**

A CONFIRMED ORDER must be given in advance of the vessel's ETA at the Pilot station, as follows:

- 8 hours from the Sunk Pilot Station.
- 6 hours from the NE Spit and Warp Pilot stations.
- 6 hours by vessels which are inward bound from any East coast port within the range of Great Yarmouth to Dover.

**Outward Bound Vessels** (and vessels which are made underway in order to move between berths or vessels moving from an anchorage other than in the Estuary):

A CONFIRMED ORDER must be given in advance of the vessel's ETD, as follows:

- 6 hours if the vessel is proceeding beyond Sea Reach 1.
- 4 hours if the vessel only requires the services of a River Pilot as far as Gravesend or Sea Reach 1.

### **Vessels at anchor in the Estuary**

Notice may be given by vessels at anchor in the Estuary (bound for London or the Medway Ports) as follows:

- 8 hours by vessels which anchor in the general vicinity of the Sunk or are inward bound from any port adjacent to the **northern and north-eastern** limits of the London Pilotage District.
- 6 hours by vessels which anchor in the general vicinity of the **Outer Tongue or Margate Roads**.
- 4 hours by vessels proceeding from the **inner London anchorages** (Mouse, Southend and Warp Deep Water, Great Nore, Southend Lettered, Leigh Small Ships, Chapman, Mucking, Higham Bight and Gravesend Lower).

### **Reduced Notice**

The PLA will accept less notice without imposing a surcharge where it is not practicable to comply with the minimum notice requirements and in particular:

- Inward bound voyages to the limit of the London Pilotage District of less duration than the minimum notice requirement.
- Turnaround times for sailing from a London berth of less duration than the minimum notice requirement.

In these cases, the PLA will accept the maximum possible notice where it has been given in good faith.

### **Short Notice**

The PLA regrets that it may not be possible to prioritise short notice orders, or if fulfilled they may incur a penalty.

### **Variations once an order has been confirmed**

Changing a pilot order at short notice once it has been confirmed may incur a penalty.

### **Vessels Anchoring in the London Pilotage District**

Vessels required to anchor before proceeding to their destination must request from the appropriate VTS Centre by VHF radio, permission for the Pilot to remain on board until the vessel is required to get underway. No arrangements may be made in this respect with an individual Pilot.

Under normal circumstances when a vessel anchors for an extended period, the Pilot will remain on board for a maximum period of three hours before being relieved, to be replaced by another Pilot before the vessel leaves the anchorage.

Inward or outward bound vessels required to anchor, and which have used the services of a Pilot must, as soon as is practicable, advise the appropriate VTS Centre by VHF radio of their ETA at the anchorage in order that arrangements can be made to land the Pilot.

When a Pilot is required to make the vessel underway in order to move from the anchorage, the vessel must comply with the requirements of Regulation 2.4 of the Pilotage Directions.

### **Vessels Requiring Pilots to Embark at Continental Ports**

Vessel owners / agents wishing a PLA Pilot to board at a continental port should obtain the approval of the PLA Pilotage Administration office (Regulation 2.5 of the Pilotage Directions) not later than 3 days before the service is required. Shorter notice may be considered if pilotage resources allow. Should the services of a Pilot be cancelled within 2 days prior to the date that the Pilot is required to join the vessel at a continental port; a cancellation fee will be charged, plus any expenses already incurred.

**Note:** *Port of London Pilots will only conduct pilotage within the normal operational area of the London Pilotage District and its approaches.*

### **Vessels Overcarrying Pilots** (Regulation 2.6 of the Pilotage Directions)

Vessels over-carrying Pilots must provide suitable accommodation, in the form of a single, non-smoking cabin, and victuals and lifesaving equipment for the Pilot. No arrangements may be made with an individual Pilot.

### **Vessels Requiring Pilots to Embark or Disembark at UK Ports**

Arrangements can be made for Pilots to embark or disembark at other UK ports subject to availability and adequate notice (Regulation 2.7 of the Pilotage Directions).

### **Larger Vessels – Enhanced Pilot Training**

Tankers and gas carriers of 200m or more in Length Overall or 10.5m draught or more, and containerhips of 320m or more in Length Overall or 13.5m draught or more are required to employ the services of a Pilot who has undertaken enhanced training relevant to this size of vessel. Risk assessment may determine that on occasion, vessels of this size take two Pilots, for which there will be additional charges (Regulation 2.8 of the Pilotage Directions).

### **Welfare of Pilots Onboard** (Regulation 2.9 of the Pilotage Directions)

Vessels must provide the Pilot with a smoke-free environment both on the bridge and in the accommodation provided to an over-carried Pilot.

## **Pilotage Charges**

### **Introduction**

The following information sets out the PLA charges for providing vessels with the services of authorised pilots, and the charges for obtaining pilotage exemption certificates effective from the 1<sup>st</sup> January 2025.

The current “*Pilotage Directions*” are available on our website and should be read in conjunction with this Schedule.

### **Basic Pilotage Charge (Schedule A)**

The pilotage charge for ships using a PLA authorised pilot relates to the distance of the pilotage act between two areas within the Port with reference to the vessel length overall (LOA). Any vessel needing a second pilot will be charged an additional Basic Pilotage Charge for the second pilot plus the Specialist Pilot Charge. This will not apply to container vessels between 320m and 345m LOA, where two pilots are provided following the PLA’s risk assessment.

There are six defined areas below Gravesend Pilot Station:

- i) Sunk
- ii) N.E. Spit
- iii) Oil Terminals / London Gateway / Chapman Anchorages
- iv) Warp
- v) Medway
- vi) Gravesend Reach (Lower) / Tilbury 2

and four sectors above Gravesend Pilot Station:

- i) Sector A - Gravesend Reach (Upper) to Crayford Ness
- ii) Sector B - Crayford Ness to Margaret Ness
- iii) Sector C - Margaret Ness to Deptford Creek
- iv) Sector D - Deptford Creek to Putney Bridge

### **PNPF Levy**

A levy of 5% will apply to all pilotage charges, including Pilotage Exemption Certificates, but excluding Boarding and Landing charges. This supplement will be ring fenced to part fund the PLA share of the liability for the deficit in the Pilots’ National Pension Fund.

### **Towage Operation**

A towage operation, (as defined in the latest PLA edition of “The Code of Practice for Craft Towage Operations on the Thames”) may be charged at an hourly rate to reflect the additional time taken in such circumstances.

### **Boarding and Landing (Schedule B)**

The PLA have contractual arrangements for the boarding and landing services provided at the N.E. Spit, the Sunk and the general area of the Warp and Southend. The appropriate charge is passed onto the shipowner / agent as a separate element on the PLA's pilotage invoice.

A separate charge for boarding and landing at Gravesend is applicable whether the vessel is underway, on buoys or at anchor.

### **Extra Charges (Schedule C)**

Where appropriate, additional charges are applied as set out in the Schedule.

### **Pilotage Exemption Certificate Usage Charges (Schedule D)**

Charges are set out in the Schedule.

### **Exemption Certificates (Schedule E)**

Applications for a new Certificate or an extended PEC must undergo an assessment act with a PLA pilot to verify navigational skill and local knowledge. Existing PEC holders should undergo an assessment every fifth year. The charges for assessments acts, fees for examination and the granting and renewal of certificates are set out in the schedule.

### **Liability**

The PLA employs pilotage resources to provide a high level of service. However, there will be a limited number of occasions when, for operational reasons, a pilot is not immediately available. The provision of pilotage services is accordingly subject to availability, and the PLA does not accept any responsibility for delay, damage or economic loss attributable to the lack of a pilot in such circumstances. In the event that a pilot is not supplied due solely to the PLA's negligence, then the PLA's liability for any loss or damage directly attributable to the failure to provide a pilot is limited to the amount which would have been charged for their services.

### **Reviews**

Dispute of charges arising from telephone orders, electronic or hard copy will be subject to verification, which may involve review of PLA's audio recordings. Where our records are deemed to be in support of the charges levied, an Administration charge may be made to reflect the time lost. Customers are recommended to note the date and time of conversations pertinent to notifications and orders, and as additional precaution, refer to PISCES afterward.

## Schedule A Schedule of Basic Pilotage Charges

Any vessel requiring a second pilot will be charged the Basic Pilotage Charge for each pilot plus the Specialist Pilot Charge. This will not apply to container vessels between 320m and 345m LOA, where two pilots are provided following the PLA's risk assessment.

### Specialist Pilot Charges

(In addition to the applicable Basic Pilotage Charge(s) below)

<b>Oil Tankers and Gas Carriers*</b>	
<b>Vessels arriving or departing from Terminals East of Gravesend</b>	
200m LOA or more, or 11m Draught or more (requires 1 Pilot)	£1,510
225m LOA or more, and 12.5m Draught or more (requires 2 Pilots)	£2,374
<b>Vessels arriving or departing from Terminals West of Gravesend</b>	
<b>(Specialist Pilot to board at the Warp Pilot station)</b>	
200m LOA or more, or 11m Draught or more (requires 1 Pilot)	£1,510
Above 226m LOA, and/or a Draught of 11.9m or more (requires 2 Pilots)	£2,374
<b>Container Ships</b>	
Above 345m LOA (requires 2 Pilots)	£2,374
<b>Cruise Ships</b>	
Above 200m LOA (requires 2 Pilots)	£2,374

\* For the provision on Pilotage Services to a Liquefied Natural Gas Tanker, there will be an additional charge of £7,596 per pilot in addition to the Basic Pilotage and Specialist Pilot Charges.

For roll-on / roll-off vessels a 25% discount will be applied to the following schedule A charges.

Journey		LOA (m)				
		Up to 95	95.01 to 135	135.01 to 175	175.01 to 215	215.01 to 255
		(£)	(£)	(£)	(£)	(£)
NE Spit	Oil / LGW	768	1,145	1,707	2,364	2,987
NE Spit	Warps	698	1,039	1,552	2,149	2,716
NE Spit	Gravesend	698	1,039	1,552	2,149	2,716
NE Spit	Sector A	1,048	1,559	2,328	3,223	4,074
Sunk*	Oil / LGW	977	1,456	2,172	3,008	3,803
Sunk*	Warps	943	1,404	2,095	2,900	3,666
Sunk*	Gravesend	943	1,404	2,095	2,900	3,666
Sunk*	Sector A	1,293	1,924	2,871	3,974	5,024
Warps / Medway	Oil / LGW	560	831	1,242	1,719	2,172
Warps / Medway	Gravesend	523	780	1,164	1,611	2,038
Warps / Medway	Sector A	873	1,300	1,940	2,686	3,395
Medway	Gravesend	523	780	1,164	1,611	2,038
Medway	Sector A	873	1,300	1,940	2,686	3,395
Oil / LGW	Garr Pt	560	831	1,242	1,719	2,172
Oil / LGW	Gravesend	523	780	1,164	1,611	2,038
Oil / LGW	Sector A	873	1,300	1,940	2,686	3,395
Gravesend	Sector A	350	520	776	1,074	1,359
Gravesend	Sector B	523	780	1,164	1,611	2,038
Gravesend	Sector C	698	1,039	1,552	2,149	2,716
Gravesend	Sector D	768	1,145	1,707	2,364	2,987

\* The Sunk tariff will apply to vessels using the Long Sand Head route plus an additional surcharge of £275 per pilot.



Journey		LOA (m)				
		255.01 to 295	295.01 to 335	335.01 to 375	375.01 to 390	Above 390
		(£)	(£)	(£)	(£)	(£)
NE Spit	Oil / LGW	3,644	4,465	5,449	7,746	8,601
NE Spit	Warps	3,313	4,059	4,954	7,043	7,819
NE Spit	Gravesend	3,313	4,059	4,954	7,043	7,819
NE Spit	Sector A	4,969	6,088	7,431	10,564	11,728
Sunk*	Oil / LGW	4,638	5,682	6,935	9,860	10,946
Sunk*	Warps	4,473	5,479	6,688	9,508	10,555
Sunk*	Gravesend	4,473	5,479	6,688	9,508	10,555
Sunk*	Sector A	6,127	7,509	9,165	13,029	14,465
Warps / Medway	Oil / LGW	2,650	3,246	3,963	5,634	6,255
Warps / Medway	Gravesend	2,485	3,044	3,715	5,282	5,864
Warps / Medway	Sector A	4,141	5,073	6,193	8,804	9,773
Medway	Gravesend	2,485	3,044	3,715	5,282	5,864
Medway	Sector A	4,141	5,073	6,193	8,804	9,773
Oil / LGW	Garr Pt	2,650	3,246	3,963	5,634	6,255
Oil / LGW	Gravesend	2,485	3,044	3,715	5,282	5,864
Oil / LGW	Sector A	4,141	5,073	6,193	8,804	9,773
Gravesend	Sector A	1,657	2,029	2,477	3,521	3,909
Gravesend	Sector B	2,485	3,044	3,715	5,282	5,864
Gravesend	Sector C	3,313	4,059	4,954	7,043	7,819
Gravesend	Sector D	3,644	4,465	5,449	7,746	8,601

\* The Sunk tariff will apply to vessels using the Long Sand Head route plus an additional surcharge of £275 per pilot.

## Schedule B

### Schedule of Boarding and Landing Charges

#### 1. Out Stations

In addition to the basic pilotage charges, the following charges are payable by every vessel which boards or lands a PLA pilot, other personnel, or goods by pilot boat at the following locations:

Length overall of vessel	North East Spit Warp Dover* Chapmans Anchorage Medway (Little Nore, Sheerness or Garrison Point)	Sunk Felixstowe*
	Per Person / Item £	Per Person / Item £
Up to 100m	386	392
100.01 to 125m	439	467
125.01 to 150m	515	546
150.01 to 175m	592	629
175.01 to 200m	660	701
200.01 to 225m	736	736
225.01 to 250m	814	814
250.01 to 275m	880	880
275.01 to 300m	958	958
300.01 to 350m	1,027	1,027
350.01 to 400m	1,182	1,182
Above 400m	1,360	1,360

**Note:** In addition to the above charges an extra charge may be levied as a fuel related surcharge to take account of prevailing fuel costs.

\***Dover & Felixstowe** boarding or landing will be charged an additional £406.

#### 2. Gravesend

Any act of pilotage which requires boarding or landing in Gravesend Reach, and for which a pilot boat is required, is liable to a fee of £100 plus any fuel surcharge currently in force.

### **3. Other Locations**

Boarding or landing will be charged at cost to PLA, plus an arrangement fee, plus the additional captive time of the pilot. This includes the services of any contractor at locations other than those listed at 1.

## **Schedule C**

### **Schedule of Extra Charges**

#### **ETA & ETD Surcharges**

A surcharge of 50% will be applied for less than the confirmed notice as prescribed from page 9 to 12 and in the Pilotage Directions page 14 to 16.

#### **Variation to Confirmed Orders**

The PLA will allocate pilots in response to a confirmed order. Allocation of the pilot to the agreed Pilot On Board (POB) time will be notified through the PISCES online ordering system.

Once the pilot has been allocated, changes may incur penalties in accordance with the published Detention and Baulk tide / Cancellation charges or loss of provision of service.

#### **Detention (waiting / idle time)**

If a pilot is detained on board or kept waiting ashore for any reason, a detention charge of £274 per pilot, per hour, or part thereof will be levied. This will apply to delays of up to and including three hours (except in the case of Dover boarding which will be two hours) in arrival, sailing, or passage, after which point the pilot may be withdrawn by the PLA requiring a new order to be placed resulting in a Baulk tide charge. Should the pilot be carried outside the seaward limit of compulsory Pilotage, reasonable travel expenses will also be charged.

#### **Baulk tide / Cancellations**

A charge of 100% of the pilotage cost will apply if an allocated pilot leaves base and is not required, or is unable to conduct the vessel for reasons other than of the PLA's making, or a confirmed order is cancelled with less than the confirmed notice as prescribed from page 6 to 9 and in the Pilotage Directions page 14 to 16. If two pilots are required to serve the vessel, then two Baulk tide charges may apply. Any boarding or landing charge that may have been incurred as a result of the pilot's attendance will also be charged as per Schedule B. For vessels which abort mid voyage the appropriate expected Pilot charge in Schedule A will apply including any boarding and landing costs as per Schedule B. Where a Baulk Tide or Cancellation occurs due to the stress of weather in

any form, the surcharge will be reduced to 50% of the Pilotage cost. Any boarding or landing charge will be applied as per Schedule B only where it is incurred.

**Shift (Ships anchoring in the Port of London)**

A fee of £274 per hour, or part thereof, with a minimum charge of 2 hours is payable when a pilot moves a ship from one berth or dock to another. The shift charge will apply from the time the pilot boards the vessel until the pilot returns to base station. This rate shall also apply to repositioning of vessels on the same berth or dock. Multiple movements, including project work will be quoted on application.

**Project Rate**

Where pilots are supplied frequently and regularly to move vessels engaged in project work, an hourly rate will be applied to reflect the exceptional pilot turnaround. As each project is unique, price is therefore upon application.

**Ships Requiring Pilots to Join at Continental or Other Ports**

Shipowners / agents wishing a pilot to board a ship at a continental or distant UK port are liable for a minimum fee of £4,881 per voyage plus £274 per hour, or part thereof, for each hour in excess of 24 hours of time spent on board the ship outside the seaward limit of compulsory pilotage, plus reasonable travel expenses. Should travel arrangements be undertaken by the PLA at the request of and on behalf of the agent / operator, an admin charge will be made as well as costs for the flight and taxi fee to the appropriate UK airport. If for any reason the arrangement is changed or cancelled, the agent / operator will be liable to meet any out of pocket expenses incurred by the PLA.

**Ships Requiring Pilots to Disembark at Continental or Other Ports (Overcarriage)**

Shipowners / agents requiring a pilot to remain on board a ship and proceed to a continental or distant UK port are liable for a detention charge of £274 per hour or part thereof; from the time that the pilot leaves the PLA district aboard the vessel to their arrival back at base station. All repatriation and arrangement costs are to be met by the agent / operator. All arrangements for hotel or transport for Pilots should reflect the Pilots status as a senior marine professional.

**Safe Pilot Access / Egress**

A fee of £706 is payable when a pilot cannot safely board or disembark a vessel at a river terminal and a PLA vessel is required to attend.

### **Administration Charges**

When the PLA performs services which should, more properly, be transacted by the appointed Shipping Agent an administration charge of up to £266 will be raised. Activities which may attract such charges are, for example, those intended to avoid a delay to a vessel in circumstances when the Agent cannot be contacted. This charge also applies when movement, pilotage and PEC notifications are submitted that are not in the correct format or are incomplete, including CERS mandatory reporting data. A tug assessment will also attract this administration charge in addition to the basic applicable pilotage charge.

A lesser charge of £50 is applicable should minor intervention be required as a result of inaccurate booking data being submitted which necessitates telephone clarification.

### **Additional Services**

Additional services, including hire of the Bridge Simulator are available on request from the pilotage department. Please contact the pilotage administration office to discuss individual requirements and receive quotations.

## **Schedule D**

### **Pilotage Exemption Certificate (PEC) Usage Charges**

PEC charges apply to all vessels subject to compulsory pilotage but exempt by reason of being navigated by a pilotage exemption certificate holder.

The charge is applicable to both inward and outward fully exempt voyages but not to part piloted voyages, in which case pilotage in accordance with Schedule A will apply.

<b>Vessel GT</b>	
Up to 5,000 GT	£56
5,001 to 10,000 GT	£69
10,001 to 15,000 GT	£108
15,001 to 25,000 GT	£214
25,001 to 50,000 GT	£252
50,001 to 100,000 GT	£288
Over 100,000 GT	£359

## Schedule E

### Schedule of Pilotage Exemption Charges

An introduction course to the PEC process is available. Attendees will discuss the detail and knowledge required for PEC examinations with an examining Pilot, visit the PCC and obtain study material. Availability is by appointment only via the pilotage administration office.

2-4 candidates per course

£160 per person

A minimum charge of £320 will apply. A fee for the cancellation of a course with less than 10 days' notice or non-attendance will be charged at 100% of the applicable fee.

#### **Pilotage Exemption Certificates (PEC)**

PEC Assessment Acts

see schedule A-C

Boarding and landing charges at the rates set out in Schedule B are payable in addition as are the fees for certificates set out below.

<b>Exemption Certificates</b>	
1. Issue of a certificate without examination for one or more areas of the Port.	£198
2. Issue of a certificate by examination for one area of the Port.	£509
3. Issue of a certificate by examination for two or more areas of the Port.	£715
4. Renewal of a certificate for one or more areas of the Port.	£198
5. Cancellation fee for the cancellation of an examination with less than 10 days' notice or non-attendance.	£509
6. Endorsement of existing certificate (eg. additional ships, areas etc).	£78
7. Simulator Course A charge for the use of the PLA simulator as part of the regulations contained within the Pilotage Directions.	£2,933

## Local Knowledge Endorsement (LKE)

PLA LKE First Assessment	£215
PLA LKE Revalidation	£119
MCA LKE First Assessment	£215
MCA LKE Revalidation	£119

A fee for the cancellation of an assessment with less than 10 days' notice or non-attendance will be charged at 100% of the applicable fee.

## Annual Port Dues<sup>3</sup>

Annual Port Dues are payable for all vessels operating within port limits with a pro-rata charge in whole months for vessels coming on the Thames for the first time or permanently going out of the Thames during the year.

	<b>Per GT</b>
Dumb / Motor / Motor Tank / Crane Barges	£2.98
	<b>Per Vessel</b>
Dredgers	£597
Motor tugs up to 100gt	£298
Motor tugs over 100gt	£597
Work boats	£60
Passenger vessels (day max):-	
12 or under passengers*	£272
13 - 50 passengers	£597
51 - 100 passengers	£1,195
101 - 150 passengers	£1,792
151 - 200 passengers	£2,387
201 - 250 passengers	£2,387
251 - 300 passengers	£2,387
301 - 350 passengers	£2,387
351 - 600 passengers	£2,387
Over 600 passengers	£3,798

\*Registered Charities will be exempt following an application in writing including

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<sup>3</sup> Ships Dues under the Harbours Act 1964.

proof of registered charity status to [charges@pla.co.uk](mailto:charges@pla.co.uk).

The dues payable on a laid-up vessel after the expiry of a sixty-day period of notice will be reduced by 50%, calculated pro rata on a daily basis. The 50% discount applies during the whole period that the vessel remains laid-up. During the sixty-day notice period the full dues will continue to be payable.

Members of the Thames Green Scheme will receive the discounts below on the Annual Port Dues following an approved application to the PLA in writing. Evidence will need to be provided in support of such a claim. The PLA reserves the right to amend this discount at any time.

Bronze 3%, Silver 10%, Gold 15%.

### **Vessels Trading Outside Port Limits**

Vessels based on the Thames which also trade outside port limits shall attract no charge for conservancy, from the date each year on which the vessels first become subject to annual port dues, until such charges for the vessel have accumulated during that year to an amount equal to 100% of the annual port due.

### **Intra-Port Vessel Registration**

PLA General Direction 32 requires all commercial intra-port vessels on the tidal Thames to be registered with the PLA. The vessel Owner or Operator is requested to register all vessels in their fleet via the online portal <https://ipvr.pla.co.uk>.



## GD10 Levy

General Direction 10 prohibits all commercial vessels in the Thames from discharging sewage into the river.

Operators who fall within the scope of the GD10 regulations will be liable to pay the following annual levy unless they can evidence that they have made and are using their own arrangement.

	<b>Per Vessel</b>
Dredger	£600
Motor tugs up to 100gt	£300
Motor tugs over 100gt	£600
Passenger vessels (day max):-	
12 or under passengers	£300
13 - 50 passengers	£600
51 - 100 passengers	£1,200
101 - 150 passengers	£1,800
151 - 600 passengers	£2,400
Over 600 passengers	£3,800

## Projects

A cost recovery agreement needs to be in place between the promoters of all major infrastructure projects and the PLA prior to the PLA incurring any costs. A cost recovery template is available from the PLA on request.

### **Construction, Excavation and Demolition Waste (CE & DW)**

Charges<sup>4</sup> will be levied on the promoters of all major infrastructure projects using vessels moving CE & DW at a rate of £0.26 per tonne of cargo. This charge is applicable to all new major infrastructure projects.

### **Pilotage**

Where pilots are supplied frequently and regularly to move vessels engaged in project work, an hourly rate will be applied to reflect the exceptional pilot turnaround. As each project is unique, price is therefore upon application.

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<sup>4</sup> Goods Dues under the Harbours Act 1964.

## **Bunkering Supply Services**

Bunkering services supplied within port limits are subject to all applicable tariff charges.

Bunkering services supplied outside port limits but within the PLA's VTS control zone will be subject to charges as agreed in advance upon application to the PLA's Finance Department.

## **Use of PLA Anchorages**

Any vessel arriving in PLA port limits to only use anchorages or wishing to remain at anchorages for an extended period may be charged a mooring fee. Price on application. For the avoidance of doubt anchoring in the ordinary course of navigation will not incur a mooring fee.

## **Cruise Moorings**

London Cruise and Yacht (a partnership between MBNA Thames Clippers and the Port of Tilbury) hold the contract with the Port of London Authority to manage the London cruise moorings at Greenwich Ship Tier, Tower Bridge Upper and George Stairs Tier.

All services associated with the moorings (including mooring / unmooring, refuse, black water, grey water and fresh water) should be arranged through them. Please note that such services should be booked a minimum of 48 hours prior to the ships arrival and for any cancellations post this period a cancellation fee will apply. Occupants of these moorings are obligated to adhere to the Port of London Authority terms and conditions and Byelaws for the use of these facilities.

For bookings and further details please contact Russ Calver, Cruise Manager on: +44(0)1375 852360 or email: [Russ.Calver@potll.com](mailto:Russ.Calver@potll.com)

## Vessel Survey Inspection Fees

The PLA is required by its Act of Parliament to regulate, through inspection, all commercial (Inland Waterways) vessels, which are not certificated under Merchant Shipping legislation or by another recognised navigational authority. These inspections and services attract associated charges, as identified below.

**Manned Vessel Inspections - Table 1**

	<b>In Water Inspection £</b>	<b>Interim Owner Sign-offs £</b>
<b>Motor Tug:</b>		
Up to 50gt	453	
Over 50gt	577	
<b>Passenger Boat / Workboat:</b>		
Under 6m	301	115
6m up to 15m	337	115
15m up to 24m	428	115
Over 24m	499	115

**Note:** All Powered Vessels require an Out of Water Inspection (charged separately) prior to an initial Certificate of Survey being issued, plus subsequent Out of Water Inspections at the various intervals listed in Table 3.

**Tonnage-based Vessel Inspections - Table 2**

<b>Annual Charges:</b>	<b>Per Tonne</b>
Motor Barge	£3.37
Motor Tank Barge	£3.74
Oil Storage Barge	£1.90
<b>Biennial Charges:</b>	<b>Per Tonne</b>
Collar Barge	£2.49
Dumb Barge	£3.12
A minimum charge of £303 will apply to all dumb vessels.	
A minimum charge of £428 will apply to all motor barges.	

### **Out of Water Hull Inspection Charges**

All PLA licensed vessels are required to have out of water hull inspections along with the corresponding in water inspections prior to an initial Certificate of Survey being issued, plus at subsequent intervals as set out below.

Hull inspections are charged at the standard Marine Surveyor hourly rate with a minimum charge of 2 hours.

### **Out of Water Hull Inspection Schedules – Table 3**

<b>Vessel Type</b>	<b>Period of Out of Water Inspections</b>
Powered Vessels of Timber Construction	3 years
Powered Vessels, other than those of Timber Construction	5 years
Dumb Barges, Crane Barges & Civil Engineering Barges	6 years
Collar Barges, Finger Pontoons & Mooring Barges	10 years

### **Remedial Inspection Charge**

Where there are a number of failings and items outstanding following the completion of an inspection or a remedial declaration has not been returned within three months, a subsequent remedial inspection may be required in order to verify that the necessary work has been undertaken to the satisfaction of the PLA Marine Surveyor (or their representative) and that the vessel meets the required standard. The charges for remedial inspections are 100% of the original inspection charge.

### **Marine Surveyors Hourly Rate**

An hourly rate of £130 will be levied for the provision of all other surveys, inspections, and additional administrative time whereby the defects identified during an inspection are so extensive that they require comprehensive reports to be written. This charge will also apply to heel and freeboard tests or any other such assessment.

Advisory and consultancy work undertaken by PLA Marine Surveyors which does not fall within the scope of the above survey schedules will also be charged at the same rate per hour or part thereof. The hourly rate will apply to all travel, inspection, administration, and report writing time associated with the service provided.

Overseas visits will be levied at a rate of £164 per hour.

## **Travel Time**

Travel time will be charged at £92 per hour, with a minimum of one hour for all surveys away from Denton Wharf, this will be capped at a maximum of 4 hours within the tidal Thames corridor, outside of this area there is no maximum. Any extra costs, such as parking, ferries or flights, will be passed on to the customer.

**Ship Towing Licensing Charge** (Byelaw 13 – Vessel Licensing Byelaws 2014)  
All Ship Towing Tugs in use on the Thames must hold a PLA Ship Towing Licence, regardless of any other certification. The inspection and issue of an Issue of Ship Towing Licence by the Harbourmaster will be charged at £393.

***Note:** Ship towing tugs licensed and inspected as a Tug by the PLA (rather than the Maritime & Coastguard Agency, another Flag State or other issuing authority recognised by the PLA) will be inspected as part of their annual PLA survey and will be subject to the charges detailed in Table 1.*

**Certificate of Compliance Charge** (Byelaw 16 - Thames Byelaws 2012)  
All vessels wishing to exceed the mandatory 12 knot speed limit between Margaretness & Wandsworth must undergo an annual assessment process by the Harbourmaster in order to obtain the certificate. Issue and renewal of a Certificate of Compliance by the Harbourmaster will be charged at £218.

***Note:** Applications for the first issue of a Certificate of Compliance to a vessel not previously assessed will require an inspection by the Marine Surveyors which will be subject to the hourly rate and travel charges detailed below, with a minimum charge of one hour.*

## **Human-Powered Vessel Self-Declaration Scheme**

All Human-Powered vessels in commercial use on the Thames must be licensed by the PLA. In order to apply for a fleet licence, the operator must submit a Human-Powered Vessel Self-Declaration for assessment by the Harbour Master. Processing of Human-Powered Vessel Self-Declaration will be charged at £94.

***Note:** A separate charge applies for the issue of a fleet licence through the Vessel Licensing team.*

## **Other Services**

### **Marine Services**

Based at Denton Wharf in Gravesend Reach, Marine Services operate a fleet of vessels providing mooring installation and maintenance, salvage capability, diving services and oil pollution response. The facilities at Denton Wharf can be used for load out, lift out of vessels and for short term storage. Marine equipment is available for hire including gear, tackle, buoys, anchors, sinkers, lights, and flags.

Throughout the river, moorings are available for hire on a long- or short-term basis.

For rates and quotations for work please contact the Marine Services office on: +44(0)1474 562444

### **Hydrographic Services**

The PLA Hydrographic Service provides a wide range of services to river users including charts, tidal data, surveys, and digital sounding data. Further details can be found on our website at: [www.pla.co.uk/hydrohomepage](http://www.pla.co.uk/hydrohomepage)

Charts and Tide Tables can be purchased from the PLA Shop at: [www.pla.co.uk/About-Us/Shop](http://www.pla.co.uk/About-Us/Shop)

For commercial enquiries please contact: [Hydro.Commercial@pla.co.uk](mailto:Hydro.Commercial@pla.co.uk)

### **Harbour Services**

Charges will be made for the supply of Harbour Service Launches, when they are required, for attendance at special operations or river events. These charges will reflect the costs incurred by the PLA for providing the Harbour Service Launches and are obtainable from the Harbour Master.

### **Event Support**

A charge may be made for any PLA support required for the staging of a public event on or by the river, based upon the nature and extent of the PLA input required. Organisers of such events are recommended to discuss the level and basis for charging with the PLA at an early stage in the planning process.

### **Notices to Mariners**

When the nature of a river work or event necessitates the issue of a Notice to Mariners, this will be produced and circulated by the PLA at a cost to the

applicant / event organiser at a standard rate, irrespective of the area of River affected.

There is a minimum notice period of at least 16 days in such circumstances. Applicants should note that a 50% surcharge will be applied to these charges when less than the minimum period of notice is given to the PLA at the discretion of the Harbour Master.

<b>Area Covered:</b>	
Upper River	£700
Middle River	£700
Lower River & Estuary	£700
Two or more Areas or Port-wide	£850

### **Regulatory Publications**

All PLA regulatory publications, such as the Thames Byelaws and General Directions for Navigation in the Port of London as well as a variety of Codes of Practice and guidance documents are available to download free of charge from the PLA website.

### **Foreshore Permits**

It is an offence to dig on the foreshore without a permit. For further details of how to obtain a foreshore permit please go to [www.pla.co.uk/thames-foreshore-permits](http://www.pla.co.uk/thames-foreshore-permits).

Annual standard permits are £40 (including VAT) and Creative Permits are £100 (including VAT). Payment must be provided when the application is made.

### **Filming and Photography**

All filming and commercial photography on the tidal Thames, either on the foreshore or afloat, requires a PLA licence. Charges will vary, depending on the need complexity of each event, for example the need for safety measures to be put in place. More complex filming, for example involving drones, lighting effects with the potential to impact safety of navigation, or the closure of the river, will incur higher rates.

Further details can be found on our website [www.pla.co.uk/filming-photography-and-events-tidal-thames](http://www.pla.co.uk/filming-photography-and-events-tidal-thames) or contact [filming@pla.co.uk](mailto:filming@pla.co.uk).

## Advertising on Passenger Vessels

The use of banners or other advertising on passenger boats is subject to a charge, per square metre.

There is no charge for “corporate” banners displayed land-side of a vessel, as a means of identification for passengers during embarkation. These must be removed prior to departure. Failure to do so will incur charges.

House flags not exceeding 1m x 1m are also exempt from a charge.

Further details can be found on our website [www.pla.co.uk/filming-photography-and-events-tidal-thames](http://www.pla.co.uk/filming-photography-and-events-tidal-thames) or contact [filming@pla.co.uk](mailto:filming@pla.co.uk).

## Commercial and Promotional Events

For safety reasons, the organisers of all product launches and all other commercial promotional events involving the river must contact the PLA six weeks in advance, so we can approve their plans.

This also applies to the organisers of lobbying or events in support of charitable or political causes.

Charges are levied on a case-by-case basis, by agreement with our Corporate Affairs team. [www.pla.co.uk/contact-us](http://www.pla.co.uk/contact-us)

## Use of Richmond Lock

Charges made pursuant to Section 26 of the Port of London Act 1968 (as amended).

	<b>Per Return Trip (on the same day)</b>	<b>Annual Lock Pass (per named vessel)</b>
Non-Commercial vessels	£12	
Commercial vessels	£19	£973
Trading Barges (or tugs towing them)	£0	
Use of the Boat Rollers	£0	

## Drying Out Facilities

Strand-on-the-Green Grid	£76 per 24 hours or part thereof
Isleworth Drawdock:	
Full length	£76 per 24 hours or part thereof
Half-length	£49 per 24 hours or part thereof



## **Licence Charges**

The Port of London Act 1968 (as amended) authorises the making of charges for services provided including the processing and determination of Licence applications and other professional activities.

The PLA reserves the right to review these fees and charges following any delegation of powers to the Authority to determine applications under the Marine and Coastal Access Act 2009.

**The levels of fees are set out below and are subject to Value Added Tax at the appropriate rate.**

Please include the appropriate fee with all applications to avoid undue delays. Applications will not be validated until payment has been received.

### **Vessel Licensing**

Application for a vessel licence (accompanied by an appropriate up-to-date survey certificate) is £99 plus VAT.

### **River Works Licences**

River Works Licence fees will be increased by 3.41% in line with October RPI unless otherwise stated within the licence.

### **River Works Licence Applications**

The application fee is based on the area of the Works below mean high water. All proposals: £322 per 10m<sup>2</sup> or part (maximum £50,000).

### **Temporary River Works Licence Applications**

Simple temporary river works and demolition applications: £543.

The PLA reserves the right to charge in accordance with the River Works Licence Application fee for complex cases.

### **Other Applications**

Minor nonmaterial variations, extensions of time, discharge of conditions, retentions, assignments, and cancellations: £250.

For complex temporary works, the PLA reserves the right to charge in accordance with the River Works Licence Application Fee.

Request for confirmation that conditions attached to a River Works Licence have been complied with: £102.

In addition to the application processing fee a charge will be made for the period

of time that the works are in place. This charge will be made in accordance with the charges for use of PLA premises.

## Dredging Licence Applications

### 1. Maintenance Dredging

Quantity to be dredged (m <sup>3</sup> )	Standard fee	Designated area supplement (<5km from SPA/SAC or <2km from SSSI/MCZ)	3 year licence Supplement
Up to 10,000	£830	£514	£501
10,001 - 125,000	£2,084	£1,038	£1,038
Over 125,000	£4,184	£1,038	£1,038

### 2. Capital Dredging

Quantity to be dredged (m <sup>3</sup> )	Standard fee	Designated area supplement (<5km from SPA/SAC or <2km from SSSI/MCZ)
Up to 20,000	£1,157	£573
20,001 - 99,999	£2,339	£1,134
100,000 - 200,000	£4,465	£1,648
Over 200,000	£11,065	£2,268

### 3. Other Applications

Variations and de minimus dredge: £573

### 4. Sample Plans

The PLA reserves the right to charge for the preparation of sample plans.

## Discretionary Charging

Urgent applications to be processed ahead of standard timeframes will be dealt with by means of an expedited process at the discretion of the relevant Officer and subject to the payment of an additional administration fee of £5,085.

Where the PLA is required to raise an invoice due to an incorrect fee paid by an applicant or an applicant not using an automated payment method, an additional charge of £150 may be included to cover administration costs.

### Pre-Application Advice

As part of its statutory duty the PLA will offer free initial advice and guidance to all who are considering works / developments in, over, under the river. Thereafter, a charge will be made on the following basis:

Proposal	Written Advice	Meeting with PLA Officers
Any development with an estimated construction cost of less than £500,000	£119	£215 per hr
Commercial Development:		
(a) Construction value £500,000 - £1m	£167	£257 per hr
(b) Construction value £1,000,001 - £5m	£215	£305 per hr
(c) Construction value in excess of £5m	£257	£365 per hr
Promotion of any commercial event, stunt or procession	£215	£215 per hr

### Property Related Search Fees

Completion of PLA Standard Questionnaire	£509 per site
Additional information	by arrangement
Copies of plans, search and production costs (minimum charge £54 per plan)	£71 per hr

The fee will be payable regardless of whether the area of search is located on PLA land or other land ownerships.

### Duplicate Licence

A copy of a Licence already issued will be provided upon payment of a £71 fee.

### Determination of River Works Licence Considerations (Surveyor fee)

Value of Assessment	Fee
First £500	30%
Next £2,000	20%
Next £5,000	10%
Remainder	5%
A minimum charge of £115 + VAT applies.	

### Notes:

1) *In the event of the appointment by the PLA of external surveyors,*

*engineers or other experts, fees based on the full cost of the experts' services will be chargeable including any VAT not recoverable by the PLA. Upon request an estimate of the fees will be given to the applicant in advance.*

- 2) *An indicative River Works Licence assessment will be quoted upon request, but it shall not be binding on the PLA, nor will it imply that a River Works Licence will be issued by the PLA.*

### **Houseboats**

The London wide notional gross mooring fee for 2025 is £626 excluding VAT per linear metre\*, per annum. To be reviewed on an annual basis.

### **End of Garden Mooring**

£105 per linear metre excluding VAT. To be reviewed on an annual basis.

### **Navigational Licence**

Where the PLA does not own the riverbed, it charges a Navigational Licence fee in respect of river works. This is £415 per annum plus VAT.

### **Telecommunications**

A fee will be levied to recover costs incurred attending sites, including accompanied site visits. Such fees will be made available upon application to the Estates Department.

### **Temporary River Works Licence**

Scaffolding	£50 per day plus VAT
Use of Crane Barge	£45 per day plus VAT
Over Sailing Rights	£32 per day plus VAT
Access to Foreshore Permit	£94 per event plus VAT

All other Temporary River Works Licence Fees are available on application.

## Throughput Occupation Charges

(Port of London Act 1968 (S67) Cargo Handling)

<b>Rate A</b>	
Oil and Oil Storage:	<b>£</b>
First 2m tonnes	0.0467
Next 3m tonnes	0.0317
Next 3m tonnes	0.0245
Remainder	0.0231
<b>Rate B</b>	
Non-oil cargoes (Forest Products, Grain, Metals, Edible Oil, Sugar, Vehicles, Coal, Aggregates, Cement, Containerised & General Cargo):	<b>£</b>
First 500,000 tonnes	0.0586
Next 500,000 tonnes	0.0487
Next 1,000,000 tonnes	0.0382
Remainder	0.0285

### Use of PLA Premises

The following fees are for processing an application for the use of PLA premises. All legal fees and costs are additional.

<b>Application for lease or licence of PLA premises:</b>	
Yearly rent not exceeding £10,000	£2,507
Yearly rent over £10,000	£3,104
<b>Application for licence to install and use equipment at PLA mast sites (including variation to an existing installation)</b>	
	£2,507
<b>Application for temporary use of PLA premises:</b>	
For a period of time involving works	£686
Casual use for a one-off event	price upon application

### Notes:

- 1) *In the event of the appointment by the PLA of external surveyors, engineers or other experts, fees based on the full cost of the experts'*

*services will be chargeable including any VAT not recoverable by the PLA. Upon request an approximation of the fees will be given to the applicant in advance.*

- 2) *Fees exclude any rent or consideration due under the determination.*

### **Supply of Electricity**

If the PLA arranges electrical installations in tenants' premises, a tariff rate will be charged.

## PLA Contact Information

<b>Website</b>	www.pla.co.uk	
<b>London River House</b> Royal Pier Road, Gravesend, Kent, DA12 2BG	Telephone	+44 (0)1474 562200
<b>Charges Department</b> Charges@pla.co.uk To make payment AR@pla.co.uk	Telephone Telephone Telephone	+44 (0)1474 562293 +44 (0)1474 562261 +44 (0)1474 562235
<b>Pilotage Administration</b>	Telephone	+44 (0)1474 562362
<b>Pilotage Operations</b> Port Control Centre, Gravesend	Telephone	+44 (0)1474 562215
<b>Navigational Publications</b>	Telephone	+44 (0)1474 562205
<b>Marine Surveyor</b>	Telephone	+44 (0)1474 562441
<b>Statutory Consents and Compliance</b>	Telephone	+44 (0)1474 562295
<b>Hydrographic Service</b>	Telephone	+44 (0)1474 562207
<b>Marine Services (including TOSCA) Denton Wharf</b> Mark Lane, Gravesend, Kent, DA12 2QB	Telephone	+44 (0)1474 562444
<b>Estates Department</b>	Telephone	+44 (0)1474 562505
<b>Environment Department</b>	Telephone	+44 (0)1474 562223

Published by:  
**Port of London Authority**  
London River House  
Royal Pier Road  
Gravesend, Kent DA12 2BG  
Telephone +44 (0) 1474 562200  
[www.pla.co.uk](http://www.pla.co.uk)