

Port of London Authority Charges 2026



Contents

	Page
Introduction	3
Statutory Basis for Charging	3
Payment Terms	4
Interest and Debt Recovery	5
VAT	5
Tonnage for Charges Purposes	5
Additional Charges	5
Seafarer Wages Act 2023	6
Conservancy Charges on Vessels	7
Conservancy Charges on Cargo	8
T.O.S.C.A Charges	8
Pilotage Charges	9
Local Knowledge Endorsement	22
Annual Port Dues	22
Major Projects	23
Bunkering Supply Services	24
Use of PLA Anchorages	24
Cruise Moorings	24
Vessel Survey Inspection Fees	25
Other Services	
Marine Services	28
Hydrographic Services	28
Harbour Services	28
Event Support	29
Notices to Mariners	29
Regulatory Publications	29
Foreshore Permits	29
Filming and Photography	29
Commercial and Promotional Events	30
Use of Richmond Lock	30
Drying Out Facilities	31
Licence Charges	31
Use of PLA Premises	35
PLA Contact Information	37

PORT OF LONDON AUTHORITY CHARGES 2026

Introduction

This publication entitled “*Port of London Authority Charges 2026*” comes into effect on the 1st January 2026 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 2025*” which will, on and after 1st January 2026, 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 2026*” (“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 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 2026*" 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 Vessels¹

1 Estuary charge applicable to all vessel arrivals from outside PLA port limits	Per GT	
	Non-LNG	LNG*
Up to 3,000 GT	£0.020	£0.054
3,001 to 10,000 GT	£0.021	£0.059
10,001 to 55,000 GT	£0.022	£0.062
55,001 to 100,000 GT	£0.023	£0.066
Over 100,000 GT	£0.029	£0.084
*LNG - Liquid Natural Gas carrier		
2 Conservancy charge applicable to vessels discharging / loading within PLA port limits (In addition to the Estuary charge)	Per GT	
Class I - All vessels other than Class II:		
Up to 3,000 GT	£0.049	
3,001 to 10,000 GT	£0.115	
10,001 to 55,000 GT	£0.214	
Over 55,000 GT	£0.310	
Class II - Ro-Ro vessels:		
Up to 10,000 GT	£0.016	
10,001 to 25,000 GT	£0.026	
Over 25,000 GT	£0.050	
Cruise vessels:	£0.070	

A minimum charge of £37.00 (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.

¹ Ships Dues under the Harbours Act 1964.

Conservancy Charges on Cargo²

1 Goods other than containers / trailers	Per Tonne
a Mineral oils and products of their distillation; bituminous substances, mineral waxes, hydrogen based products:	£0.330
b All other goods	£0.221
2 Containers	Per Unit
Up to 20'	£2.56
Up to 30'	£3.73
Up to 40'	£4.30
Up to 45'	£4.30
Over 45'	£12.46
3 Trailers	Per Unit £3.43
4 Overdue Manifest Administration Fee	Per Manifest, Per Month
An administration charge on all manifests not received within 72 hours of the vessel arriving or leaving PLA limits.	£127

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 Charges²

Additional Conservancy Charge on specific oil.

Description of Goods	Per Tonne
1. Mineral Oils (excluding petroleum coke and similar products)	£0.046
2. Animal / Vegetable Oils	£0.022

² 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 11m 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 1st January 2026.

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)	
Oil Tankers and Gas Carriers*	
Vessels arriving or departing from Terminals East of Gravesend	
200m LOA or more, or 11m Draught or more (requires 1 Pilot)	£1,567
225m LOA or more, and 12.5m Draught or more (requires 2 Pilots)	£2,464
Vessels arriving or departing from Terminals West of Gravesend (Specialist Pilot to board at the Warp Pilot station)	
200m LOA or more, or 11m Draught or more (requires 1 Pilot)	£1,567
Above 226m LOA, and/or a Draught of 11.9m or more (requires 2 Pilots)	£2,464
Container Ships	
Above 345m LOA (requires 2 Pilots)	£2,464
Cruise Ships	
Above 200m LOA (requires 2 Pilots)	£2,464

* For the provision on Pilotage Services to a Liquefied Natural Gas Tanker, there will be an additional charge of £7,885 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	255.01 to 295	295.01 to 335	335.01 to 375	375.01 to 390	Above 390
NE Spit*	Oil / LGW	£797	£1,189	£1,772	£2,454	£3,101	£3,782	£4,635	£5,656	£8,040	£8,928
NE Spit*	Warps	£725	£1,078	£1,611	£2,231	£2,819	£3,439	£4,213	£5,142	£7,311	£8,116
NE Spit*	Gravesend	£725	£1,078	£1,611	£2,231	£2,819	£3,439	£4,213	£5,142	£7,311	£8,116
NE Spit*	Sector A	£1,088	£1,618	£2,416	£3,346	£4,230	£5,159	£6,319	£7,713	£10,966	£12,174
Sunk	Oil / LGW	£1,014	£1,511	£2,255	£3,122	£3,948	£4,814	£5,898	£7,199	£10,235	£11,362
Sunk	Warps	£979	£1,457	£2,175	£3,010	£3,805	£4,643	£5,687	£6,942	£9,869	£10,956
Sunk	Gravesend	£979	£1,457	£2,175	£3,010	£3,805	£4,643	£5,687	£6,942	£9,869	£10,956
Sunk	Sector A	£1,342	£1,997	£2,980	£4,125	£5,216	£6,363	£7,793	£9,513	£13,524	£15,014
Warps	Oil / LGW	£581	£863	£1,289	£1,784	£2,255	£2,751	£3,369	£4,114	£5,848	£6,493
Warps	Gravesend	£543	£810	£1,208	£1,672	£2,115	£2,579	£3,160	£3,856	£5,483	£6,087
Warps	Sector A	£906	£1,350	£2,013	£2,787	£3,526	£4,299	£5,266	£6,427	£9,138	£10,145
Medway	Gravesend	£543	£810	£1,208	£1,672	£2,115	£2,579	£3,160	£3,856	£5,483	£6,087
Medway	Sector A	£906	£1,350	£2,013	£2,787	£3,526	£4,299	£5,266	£6,427	£9,138	£10,145
Oil / LGW	Garr Pt	£581	£863	£1,289	£1,784	£2,255	£2,751	£3,369	£4,114	£5,848	£6,493
Oil / LGW	Gravesend	£543	£810	£1,208	£1,672	£2,115	£2,579	£3,160	£3,856	£5,483	£6,087
Oil / LGW	Sector A	£906	£1,350	£2,013	£2,787	£3,526	£4,299	£5,266	£6,427	£9,138	£10,145
Gravesend	Sector A	£363	£540	£805	£1,115	£1,411	£1,720	£2,106	£2,571	£3,655	£4,058
Gravesend	Sector B	£543	£810	£1,208	£1,672	£2,115	£2,579	£3,160	£3,856	£5,483	£6,087
Gravesend	Sector C	£725	£1,078	£1,611	£2,231	£2,819	£3,439	£4,213	£5,142	£7,311	£8,116
Gravesend	Sector D	£797	£1,189	£1,772	£2,454	£3,101	£3,782	£4,635	£5,656	£8,040	£8,928

* The Sunk tariff will apply to vessels using the Long Sand Head route plus an additional surcharge of £285 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	£401	£407
100.01 to 125m	£456	£485
125.01 to 150m	£535	£567
150.01 to 175m	£614	£653
175.01 to 200m	£685	£728
200.01 to 225m	£764	£764
225.01 to 250m	£845	£845
250.01 to 275m	£913	£913
275.01 to 300m	£994	£994
300.01 to 350m	£1,066	£1,066
350.01 to 400m	£1,227	£1,227
Above 400m	£1,412	£1,412

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 £422.

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 £104 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 £284 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 9 to 12 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 £284 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 £5,066 per voyage plus £284 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 £284 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 £733 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 £276 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 £52 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.

Vessel GT	
Up to 5,000 GT	£58
5,001 to 10,000 GT	£72
10,001 to 15,000 GT	£112
15,001 to 25,000 GT	£222
25,001 to 50,000 GT	£262
50,001 to 100,000 GT	£299
Over 100,000 GT	£373

Local Knowledge Endorsement (LKE)

PLA LKE First Assessment	£223
PLA LKE Revalidation	£124
MCA LKE First Assessment	£223
MCA LKE Revalidation	£124

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 Dues³

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.

	Per GT
Dumb / Motor / Motor Tank / Crane Barges	£3.09
	Per Vessel
Dredgers	£620
Motor tugs up to 100gt	£309
Motor tugs over 100gt	£620
Work boats	£62
Passenger vessels (day max):-	
12 or under passengers*	£282
13 - 50 passengers	£620
51 - 100 passengers	£1,240
101 - 150 passengers	£1,860
151 - 200 passengers	£2,478
201 - 250 passengers	£2,478
251 - 300 passengers	£2,478
301 - 350 passengers	£2,478
351 - 600 passengers	£2,478
Over 600 passengers	£3,942

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

³ Ships Dues under the Harbours Act 1964.

proof of registered charity status to 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>.

Major Projects

For all major projects promoted through Development Consent Order, Transport and Works Act Order, Harbour Empowerment Order or Parliamentary Act, the PLA will seek from scheme promoters the payment of costs of both external professional fees incurred by the PLA of legal or other specialised advice and an hourly rate for the provision of technical advice and expertise of PLA Officers. An appropriate cost recovery agreement needs to be in place between scheme promoters and the PLA prior to the PLA incurring any costs, so engagement and agreement prior to any substantive pre-application discussions is strongly recommended. A cost recovery template is available from the PLA on request.

Construction, Excavation and Demolition Waste (CE & DW)

Charges⁴ will be levied on the promoters of all major infrastructure projects using vessels moving CE & DW at a rate of £0.27 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.

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

⁴ Goods Dues under the Harbours Act 1964.

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

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		
	In Water Inspection	Interim Owner Sign-offs
Motor Tug:		
Up to 50gt	£470	
Over 50gt	£599	
Passenger Boat / Workboat:		
Under 6m	£312	£119
6m up to 15m	£350	£119
15m up to 24m	£444	£119
Over 24m	£518	£119

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

Annual Charges:	Per Tonne
Motor Barge	£3.50
Motor Tank Barge	£3.88
Oil Storage Barge	£1.97
Biennial Charges:	Per Tonne
Collar Barge	£2.58
Dumb Barge	£3.24

A minimum charge of £315 will apply to all dumb vessels.
A minimum charge of £444 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

Vessel Type	Period of Out of Water Inspections
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 £135 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 £170 per hour.

Travel Time

Travel time will be charged at £95 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 Towage Licensing Charge (Byelaw 13 – Vessel Licensing Byelaws 2014)
All Ship Towage Tugs in use on the Thames must hold a PLA Ship Towage Licence, regardless of any other certification. The inspection and issue of an Issue of Ship Towage Licence by the Harbourmaster will be charged at £408.

Note: *Ship towage 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 £226.

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 £98.

***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

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

For commercial enquiries please contact: 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.

Area Covered:	
Upper River	£725
Middle River	£725
Lower River & Estuary	£725
Two or more Areas or Port-wide	£880

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.

Annual standard permits are £42 (including VAT) and Creative Permits are £104 (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 permit. 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 or contact 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 or contact 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.

Further details can be found on our website www.pla.co.uk/filming-photography-and-events-tidal-thames or contact filming@pla.co.uk.

Use of Richmond Lock

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

	Per Return Trip (on the same day)	Annual Lock Pass (per named vessel)
Non-Commercial vessels	£5	
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	£79 per 24 hours or part thereof
Isleworth Drawdock:	
Full length	£79 per 24 hours or part thereof
Half-length	£51 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 £103 plus VAT.

River Works Licences

River Works Licence fees will be increased by 4.27% 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: £334 per 10m² or part (maximum £50,000).

Temporary River Works Licence Applications

Simple temporary river works and demolition applications: £564.

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

Other Applications

Minor non-material variations, e-mail consents, extensions of time, discharge of conditions, assignments, and cancellations: £260

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: £106.

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 (m³)	Standard fee	Designated area supplement (<5km from SPA/SAC or <2km from SSSI/MCZ)	3 year licence Supplement
Up to 10,000	£862	£534	£520
10,001 - 125,000	£2,163	£1,077	£1,077
Over 125,000	£4,343	£1,077	£1,077

2. Capital Dredging

Quantity to be dredged (m³)	Standard fee	Designated area supplement (<5km from SPA/SAC or <2km from SSSI/MCZ)
Up to 20,000	£1,201	£595
20,001 - 99,999	£2,428	£1,177
100,000 - 200,000	£4,635	£1,711
Over 200,000	£11,485	£2,354

3. Other Applications

Variations and de minimus dredge: £595

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 £5,278.

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 £156 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. Further, more detailed, advice will be charged at the relevant applicable hourly rate.

Property Related Search Fees

Completion of PLA Standard Questionnaire	£528 per site
Additional information	by arrangement
Copies of plans, search and production costs (minimum charge £56 per plan)	£74 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 £74 fee.

Determination of River Works Licence Considerations (Estates Department Administration Fee)

Value of Assessment	Fee
First £500	30%
Next £2,000	20%
Next £5,000	10%
Remainder	5%
A minimum charge of £120 + 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 can be provided at the PLA's discretion 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 2026 is £661 excluding VAT per linear metre*, per annum. To be reviewed on an annual basis.

End of Garden Mooring

The rates for River Works Licences for private end of garden moorings from 1st April 2026 will be £110 per linear meter for the single all-in rate for a pontoon and associated facilities.

Where there are some facilities but no pontoon the charges will be as follows:

Ladders	£33.26 per ladder
Travellers	£41.57 per traveller
Mooring Pile	£83.15 per pile
Guide Pile	£41.57 per pile
Access Steps	£33.26 per stair
Chain	£41.57 per chain
Anchors	£83.15 per anchor
Slipways	£11.64 per square metre
Mooring Buoy	£166.30 per buoy

All the above rates are on a per annum basis, subject to VAT and only relate to this type of river works licence.

Telecommunications

A fee will be levied to recover costs incurred for administration of booking in site visits for tenants and licensees, attending sites for the purpose of tenants and licensees and any accompanied site visits. Such fees will be made available upon application to the Estates Department.

Temporary River Works Licence

Scaffolding	£52 per day plus VAT
Use of Crane Barge	£47 per day plus VAT
Over Sailing Rights	£33 per day plus VAT
Access to Foreshore Permit	£98 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)

Rate A	
Oil and Oil Storage:	
First 2m tonnes	£0.0485
Next 3m tonnes	£0.0329
Next 3m tonnes	£0.0254
Remainder	£0.0240
Rate B	
Non-oil cargoes (Forest Products, Grain, Metals, Edible Oil, Sugar, Vehicles, Coal, Aggregates, Cement, Containerised & General Cargo):	
First 500,000 tonnes	£0.0608
Next 500,000 tonnes	£0.0506
Next 1,000,000 tonnes	£0.0397
Remainder	£0.0296

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.

Application for lease or licence of PLA premises:	
Yearly rent not exceeding £10,000	£2,602
Yearly rent over £10,000	£3,222
Application for licence to install and use equipment at PLA mast sites (including variation to an existing installation)	
	£2,602
Application for temporary use of PLA premises:	
For a period of time involving works	£712
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 a tenant or licensee requires electricity and the PLA agrees to provide a connection from its own supply, the following terms will apply:

- **Consumption** – The tenant or licensee will be responsible for the cost of all electricity consumed charged at the tariff applied by the PLA.
- **Sub-Metering** – Where a separate sub meter is required the cost of its purchase, installation, continuing maintenance, and any future replacement will be the responsibility of the tenant or licensee.
- **Administration** – An administration fee will be levied in respect of managing the electricity supply and the recovery of any associated costs.
- **No Guarantee of Supply** - The PLA will not guarantee continuity of supply and will not accept any liability for any interruption or failure to supply electricity.

PLA Contact Information

Website		www.pla.co.uk
London River House Royal Pier Road, Gravesend, Kent, DA12 2BG	Telephone	+44 (0)1474 562200
Charges Department <i>PLA.Charges@pla.co.uk</i> To make payment <i>AR@pla.co.uk</i>	Telephone Telephone Telephone	+44 (0)1474 562293 +44 (0)1474 562261 +44 (0)1474 562235
Pilotage Administration	Telephone	+44 (0)1474 562362
Head of Port Coordination	Telephone	+44 (0)1474 562213
Navigational Publications	Telephone	+44 (0)1474 562205
Marine Surveyor	Telephone	+44 (0)1474 562441
Statutory Consents and Compliance	Telephone	+44 (0)1474 562295
Hydrographic Service	Telephone	+44 (0)1474 562207
Marine Services (including TOSCA) Denton Wharf Mark Lane, Gravesend, Kent, DA12 2QB	Telephone	+44 (0)1474 562444
Estates Department	Telephone Email	+44 (0)1474 562505 estates@pla.co.uk
Estates Department - Temporary Licencing Team	Email	temp.lic@pla.co.uk
Environment Department	Telephone	+44 (0)1474 562223

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