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Schedule of Charges, Terms & Conditions 2026

The KING'S LYNN CONSERVANCY BOARD (KLCB) as the Port and Harbour Authority and in pursuance and execution of the power vested in the Board by King's Lynn Conservancy Board Acts 1897 - 2001 and Harbours Act 1964, hereby make the following dues rates and other charges payable to the Board in accordance with the following Regulations and Conditions, **from 0001 hours on the 1st June 2026** :-

DUES ON VESSELS 2026.

CONSERVANCY DUES.

On Vessels with cargo or engaged in works per transit 78p. Per tonne of the Gross Tonnage. (Minimum charge £25.00).

ROARING MIDDLE LIGHT DUES.

By every vessel and craft passing and deriving benefit from the Roaring Middle Floating light in the Wash, inwards except ships unladen or in ballast: 7p per ton or part of a ton of the Gross Tonnage.

By every vessel and craft passing and deriving benefit from the Roaring Middle Floating light in the Wash, outwards except ships unladen or in ballast: 7p per tonne or part of a tonne of the Gross Tonnage.

KING'S LYNN CONSERVANCY BOARD LEVY.

On arrival within the statutory limits of the King's Lynn Conservancy Board, all commercial vessels will pay the KLCB Levy at a rate of £62.72 per vessel.

This levy is for facilities, training and fees required by recent legislation (ISPS), (OPRC), (PMSC) & (WBC).

DUES ON GOODS.

- (a) On all goods other than those in (b), 79p per metric tonne or part of a tonne of gross weight. Shipped, transhipped or unshipped in any part of the Statutory Port of King's Lynn. (Minimum Invoice Charge £25.00).
- (b) On all goods which are electrical component project cargoes £2.79 per metric tonne or part of a tonne of gross weight. Shipped, transhipped or unshipped in any part of the Statutory Port of King's Lynn. (Minimum Invoice Charge £25.00).
- (c) All goods at the **South Quay, Boal Quay**, King's Lynn Harbour, on all goods shipped, transhipped and unshipped **82p** per metric tonne or part of a tonne of gross weight. (Minimum Invoice Charge £25.00).
- (d) Discounts on Goods dues: At the discretion of the Board, a shipper or receiver of a single commodity can opt to "ship or pay" for 100,000 tonnes by monthly instalments and receive a discount on the goods due rate. For further details contact the Harbour Master.

PILOTAGE CHARGES

Pilot Services.

It is Compulsory for all vessels over 35 metres in length to employ a pilot.

King's Lynn Compulsory Pilotage Area is between an East West line through the No1 Lightbuoy 52° 56'N 000° 21.5'E and the Cut Bridge King's Lynn 52° 44.45'N 000° 23.3'E.

Vessels requiring inward pilots must complete the PILOT ORDER FORM

Email to pilots@kingslynnport.co.uk at least 24 Hours before arrival.

Vessels requiring outward pilots should order them with the KLCB at least 12 Hours before departure.

Inward Pilotage.

From No.1 Light buoy to berths in King's Lynn Docks or Harbour: -

50p. Per G.T. (ITC 69). (Subject to a minimum of £350).

Outward Pilotage.

From berths in King's Lynn Docks or Harbour to No.1 Lightbuoy: -

50p Per G.T. (ITC 69). (Subject to a minimum of £350).

Late notice Charge

If the notice period for a Pilot is not given, and provided a Pilot and cutter crew can be mustered a late notice charge of £490.44 shall be made in addition to other Pilot charges.

Partially laden vessels.

A vessel with part cargo for King's Lynn, having already discharged at a previous port or ports and completing the discharge in King's Lynn, will be entitled to a 50% reduction in her inward pilotage fees.

A vessel having arrived with a full cargo and taking part cargo to a further port and having paid full pilotage dues inward will be entitled to a 50% reduction in her outward pilotage fees.

Reductions will only apply for either Inward or outward passage at the discretion of the Board.

Compulsory Additional Services / charges.

Move in port (Shift) with Pilot.

£490.44 flat rate charge.

Fail to Arrive.

£490.44 flat rate charge.

For inward bound vessel with pilot onboard that cannot proceed due to unforeseen circumstances. i.e. berth unavailability, tidal cuts.

Note - Failure to proceed on passage due to vessel defects will incur full pilotage charge.

Failure to make E.T.A.

50% of Full Inward Pilotage plus 50% inward Boarding charge.

For arrival vessels no charge will be made if the Board receives a cancellation notice at least 4 hours before high water.

Failure to make E.T.D. (Fail to Sail).

£490.44 flat rate charge.

For outward bound vessel no charge will be made if the Board receives a cancellation notice at least 4 hours before the time of high water.

Dead Ship Pilotage.

"Dead Ship" pilotage (i.e. vessels without use of main engines and (i.e. defective steering), add 100% of Full Pilotage charges.

Pilot taken out of District

In the event that a Pilot is taken to another Port due to stress of weather or other unavoidable circumstances, the following charges will be made.

- i) In addition to the normal outward Pilotage charge, a charge will be made for the Pilot's time, from the moment the ship leaves the Pilotage Area until the Pilot is able to disembark from the vessel at the rate of £120.00 per hour.
- ii) A charge of £80.00 per hour for the travelling time for the Pilot in returning to King's Lynn.
- iii) The ship will be required to reimburse all reasonable unboarding, travel and subsistence charges involved in returning the Pilot to King's Lynn.

(Masters, Agents and Owners are reminded that it is a serious offence under Section 19 of the Pilotage Act 1987 to take an authorised pilot out of the district without reasonable excuse and without his consent).

Pilotage Exemption Certificates.

Non-returnable examination fee (to include issue of certificate) £690.00 per candidate.

Annual renewal following interview £340.00 per candidate.

Use of Pilot Exemption Certificates.

1st year 30% discount of Full Pilotage Fees.

2nd year 20% discount of Full Pilotage Fees.

3rd and subsequent years 10% discount of Full Pilotage Fees

Provision of Pilot Boats.

Every vessel boarded by a Pilot shall pay Boarding Fees and every vessel from which a Pilot is landed shall pay Landing Fees according to the following scale:-

On all visiting / departing Vessels

For boarding a Pilot £586.73

For landing a Pilot £586.73

Crew Changes.

Ships crew or other staff boarded or unboarded at a rate of £783.60 per hour minimum 2 hours, in normal working hours other times by arrangement. Following review and acceptance by HM / DHM if Pilot Boat and crew are available.

KLCB Vessel Charter.

Hourly rate for craft with crew.

St Edmund £797.53 per hour minimum 2 hours plus VAT where applicable

Pilot Cutters £783.60 per hour minimum 2 hours plus VAT where applicable

Ardenfast £587.79 per hour minimum 2 hours plus VAT where applicable

Lynx £445.01 per hour minimum 2 hours plus VAT where applicable

Outside working hours by arrangement.

TUGBOAT REGULATIONS.

The King's Lynn Conservancy Board (KLCB) as the Port and Harbour Authority and in pursuance and execution of the special power vested in KLCB under and by virtue of Section 60 of the King's Lynn Conservancy Act 1897, and all other powers enabling them hereby make the following:-

Orders for any Tug by telephone on 01553 773411 or to the Duty Port Operations number.

Minimum Notice 24 hours - vessels requiring a tug may be delayed if the required notice is not given.

Vessels to or from King's Lynn Port over 73 metres, not fitted with a bow thruster are required to employ a tug. Exemptions may be granted to certain vessels following a satisfactory assessment by a KLCB licenced pilot.

All Tankers over 73 Metres will have a tug in attendance regardless.

Vessels of 100 metres or over to or from the Docks without a Bow thruster are required to have 2 tugs in attendance.

Vessels with a Bow thruster will require one tug.

Vessels of 100 metres or over bound for Riverside Quay are required to employ a tug. If berthed starboard side too (head-out) the vessel, may following a satisfactory assessment by a KLCB licenced pilot be exempt from having to employ a tug on sailing.

Any vessel that is fitted with a bow thruster which is not fully operational and available at all times will require a tug(s).

Any vessel that does not have fully functional and available at all times any of the following; main engines (ahead & astern propulsion), steering gear or anchors will require a tug(s).

All Vessels to be individually assessed.

In pursuance of the authority vested in the Harbour Master by Section XLIV of 4 and 5 Vic. Cap. XLVII and Sec. LII of 10 Vic.Cap. XXVII, such other vessels entering, leaving or moving within the limits of the Port and Harbour of King's Lynn, as the Harbour Master directs will be required to use and employ a tug or tugs.

All towage undertaken by any tugboat provided by the Board is subject to the conditions known as the United Kingdom Standard Conditions for Towage and Other services (revised 1986) and shall be charged for at the following rates:

All rates are payable from mobilisation to demobilisation.

(a) **Motor Vessels with the use of Main Engines and sailing vessels.**

In normal Hours £683.60 per hour (Minimum 2 hours)

(b) **Vessels without the use of main engines and or defective steering.**

As in (a) or (g) plus 100%.

(c) **Vessels requiring assistance when disabled, damaged or otherwise in distress.**

By arrangement.

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- (d) **Minimum Charge.**
A minimum charge of two hours at the appropriate rate will be payable when the tug services rendered on any one occasion do not exceed two hours.
- (e) **A cancellation charge** of £1119.70 or the full reduced rate will be payable when a tug is ordered, but it is not employed. No charge will be made if notice of cancellation is received by telephone 01553 773411 or to the duty Port Operations number - not less than **eight (8) hours** before high water time in all cases.
- (f) **Use of Tugs Hawser.**
The rates quoted do not include the use of the tugs towage lines and vessels being towed should provide their own hawsers. If ordered, the tug will provide a hawser at a charge of £84.00 on the understanding that damage to the tugs hawser in excess of normal wear and tear will be chargeable against the vessel being towed.
- (g) **Docking/Undocking and Moves in Docks.**
Routine towage services to ships required to use and employ a tugboat by the provisions of the preceding Regulations when entering, moving within or leaving King's Lynn Docks or Harbour, will be charged for at a reduced rate of £1219.70 per service per tug.
- (h) **Other Services.**
Services not specified to be charged by arrangement.
- (i) **Late notice Charge**
If the notice period for the tug for routine docking, undocking and moving operations is not given, and provided a tug crew can be mustered a Late notice charge of £490.44 shall be made in addition to (g) above.
The intended transit of a vessel requiring a tug may be delayed if the required notice is not given.

MISCELLANEOUS CHARGES.

Harbour Master or Deputy time - £193.19 per hour plus VAT where applicable. By arrangement.

Marine Works Application £247.54 plus Vat minimum charge

Local Notice to Mariners £167.48 plus vat.

Mooring West Lynn £45.89 per day

Lay-by at South Quay, Purfleet Quay, Common Staithe Quay in King's Lynn harbour.

Vessels are NOT permitted to moor without having received the prior permission of KLCB Management.

All vessels £216.61 per day or part of.

Water charges - South Quay.

For ships on the South Quay requiring fresh water Mon- Fri 0800-1600 connection charge of £146.02

Out of Hours and public holidays connection charge £292.04.

Fresh Water £5.42 per tonne (metered).

OIL SPILL RESPONSE - Additional charges could occur, minimum hire rates

5P & 4P RESPONDERS £193.19 per hour

2P RESPONDERS £58.97 per hour

Tier 1 response equipment - KLCB reserves the right to charge all reasonable costs incurred by the organisation in the response to an oil spill or pollution incident to the vessel or individual responsible.

INCIDENTS

Where KLCB are required to respond to incidents ashore or afloat, KLCB reserves the right to re charge costs incurred to the vessel or individual responsible.

This includes neglected vessels that may need to be moved, stored or monitored by KLCB in the interest of safety, the protection of the environment or to ensure safe navigation.

Staff time will be recharged at cost plus 20% in addition to any associated vessel costs and exceptional administration requirements.

USE OF THE KING'S LYNN CONSERVANCY BOARD ANCHORAGE AREA.

Vessels arriving and departing the port of King's Lynn may use the anchorage area for layby free of charge.

The following charges will apply for All other vessels;-

Up to 48 hours layby within the KLCB anchorage - No Charge.

After 48 hours layby within the KLCB anchorage - £93 per 24-hour period or part thereof.

After 48 hours layby within the KLCB anchorage - KLCB Levy applicable at £62.72 - one off payment.

Vessels anchoring within the KLCB area of jurisdiction for 4 days or more will be liable for RMLD.

REGULATIONS AND CONDITIONS

Applicable to the Safety of Shipping and navigation.

King's Lynn Conservancy Board (KLCB) is a Trust Port and Pilotage authority, with local legislative powers provided by public statute. KLCB is responsible for the navigational safety and traffic regulation of all vessels bound to and from the Port of King's Lynn.

King's Lynn Conservancy Board Harbour Master has statutory powers to regulate commercial, fishing and leisure vessels within The Authority's Area. The Harbour Master is responsible for enforcing local Byelaws and General Directions and can issue a Special Direction to the master of any vessel within the KLCB Area of Jurisdiction for the purposes of Navigational Safety or Traffic Regulation. (KLCB Act 1898).

The powers of the Harbour Master are also delegated to specifically authorised Deputies and Officers.

Vessels - Every vessel owner or operator must ensure that:-

(a) Any Vessel which it brings into or causes to be within the Port is:

- (i) Seaworthy and complies with all Applicable Laws and any Regulations (where relevant) and that it will remain Seaworthy and compliant with Applicable Laws and Regulations throughout the period it is at the Port; and
- (ii) Is covered by Protection and Indemnity insurance with reputable insurers in respect of third-party liability risks (including cargo damage, pollution and wreck removal) and for levels of cover as would normally be taken out by a prudent operator of a comparable Vessel in similar trades.

Permission - Suspension / Cancellation / Right of Refusal

Without prejudice to any other right or remedy, KLCB reserves the right not to permit a Vessel to berth enter or depart the port.

Incidents, Accidents & Observations - Immediately inform a representative of KLCB in the event:

- (i) That it becomes aware of any occurrence, incident, circumstance or unsafe practice which may affect the safe or efficient operation of the Port or which may present a danger or give rise to a risk to health, security, order, safety, or property or the Environment at the Port.
- (ii) Of any accident or incident which would be reportable under the Reporting of Incidents, Diseases and Dangerous Occurrences Regulations (RIDDOR), and provide KLCB with a copy of the accident report and any other information requested by KLCB in connection with the incident;
- (iii) Ensure that no Hazardous Materials or substance or matter of which the discharge passage or escape would be contrary to the Environmental Permitting (England and Wales) Regulations 2016 or any substance or material which may cause an obstruction or damage or pollution or contamination to pass or escape into any sewer, drain or watercourse serving the Port or into any river or into the sea or into or onto any part of the Port.
- (iv) If a Pollution Incident should occur as a result of the activities of the Customer, including the escape of any Goods which might cause damage to the Environment.

Upon becoming aware of the Pollution Incident:

- 1 - Immediately take all steps necessary to prevent further pollution occurring as a result of the Pollution Incident;
- 2 - Notify KLCB as soon as reasonably practicable and provide KLCB with a copy of any notice that has been given to any Authority in connection with the incident.
- 3 - As soon as reasonably practicable remediate the consequences of the Pollution Incident to the reasonable satisfaction of KLCB.

KLCB reserves the right to elect to remediate the consequences of the Pollution Incident itself where it is reasonable in the circumstances for KLCB to do so and the Customer shall reimburse KLCB in full and on demand for all costs and expenses suffered or incurred.

Applicable to the Schedule of Dues, Rates and Other Charges.

1. These dues, rates and other charges are in the place of those previously in force and will continue in force until further notice.
2. Dues, rates and charges on ships shall be paid by the owner, agent, master, manager or other person having charge of the vessel or craft in respect of which they are levied. It is the Agents responsibility to ensure that all parties are aware of their liability for Dues and Charges.

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3. Dues, rates and charges on goods shall be paid by the owner, agent, manager or other person having charge of the goods in respect of which they are levied. It is the Agents responsibility to ensure that all parties are aware of their liability for Dues and Charges.
4. In levying and collecting the amount of any due and rate, of the total amount of such due and rate under the above Schedule any fractional part of a penny shall be reckoned as one penny and any fractional part of a tonne will be reckoned as one tonne.
5. No outward bound ship putting back for refuge or anchorage only shall be subject to any further Conservancy dues, Roaring Middle Light Due or Dues on Goods, on that account without prejudice to the recovery of any dues then owing.
6. The Master of every vessel or craft or other person duly authorised is required to give the Board a true account of the cargo carried by that vessel or craft both inwards and outwards within 48 hours of the vessel completing cargo. Also such other information as the Board may require and at the option of the Board may be required to give satisfactory security for the proper payment of all dues, rates or other charges payable to the Board.
7. All dues rates and other charges are payable on demand or 14 days from date of Invoice, at the discretion of the Board and shall be paid at the Harbour Office or at such other places as the Board may from time to time appoint. Under the Late payment of Commercial Debts (Interest) Act 1998, the Board reserves the right to charge interest on any invoice that is not paid within the above terms.
8. The tonnage rates payable upon British vessels duly registered by law shall be calculated upon the certified tonnage in the register of such vessels. ITC (1969)
9. The tonnage of all other vessels shall be ascertained according to the rules of measurement for the time being established in the United Kingdom. ITC (1969).
10. The Board may confer, vary or extinguish exemptions from and compound with any person in respect of the payment of the dues, rates and charges payable to the Board, and the Board reserves the right to vary all its dues, rates and charges without notice.
11. The Board also reserves the right to levy and take from the owner or other person in charge, such reasonable dues, rates and other charges as may be approved on and in respect of seaplanes and hovercraft, and for services and accommodation not otherwise provided in the schedule.
12. Nothing herein is to be deemed to restrict the power of the Board to refuse the right of any vessel to moor or stay in the port and Harbour.
13. The Board will exercise its right under The King's Lynn Conservancy Board Act 1897 and section 44 of the Harbour, Docks, Piers and Clauses Act 1847 to distrain, appraise and sell any vessel in respect of the unpaid rates, charges and facility fees.

By Order of the King's Lynn Conservancy Board.

P.J.Jary
Harbour Master