Tees & Hartlepool Pilotage Co. Ltd

Effective from 01st June 2026

Pilotage Charges

Pursuant to Section 10 of the Pilotage Act 1987, PD Teesport Limited (PDT) hereby approves the following list of pilotage charges.

Tees and Hartlepool Pilotage District

The Tees and Hartlepool Pilotage District is that part of the Harbour for the time being of PDT, as specified in the Tees and Hartlepool Port Authority Act 1966 and all statutory modifications thereto falling within the tidal waters of the River Tees seaward of the Newport Bridge at Middlesbrough, including all docks and tidal creeks connected therewith forming the area of jurisdiction and the waters of the sea bounded by a line produced along a circle of radius of 3.5 nautical miles from the South Gare Lighthouse at the mouth of the river Tees (The Boundary Circle).

1. Pilotage Areas

For the purposes of the following tariff of pilotage dues, The Pilotage District shall be divided into the following areas:

(a) **The Sea Reach Area** which shall be that part of the River Tees Channel from Tees North Buoy and Tees South Buoy to latitude 54° 38' N.

(b) **The Redcar Area** which shall extend from latitude 54° 38' N to latitude 54° 37'5" N. (not including the Seaton Area)

(c) **The Middlesbrough Area** which shall extend from latitude 54° 37'5" N to the East Knuckle of the shipyard basin at Haverton Hill.

(d) **The Newport Area** which shall extend from the East Knuckle of the shipyard basin at Haverton Hill to Newport Bridge.

(e) **The Seaton Area** which shall extend westward from longitude 001° 9.8'W and includes the navigable waters of the Seaton on Tees Channel.

(f) **The Hartlepool Area** which shall be that water south of latitude 54° 42.1'N, north of latitude 54° 40'N and west of longitude 001° 09'W.

(g) **The Tees Bay Area** which is the water area of Tees Bay within the boundary circle excluding the Hartlepool and Sea Reach Areas.

(See Appendix A for specific berth locations within Pilotage Areas)

2. 'Oil' SBT

(a) All pilotage rates and boarding/landing rates shown in this tariff assume vessels conform to EC Regulations 2978/94.

(b) Cargo declarations made to PDT will be the determining factor.

(c) In the event that a vessel does not confirm to EC Regulations 2978/94, tariff rates will be increased by 25%.

3. Pilotage Rates and Charges

(a) The pilotage rates and charges, according to the scale shown below, shall be payable on vessels taking a pilot and proceeding from the Tees Bay Area and vice versa to or from the Pilotage Areas listed above.

Band	Gross Tonnes (GT)
1	0 – 3,999
2	4,000 - 29,999
3	30,000 - 49,999
4	50,000 and over

Band	Charges per 100t	Hartlepool	Middlesbrough and Seaton	Newport	Redcar
All	Minimum fee	474.44	474.44	474.44	474.44
1	Fixed element	231.23	188.38	110.65	156.67
1	Amount per 100t	11.84	7.65	22.47	7.98
2	Fixed element	231.23	188.38	643.14	156.67
2	Amount per 100t	11.84	7.65	9.15	7.98
3	Fixed element	231.23	983.96	See note (c)	1230.75
3	Amount per 100t	11.84	5.00	See note (c)	4.45
4	Fixed element	231.23	983.96	See note (c)	1230.75
4	Amount per 100t	11.84	5.00	See note (c)	4.45

(b) In the event of any vessel being unable to proceed directly to her designated berth after commencement of the move, owing to insufficient water, or to her berth being occupied, or to other unforeseen circumstances and having to be moored elsewhere, the pilotage services shall be deemed to be completed when the vessel is safely moored.

(c) Rates on application for vessels in excess of 29,999 GT into the Newport Area.

(d) Pilotage charges for a **dead ship, barge or other marine structure** (within existing port maximum size criteria limits – see 3(f) below) under tow will be charged at the following rates: (including the cost of a second pilot, where used)

Band	Charges per 100t	Hartlepool	Middlesbrough and Seaton	Newport	Redcar
All	Minimum fee	474.44	474.44	474.44	474.44
1	Fixed element	808.86	659.21	386.44	548.36
1	Amount per 100t	41.67	26.51	79.57	28.01
2	Fixed element	808.86	659.21	2250.40	548.36
2	Amount per 100t	41.67	26.51	32.20	28.01
3	Fixed element	See note (e)	See note (e)	See note (e)	See note (e)
3	Amount per 100t	See note (e)	See note (e)	See note (e)	See note (e)
4	Fixed element	See note (e)	See note (e)	See note (e)	See note (e)
4	Amount per 100t	See note (e)	See note (e)	See note (e)	See note (e)

(e) Rates on application for dead ships, barges and other marine structures under tow in excess of 29,999 GT.

(f) The port maximum size criteria limits are LOA : 305m, beam 48m, draught : 17m.

4. Rates for vessel putting back

(a) Any outward bound vessel that has been boarded by a Pilot which, owing to stress of weather has to put back on passing north of latitude 54° 37.7'N , shall pay the full outward pilotage rates to sea, and, in addition, shall pay one-third of the inward pilotage rates, from the sea to the point to which such vessel returns.

(b) Any inward bound vessel that has been boarded by a Pilot which, owing to either stress of weather, or at the request of the master, owner or agent or the Harbour Master, has to put back to sea before entering the Redcar Area shall pay one-third of the inward pilotage rates, subject to a minimum charge of **£474.44**, as if the vessel was proceeding to the Redcar Area plus a Boarding Fee and a Landing Fee as laid down in this schedule of charges. If the vessel puts back to sea after entering or passing through the Redcar Area, it shall pay the full inwards and outwards pilotage charges for the berth concerned.

5. Docking or moving

(a) Any vessel using the services of a Pilot for docking or moving from any wharf, pier, dry dock or dock in any area to any wharf, pier, dry dock or dock in any area will be charged one full Rate of Pilotage for the higher area, subject to a minimum charge of **£474.44**. Any move between berths within the same terminal facility will be charged at 50% of the Rate of Pilotage, subject to a minimum charge of **£474.44**, unless the move is made via the main river channel, in which case the full Rate of Pilotage will apply.

(b) Where a dead ship, barge or other marine structure is moved within the port, full pilotage in accordance with 3(d), 3(e) or 13 above will be chargeable for the higher area used.

(c) Vessels moving from berth to berth where the passage involves a transit of the Tees Bay area will be charged the full pilotage fee for sailing from the appropriate pilotage area and a full pilotage fee for arrival to the appropriate area.

6. Boarding and landing fees

Every vessel entering the ports of Tees or Hartlepool under pilotage shall pay boarding fees and every vessel leaving such ports under pilotage shall pay landing fees, according to the following scale, namely:-

Gross Tonnes (GT)		Boarding and Landing Fees	
Exceeding	**Not Exceeding**	**Tees £**	**Hartlepool £**
1	2,999	140.48	206.64
3,000	4,999	175.82	350.75
5,000	5,999	216.62	383.37
6,000	9,999	232.02	463.13
10,000	11,999	253.76	463.13
12,000	13,999	276.43	526.60
14,000	15,999	306.34	675.23
16,000	19,999	358.01	851.05
20,000	23,999	406.94	942.59
24,000	27,999	464.04	942.59
28,000	31,999	519.33	942.59
32,000	49,999	573.71 Plus 23.40 Per 1,000 tonnes or part thereof above 32,000 tonnes	POA
50,000		995.16 Plus 7.77 Per 1,000 tonnes or part thereof above 50,000 tonnes.	POA

A boarding/landing fee will not be charged where the vessel is moving from a Tees area to the Hartlepool area (or vice-versa) where the pilot cutter has not been used.

Tonnages which include part of a tonne will be adjusted to the nearest whole tonne.

In addition to the boarding and landing fees set out above, Tees & Hartlepool Pilotage Co. Ltd reserves the right to levy an Emergency Fuel Surcharge “EFS” in respect of pilot transfer services.

The EFS shall be applied at a rate of 3.5% of the total Boarding and Landing Fees applicable to the vessel call.

Tees & Hartlepool Pilotage Co. Ltd will review the applicability of the EFS periodically and reserves the right to vary or withdraw the surcharge at its discretion.

General for both Tees and Hartlepool pilotage areas

1. Tonnage certificates

(a) Pilotage fees will be based on Gross Tonnage as certified by an International Tonnage Certificate (1969) Convention.

(b) Vessels not in possession of an International Tonnage Certificate (1969) Convention will be charged pilotage based on 90% of their deadweight.

(c) The Company reserves the right to apply special charges where unusual cargoes, vessels or operations are involved, and to make additional charges where cargo in unmeasured spaces is excessive in relation to the G.T. of the vessel.

2. Assistant Pilot charges (second Pilot)

An Assistant Pilot will be required on vessels with a size indicator in excess of 195,000 cu m. where a charge of **£525.33** will be made. In all other circumstances where two or more pilots are required, they shall be charged at the same rate as the first Pilot.

3. Rates for detention

When a Pilot who conducts an act of pilotage is required, by the law of quarantine, or at the request of the master or owner of the vessel to be detained on board at sea, or in the river or in dock, beyond the time necessary to complete the act of pilotage, he shall be entitled to payment at the rate of **£195.41** per hour or part thereof payable after the first hour has passed and also to his provisions while on board.

4. Cancellation fee

(a) A cancellation fee of **£195.41** will be charged when a vessel is cancelled within 2 hours of the time for which it was ordered.

(b) If a vessel or the vessel's agent/owners have given an E.T.A. for the vessel's arrival and has stated that a pilot is required and the order is cancelled within 2 hours of the E.T.A. and the vessel enters the port without a pilot then the pilotage fee (excluding the Boarding fee) will be charged.

(c) If a vessel or the vessel's agents/owners have given an order for the vessel's sailing/move and has stated that a pilot is required and the order is cancelled within 2 hours of the order time and the vessel sails/moves without a pilot then the pilotage fee (excluding the Landing fee) will be charged.

5. Compass adjusting etc

(a) For the services of a pilot whilst adjusting compasses whether within the district area or not the charge payable shall be **£195.41** per hour or part thereof.

(b) In respect of any other pilotage and/or transporting not specified above, the schedule rates shall be paid including cases where a vessel returns to berth or proceeds to some other place south of latitude 54° 37.7'N before the adjustment of compasses, and if a pilot is thereafter required for the purpose of completing any such work the engagement shall form a new agreement on the terms mentioned. The sea pilotage rates shall be payable when incurred.

6. Trial trips etc

For the services of a pilot on a vessel undergoing speed engine or other trials in Tees Bay or for a vessel proceeding from Tees Bay to the measured mile at Newbiggin a fee of **£195.41** per hour or part thereof will be charged.

7. Anchoring fee

For the services of a pilot on a vessel to assist it to anchor a fee of **£195.41** per hour or part thereof will be charged.

8. Travelling expenses

(a) Where a pilot is taken to a place beyond the District for which he is licensed there shall be payable to him in addition to any other authorised fees and dues the following:

(i) The cost of any transport and landing charge payable from ship to shore.
(ii) The cost of a first class land, sea and air travel to Middlesbrough/Hartlepool.
(iii) Reasonable subsistence and lodging allowance, to be calculated from the time the pilot is landed at the place beyond the Pilotage Area until arrival at Middlesbrough/Hartlepool.
(iv) If the pilot is taken abroad, the cost of first class travel and maintenance to the UK shall also be payable.
(v) A charge of **£195.41** per hour will be levied. Time counts from passing the South Gare lighthouse until return home.

(b) When a pilot has been granted permission by the Company to proceed to a place outside the Pilotage Area, for the purpose of joining a ship which is to pilot in the pilotage Area, there shall be payable, in addition to any other authorised fees and dues the following:-

(i) The cost of any transport and boarding charge from shore to ship.
(ii) The cost of a first class land, sea and air travel to such place.
(iii) Reasonable subsistence and lodging allowance to be calculated from the time the pilot leaves Middlesbrough/Hartlepool until arrival on the ship.
(iv) A charge of **£195.41** per hour will be levied. Time counts from leaving home until passing the South Gare lighthouse inwards.

9. Pilots V.H.F. and Communications Equipment

For every act of pilotage a fee of **£17.97** will be charged per pilot

10. Vessels under tow

(a) In the case of a vessel or barge under tow by a non Tees and Hartlepool tug a separate fee will be charged for the tug, if a pilot is onboard, and the vessel or barge under tow.

The Boarding/Landing fees will be based on the tonnage of the vessel boarded/landed.

(b) Pusher tugs propelling a cargo unit will be charged on the aggregate tonnage of the combined vessel. When such a tug tows the unit as a conventional tow the aggregate tonnage will be used.

11. Meetings

A charge of **£195.41** per hour or part thereof will be payable.

12. Barge load out/load in

For the services of a pilot whilst a Barge Load Out or Barge Load In is being carried out a fee of **£195.41** per hour or part thereof will be charged plus the pilotage at the appropriate rate.

13. Other specialised vessels

Charges will be by arrangement and shall be applicable to any vessel which exceeds any one of the existing port limits, listed under 3f.

14. Payment terms

Pilotage fees are payable on demand. If charges incurred are not paid within 30 days from the date on which they became due, the following increases shall be payable:-

Payment after one month but not exceeding two months	5%
Payment after two months but not exceeding three months	10%
Payment after three months but not exceeding four months	15%
Payment after four months but not exceeding five months	20%
Payment after five months	30%

15. The charges specified in the above list shall be payable in respect of services used on or after 01st June 2026.

Appendix A

THE TEES AND HARTLEPOOL PILOTAGE CO. LTD

Berth Location within Pilotage Areas

Pilotage Area	Berth
Redcar Area	ConocoPhillips Jetties
	Redcar Bulk Terminal
Seaton Area	Able Seaton Port
Middlesbrough Area	Tees Dock 10 (former Excellerate Jetty)
	Tees Dock Berths
	Teesport Container Terminals
	Teesport Ro-Ro Berths
	Cleveland Potash Berth
	Tarmac Slag Jetty
	Teesport Oil Jetties
	Steel River Quay
	UK Dock Yards
	TCP Jetties
	Prossers Quay, Normanby Wharf
	Readman's Quay
	Tarmac Aggregates Jetty
	Able Middlesbrough (Dock Point)
	Port of Middlesbrough
	Exolum Terminals Seal Sands
	Navigator Terminal Seal Sands
	Ineos Jetties
	North Tees Jetties
	Clarence Wharf
	Port Clarence Riverside Berth
	Port Clarence Inset Berth
	Port Clarence West Quay
Newport Area	Twin Rivers Quay
	Haverton Hill Basin
	Bamletts Wharf
	Billingham Reach
	Able BRIE
	Exolum Terminals Riverside
Hartlepool Area	Hartlepool Docks