PORT of CORK

DEEPWATER MULTI-MODAL PORT

Schedules of Pilotage Rates

Effective from 1 January 2027

PORT OF CORK COMPANY

LIMITS OF THE PORT OF CORK COMPANY PILOTAGE DISTRICT:

"The Port of Cork Company Pilotage District", hereinafter referred to as "the Pilotage District", is defined in the Harbours Act, 1996 to 2009, and the limits of the Pilotage District as set out in Part II of the Third Schedule are as follows:

(a) the outward limits consisting of the waters within an imaginary arc with radius of 9.65 kilometres drawn seawards from Roches Point;

(b) the inward limits commencing at the Eamonn de Valera Bridge and Michael Collins Bridge in the City of Cork.

VESSELS EXEMPTED FROM COMPULSORY PILOTAGE:

(a)
- (i) Vessels owned by the state.
- (ii) Pleasure craft, work vessels and sail training vessels less than 50 metres LOA.
- (iii) Fishing Vessels
- (iv) Passenger vessels plying as such exclusively within the Pilotage District, provided that the Company is satisfied that the master has the necessary local knowledge.
- (v) Vessels of less than fifty tons Gross Tonnage (GT).
- (vi) Vessels, the property of the Lighthouse Authority responsible for the care and maintenance of lighthouses in the state, so engaged.
- (vii) Vessels, the property of, or engaged by, the Company.

(b) Tugs, dredgers, sludge vessels, barges and other similar craft may be exempt from compulsory pilotage if the Company, afer examination, is satisfied that the Master has the necessary local knowledge.

(c) Notwithstanding the above, the Harbour Master may, at his sole discretion, direct the Master of an exempted vessel to engage the services of a licenced pilot if, in the opinion of the Harbour Master, such service is required for safety and / or navigational purposes.

COMPULSORY PILOTAGE:

Pilotage is compulsory within the Pilotage District as follows:

(i) For all vessels within the limits of the "Compulsory Pilotage Area", as defined as follows:-

"that portion of the Pilotage District which lies above an imaginary line drawn from the clock tower Cobh (51^{0}50.99N 08^{0}17.42W) to Buoy No. 20 thence to the Spit Lighthouse thence to the east extreme point of Fort Mitchell and from the south side of Fort Mitchell to the Martello Tower at Ringaskiddy including the whole of the River Lee".

(ii) For all vessels with a LOA greater than 130 metres within that portion of the Pilotage District which lies within an imaginary arc of radius 2.5 NM drawn seawards from Roches Point.

(iii) For all loaded crude tankers vessels, the pilot must embark as Position 51 43.5N 008 15.0W (4.0 nautical miles south of Roches Point).

(iv) Every vessel (other than an exempted vessel) while navigating in the Pilotage District in which pilotage is compulsory for the purpose of entering, leaving, or making use of the port, shall be either:

(a) under the pilotage of a licensed pilot of the company; or
(b) under the pilotage of a master or chief mate possessing a P.E.C. for the district, who is bona fide acting as master or chief mate of the vessel.

(v) A ship in the compulsory portion of the Pilotage District may be warped for the purpose of changing moorings to another part of the same quay, or from any quay to any other quay without employing a licensed pilot, provided that the vessel does not cross from one side of the River Lee to the other.

INTERPRETATION:

The following words and expressions in this Schedule shall have meanings hereby assigned to them respectively unless there be something in the subject or context repugnant to such construction, that is to say:-

"The Company" shall mean the Port of Cork Company.

"Pilot" shall mean a person holding a licence granted by the Company to pilot vessels in the Pilotage District.

"Master", in relation to a ship, means the person having command or charge of the ship, but does not include a Pilot.

"The Port" or *"Port of Cork"* shall mean the port, harbour and river of Cork, within the present limits thereof, and all the quays, piers and landing places therein and includes all places therein within the jurisdiction of the Company.

"Fairway" shall mean the space within the Port for the time being reserved as a highway for vessels in motion.

"Vessel" includes any ship, boat, lighter, barge, hulk, hydrofoil, hovercraft, air cushion vehicle, raft, pontoon or other craft whether mechanically propelled or otherwise.

"Passenger Vessel" shall mean a vessel certified to carry twelve or more passengers.

"Collision Regulations" mean the International Regulations for Preventing Collisions at Sea.

"Tonnage" shall mean Gross Tonnage, as shown on the International Tonnage Certificate 1969. Where a vessel does not have a Gross Tonnage, the displacement tonnage shall be deemed to be the gross tonnage.

"Warping" shall mean moving a vessel, with or without the assistance of that vessel's main engines, by means of ropes attached to the shore or to another vessel, which is attached to the shore.

"LOA" shall mean the length overall of a vessel.

"PEC" shall mean a "Pilotage Exemption Certificate".

The Port of Cork Company's current Schedule of Pilotage Charges shall mean such charges as may be determined by the Port of Cork Company from time to time.

Any words importing the masculine gender shall, unless the contrary intention appears, also import the feminine.

SCHEDULE OF PILOTAGE RATES

GENERAL PROVISIONS:

1 The rates of pilotage chargeable in respect of the services of a pilot shall be those specified in this Pilotage Rates Schedule and attached Tables 1 to 6.

2 When a pilot is taken outside the Pilotage District, the Company shall be paid the normal hourly rate for detention of pilots, as specified in Table 4 annexed hereto, subject to the maximum per day specified in that table. In the circumstances outlined, a pilot shall receive sufficient food and sleeping accommodation while on board the vessel, and every effort shall be made to have the pilot returned to Cobh without delay at the expense of the vessel.

3 When a pilot is requested to attend a vessel at such a distance from the Port Operations and Information Station as to require a conveyance which cannot, by reason of the time and place, be had by rail or other public transport services, the agent or other person who orders the pilot, shall provide or pay for a means of conveyance for the pilot, or, if he has to travel on the preceding evening, proper accommodation at a hotel or on board the vessel.

4 When a pilot lands from a vessel at such distance from the Port Operation and Information Station as to require conveyance after normal public transport services have ceased, the person who employed the pilot shall provide or pay for transport to the Pilot Station.

5 A pilot shall be entitled to reasonable and sufficient food and sleeping accommodation on board any vessel to which he has been appointed. Charges, as per Table 6 hereto annexed, will be incurred on the failure of any vessel to comply with this provision.

6 When any vessel which shall have been conducted out of the port by a pilot shall, before disembarking the pilot, be compelled by stress or weather to return to shelter at anchorage, no pilotage rates shall be payable in respect of such pilotage back to anchorage.

7 If any boat or vessel having a pilot on board leads within the Pilotage District any vessel requiring the services of a pilot when such last mentioned vessel cannot from particular circumstances be boarded by a pilot or when it is deemed unsuitable for a pilot to board such vessel, there shall be payable to the Company in respect of the vessel so led full pilotage rates for the distance led as if a pilot had been actually on board.

8 If any vessel within the Pilotage District makes or exhibits a signal for or requests the services of a pilot, after such signal or request has been exhibited or made, and such services are not accepted, then there shall be payable to the Company in respect of every such vessel, in addition to any charges for the services of pilot boats actually performed in accordance with General Provision No. 12 below the same pilotage rates as would have been payable if the pilot had taken charge of such vessel at the place where and at the time at which he tendered his services without prejudice to any penalty which may be imposed under the general provisions.

GENERAL PROVISIONS (Continued):

9 There shall be payable to the Company in respect of every vessel which shall be conducted by a pilot into any part of the Pilotage District for the performance of quarantine, in addition to the full charge of pilotage, such sum, as per Table 4 attached to this schedule, for every hour or part of an hour during which the pilot shall be obliged to remain in quarantine inclusive of the day of the arrival of such vessel in the port.

10 The master, owner, or agent of any vessel in respect of which any pilotage rates or payments for extra attendances or other services of pilots and pilot boats or their crews are payable under this Schedule, shall be accountable for the same to the Company and shall pay the same to the Company.

11 The Master of every vessel that employs a pilot shall when required, give a true account to the pilot employed in conducting or piloting such vessel of the register, tonnage, draft, agent and owner of such vessel.

12 The rates chargeable in respect of the services of a pilot boat shall be those specified in Table 2 of this Schedule.

13 There shall be payable to the Company in respect of such vessels exempted from compulsory pilotage pursuant to the terms of Bye Law No. 2 (b) at the end of each calendar month during which such exemption is in force the sum specified in Table 6 attached hereto, provided that such sum shall not be payable in any month during which an exempted vessel does not navigate in the compulsory pilotage area.

14 The owners of vessels whose masters or chief mates hold P.E.C.s shall pay to the Company in respect of each such vessel navigating the part or parts of the Pilotage District in which Pilotage is compulsory for such vessel a sum representing 45% of the Pilotage Rates as per this Schedule of Pilotage Charges which would have been payable in respect of the Pilotage of such vessels if the master or chief mate had not held a P.E.C.

15 In accordance with European Council Regulations Number 417/2002, the gross tonnage of oil tankers with segregated ballast tanks shall not be reduced by the tonnage shown in the remarks section of the International Tonnage Certificate 1969.

16 The rates quoted in all Port of Cork Company Schedules are maximum rates. The Port of Cork Company may vary the rates in accordance with the company objectives.

TABLE 1

PILOTAGE AREAS:

For the purpose of this Schedule:-

Area 1 - Sea Area: shall mean that part of the Pilotage District at a greater distance than a 2.5 mile radius seaward of Roches Point.

Area 2 - Roches Point Area:- shall mean that part of the Pilotage District landward of Area 1 but seaward of an imaginary line drawn from Fort Davis on the eastern side to Fort Meaghar on the western side.

Area 3 - Whitegate Roads Area:- shall mean that part of the Pilotage District landward of Area 2 but seaward of an imaginary line drawn from the clock tower Cobh (51^{0}50.99N 08^{0}17.42W) to Buoy No. 20 thence to the Spit Lighthouse thence to the east extreme point of Fort Mitchell and from the south side of Fort Mitchell to the Martello Tower at Ringaskiddy.

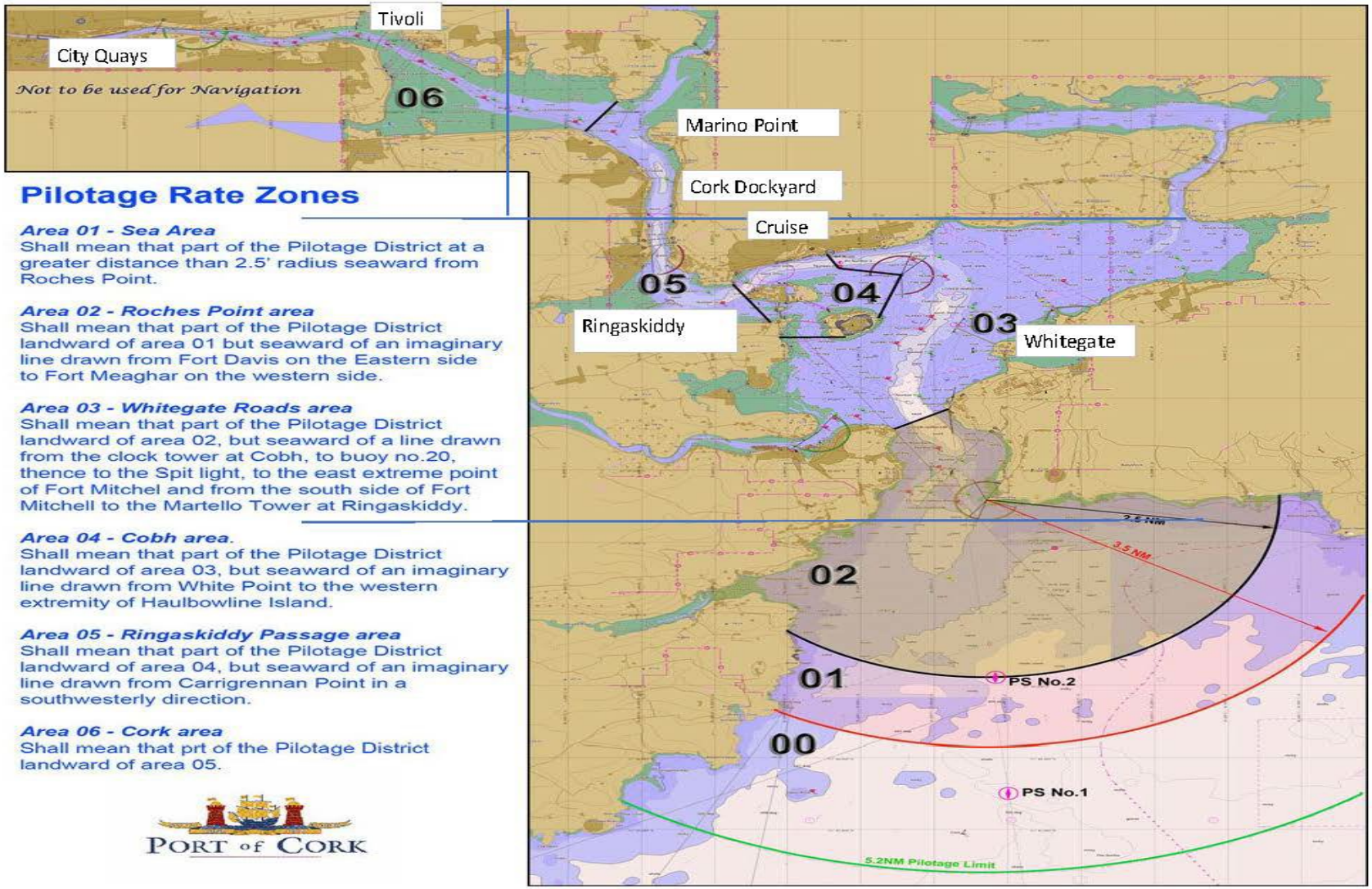
Area 4 - Cobh Area:- shall mean that part of the Pilotage District landward of Area 3, but seaward of an imaginary straight line drawn from Whitepoint to the western extremity of Haulbowline Island.

Area 5 - Ringaskiddy / Passage Area: shall mean that part of the Pilotage District landward of Area 4, but seaward of an imaginary straight line drawn from Carrigrenan Point in a southwesterly direction.

Area 6 - Cork Area:- shall mean that part of the Pilotage District landward of Area 5.

PILOTAGE TYPE:

Pilotage 1.	Sea to Roches Point, Roches Point to Cobh, Cobh to Ringaskiddy/Passage, Passage/Ringaskiddy to Cork, Sea to Whitegate Roads, (or vice versa).
Pilotage 2.	Sea to Cobh, Roches Point to Ringaskiddy, Cobh to Cork, Whitegate Roads to Ringaskiddy, (or vice versa).
Pilotage 3.	Sea to Ringaskiddy, Roches Point to Cork, Whitegate Roads to Cork, (or vice versa).
Pilotage 4.	Sea to Cork (or vice versa).
Pilotage 5.	Roches Point to Whitegate Roads, Whitegate Roads to Cobh (or vice versa).
Pilotage 6.	These are shiftings and are intermediate pilotage, and shall apply only to pilotages other than the first or last, on any one call to the Port.



Pilotage Rate Zones

Area 01 - Sea Area
Shall mean that part of the Pilotage District at a greater distance than 2.5' radius seaward from Roches Point.

Area 02 - Roches Point area
Shall mean that part of the Pilotage District landward of area 01 but seaward of an imaginary line drawn from Fort Davis on the Eastern side to Fort Meaghar on the western side.

Area 03 - Whitegate Roads area
Shall mean that part of the Pilotage District landward of area 02, but seaward of a line drawn from the clock tower at Cobh, to buoy no.20, thence to the Spit light, to the east extreme point of Fort Mitchel and from the south side of Fort Mitchell to the Martello Tower at Ringaskiddy.

Area 04 - Cobh area.
Shall mean that part of the Pilotage District landward of area 03, but seaward of an imaginary line drawn from White Point to the western extremity of Haulbowline Island.

Area 05 - Ringaskiddy Passage area
Shall mean that part of the Pilotage District landward of area 04, but seaward of an imaginary line drawn from Carrigrennan Point in a southwesterly direction.

Area 06 - Cork area
Shall mean that prt of the Pilotage District landward of area 05.

PORT of CORK

TABLE 1 (CONTINUED)

PILOTAGE RATES - BASED ON GROSS TONNAGE

PILOTAGE TYPE	1	2	3	4	5
MOVEMENTS	Sea to Roches Point Roches Point to Cobh Cobh to Ring / Passage Ring / Passage to Cork Sea to Whitegate Roads	Roches Point to Ring Cobh to Cork Whitegate Roads to Ringaskiddy Sea to Cobh	Sea to Ringaskiddy Roches Point to Cork Whitegate Roads to Cork	Sea to Cork	Roches Point to Whitegate Roads Whitegate Roads to Cobh

Gross Tonnage / Price €

< 1800	245.00	245.00	315.00	590.00	245.00
1800 < 2700	245.00	305.00	398.00	590.00	245.00
2700 < 3600	245.00	368.00	476.00	590.00	245.00
3600 < 5400	315.00	460.00	611.00	769.00	245.00
5400 < 7200	385.00	580.00	751.00	948.00	245.00
7200 < 12600	531.00	797.00	1,065.00	1,317.00	307.00
12600 < 18000	693.00	1,038.00	1,386.00	1,645.00	N/A
18000 < 22500	908.00	1,353.00	1,819.00	1,981.00	N/A
22500 < 36000	1,103.00	1,647.00	2,218.00	N/A	N/A
36000 < 60000	1,435.00	2,136.00	2,875.00	N/A	N/A
60000 < 90000	1,724.00	3,482.00	3,482.00	N/A	N/A
90000 < 120000	1,973.00	3,991.00	3,991.00	N/A	N/A
120000 < 150000	2,317.00	4,689.00	4,689.00	N/A	N/A
150000 < 180000	2,721.00	5,506.00	5,506.00	N/A	N/A
180000 < 225000	3,197.00	6,470.00	6,470.00	N/A	N/A
225000+	3,759.00	7,602.00	7,602.00	N/A	N/A

Shifting Vessel within a Pilotage Area: (Ref. Map on Page 8)

< 12,600GT	245.00
> 12,600 GT	425.00

TABLE 2

BOARDING AND LANDING PILOTS:

1 PILOT BOAT CHARGES:

The following charges are payable to the Company, and are recoverable in accordance with Section 64 of the Harbours Act, 1996, for shipping or landing or otherwise conveying a pilot by boat within the Pilotage District:-

1.1 When a pilot joins or leaves a vessel which is not alongside a pier, quay, wharf or jetty and is:

(a) Less than half a mile seaward of Spit Light, or landward of that light - *Charge €162.00*

(b) More than half a mile seaward of Spit Light, but north of the line mentioned in (c) below - *Charge €242.00*

(c) Up to 3.5 miles seaward of a straight line joining the Northern Shores of Forts Meagher and Davis - *Charge €294.00*

(d) More than 3.5 miles seaward of a straight line joining the Northern Shores of Forts Meagher and Davis - *Charge €431.00*

1.2 When a pilot is conveyed by boat to join a vessel which is alongside a pier, quay, wharf, jetty, etc. or when a pilot is conveyed by boat after having left a vessel which is alongside a pier, quay, wharf, jetty, etc. - *Charge €162.00*

1.3 When any service requires an additional crew member there will be an additional charge.

1.4 Use of Pilot Boat for Third Party Services including launch crew:

(a) Less than half a mile seaward of Spit Light, or landward of that light - *Charge €866.00*

(b) More than half a mile seaward of Spit Light, but north of the line mentioned in (c) below - *Charge €1,148.00*

(c) Seaward of a straight line joining the Northern Shores of Forts Meagher and Davis - *Charge €1,722.00*

(d) Between 3.5 and 5.0 miles seaward of a straight line joining the Northern Shores of Forts Meagher and Davis - *Charge €2,296.00*

(e) More than 5.0 miles seaward of a straight line joining the Northern Shores of Forts Meagher and Davis - By negotiation

2 TAXI CHARGES:

2.1 When a pilot uses a taxi to join a vessel which is alongside a pier, quay, wharf, jetty, etc. or when a pilot used a taxi to return to base after having left a vessel which is alongside a pier, quay, wharf, jetty, etc., the taxi charge will be recovered by the Port of Cork Pilotage Authority.

Taxi Charges	€
Cobh to/from Tivoli & City Quays	60.00
Cobh to/from Passage	60.00
Cobh to/from Ringaskiddy	60.00
Cobh to/from Cork Dockyard & Cobh Area	17.00
Cobh to/from Marino Point	23.00

TABLE 3

CANCELLATION CHARGES:

(a) Cancellation communicated to Port Operations and Information Station, Cobh, before the service was due to commence:-

No Charge

(c) Cancellation after the pilot has travelled:-

Charge - A sum equal to twice the hourly rate specified in Table 4 of this Schedule.
OR The normal pilotage charge - Whichever is the less.

PLUS (if a pilot boat is actually used) - the normal charge for the use of a pilot boat, as specified in Table 2 of this Schedule.

PLUS any outgoings in respect of a conveyance and / or accommodation, as specified in the General Provisions above.

TABLE 4

HOURLY RATE

€ 190.00 per hour or part of an hour.

A maximum of 16 hours per pilot per day applies in respect of all charges based on this hourly rate provided that the charge levied shall not exceed the actual costs to the Company.

This hourly rates shall apply in respect of:

Consultations	}	
Ship Trials	}	Appropriate Pilotage Rates as per the various tables of this Schedule,
	}	*PLUS*
Adjusting Compasses	]	The hourly rates specified above in respect of the time actually
etc.	}	occupied in performing the special service.

Detentions - at sailing: The hourly rate for time over 60 minutes between the time that a pilot is ordered for and the time the vessel sails.

Detentions - at other times: The hourly rate, without any time allowances.

Other services.

TABLE 5

CRUISES

Whichever is the greater of:-

(a) The hourly rate, as specified in Table 4 of this Schedule.

OR

(b) Pilotage from the starting point to the farthest point of the cruise from the starting point.

PLUS

Pilotage from the aforementioned farthest point to the finishing point.

TABLE 6

SUNDRY SERVICES AND CHARGES

Landing a Pilot of another Port:

If a pilot boat disembarks a pilot of another port without at the same time embarking or disembarking a Port of Cork Pilot, the appropriate boat charge, as per Table 2 of this Schedule will be made.

In other circumstances, no charge will be made.

Charges for Overcarrying of Pilots:
€ 190.00 per hour or part of an hour.

A maximum of 16 hours per pilot per day applies in respect of all charges based on this hourly rate.

The Agent / Ship Owners will be responsible for all expenses incurred to repatriate the Pilot to Port of Cork.

Examination Fees:

For Pilots Licences	€130.00
For Pilotage Exemption Certificates	€747.00

Fee on issue of Pilots Licence	€130.00
Fee on issue of Pilotage Exemption Certificate	€260.00
Fee on renewal of Pilots Licence or Pilotage Exemption Certificate	€46.00
Fee on issue of duplicate of Pilots Licence	€46.00
Monthly Charge for Exemption	€3.33
(in accordance with General Provision No. 13 above)	*(per ton)*