

S.I. 98 of 2023**HARBOUR ACT***(Cap 90)***Harbour (Port and Harbour Dues) Regulations, 2023**

In exercise of the powers conferred by section 3 of the Harbour Act, the Minister responsible for transport makes the following regulations —

Citation

1. These Regulations may be cited as the Harbour (Port and Harbour Dues) Regulations, 2023.

Interpretation

2. In these Regulations —

“Authority” means the Seychelles Ports Authority established under the Seychelles Ports Authority Act;

“coastal vessel” means a vessel registered under the Merchant Shipping Act plying for hire or reward exclusively within the Seychelles coastal waters;

“construction materials” includes, but is not limited to aggregate and bundles of wood;

“fishing vessel” means any vessel used for, intended to be used for, equipped to be used for, or of a type that is normally used for fishing or fishing related activities;

“GT” or “gross tonnage” means the tonnage of a vessel calculated as per the International Convention on the Tonnage Measurement of Ships, 1969;

“Harbour” means the Harbour of Victoria and any bay, roadstead

or place within three nautical miles from any coast within the Republic of Seychelles;

“Harbour Master” has the same meaning as assigned to it under the Seychelles Ports Authority Act, Cap. 321;

“hire craft” has the same meaning as assigned to it under the Control of Hire Craft Act, Cap. 46.;

“landing” of fish means bringing any fish or fish product to the port or other landing site and transferring it from a vessel to the port or landing site, including offloading it in a container, and “landed” fish may refer to the number or weight of such fish;

“La Digue Inner Harbour” means the area specified in Schedule 6;

“master” includes —

(a) every person, other than the pilot, having command or charge of a vessel; and

(b) in the case of a fishing vessel, the skipper;

“military vessel” means a vessel belonging to or used by the military force of any country, not being a vessel used for commercial purposes;

“not under command” means a vessel due to exceptional circumstances being unable to manœuvre as required by the Convention on the International Regulations for Preventing of Collisions at Sea, 1972 (COLREG) and all subsequent amendments thereafter;

“passenger” means any individual carried on board a vessel other than —

(a) a member of the crew or a person employed or engaged in any capacity on board the vessel or in the business of the

vessel assigned as such person on the vessel's articles of agreement;

- (b) an individual carried on board the vessel under an obligation imposed upon the master to carry shipwrecked, distressed or other individuals, or by reason of any circumstance which neither the master, owner, nor charterer, if any, could have prevented or forestalled;

“passenger vessel” means a vessel carrying passengers only;

“pilot station” means the position at Latitude 04 degrees 35.8 minutes South, Longitude 55 degrees 29.6 minutes East;

“pleasure vessel” means any vessel used for recreation not plying for hire or reward;

“Port Victoria” means the area specified in Schedule 4;

“Praslin Inner Harbour” means the area specified in Schedule 5;

“Reefer vessel” means a vessel equipped to store and transport palletized or loose cargo (bulk) goods in temperature controlled holds or chambers;

“SCR” means Seychelles Rupees;

“Transshipment of fish” means —

- (a) transfer of fish from vessel to vessel; or
- (b) transfer of fish from vessel to shore, manually or through mechanisation, and then to a vessel, either directly or after temporary storage;

“tug” means a tug boat owned or chartered by, or otherwise under the control of, the Authority;

“vessel” includes any ship, boat or any other description of vessel or water craft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water whether or not it is actually afloat and whether or not it has any means of propulsion but does not include seaplane, and also includes every article or thing or collection of things being or forming part of the tackle, apparel, furniture, equipment, cargo, stores or ballast of a vessel.

Application

3. These Regulations apply to vessels entering or using the Harbour or Port Victoria or plying within the Seychelles coastal waters.

Payment of dues, fees and surcharges

4.(1) Subject to these Regulations —

- (a) the dues and fees specified in Schedule 1 shall be payable by the owner, master or agent of any vessel entering or leaving the Harbour or Port Victoria;
- (b) the dues and fees specified in Schedule 2 shall be payable by the owner, operator or agent of any vessel plying within the Seychelles coastal waters;
- (c) the dues and fees specified in Schedule 3 shall be payable by the owner, operator of the services and activities.

(2) (a) The dues and fees specified in Schedule 1, Schedule 2 and Schedule 3 shall be payable on demand —

- (i) as an advance payment, if required; or
- (ii) prior to the departure of the vessel.

(b) A vessel shall not be given clearance to leave the Harbour or Port Victoria unless all dues and fees are paid or other arrangements are made to the satisfaction of the Authority.

(3) Where the dues and fees specified in Schedule 1, Schedule 2 and Schedule 3 are payable, the dues and fees shall be paid within 30 days from the date on which the invoices are raised.

(4) Where the agent, master, owner or operator fails to pay any dues and fees within the time specified in subregulation (3) —

- (a) the agent, master or owner shall be liable to a surcharge of 5 per cent of the amount payable for each month or part thereof during which the dues and fees remain unpaid;
- (b) without prejudice to the right of the Authority to recover the amount due, the Authority may suspend or refuse further services to the agent.

(5) Unless a specific foreign currency is specified, dues and fees payable under these Regulations may be paid in —

- (a) SCR; or
- (b) Any acceptable foreign currency equivalent to the amount in SCR, at the exchange rate prevailing on the date of payment.

Applicability of pilotage, tug, berthing or unberthing dues and fees

5.(1) The dues and fees specified in Schedule 1 for pilotage services, tug, berthing or unberthing of vessels shall be applicable from 0600 hours to 1800 hours.

(2) Where a pilotage service —

- (a) continues after 1800 hours to 0600 hours; or
- (b) commences between 1800 hours to 0600 hours

the master shall be liable to a surcharge of 50 per cent of the pilotage, tug and mooring gangs' dues and fees specified in Schedule 1.

Provision of particulars

6.(1) The agent or master of any vessel other than fishing vessels shall, within 72 hours prior to arrival of the vessel into the Harbour or Port Victoria, complete such forms as may be provided by the Authority, including an arrival report relating to the vessel and whatever it is carrying, and provide such documents as may be required by the Authority in order to complete inbound clearance of the vessel.

(2) Fishing vessels shall, within 48 hours prior to arrival into the Harbour or Port Victoria, complete such forms as may be provided by the Authority, and provide such documents as may be required by the Authority in order to complete inbound clearance of the vessel.

(3) Any agent or master of any vessel who fails to comply with subregulation (1) and (2) shall be liable to a penalty of SCR 10,000 and berthing shall only be allocated upon receipt of all required information.

(4) Notwithstanding the provisions of subregulations (1) and (2), the Harbour Master may, for reasonable reasons, exempt the agent or master or any vessel from completing a form under this section within the specified time limit prior to arrival into the Harbour or Port Victoria. .

Exemption from pilotage service

7.(1) Subject to subregulation (2), the following vessels shall be exempted from using the pilotage service while entering, leaving or shifting within Port Victoria —

- (a) Vessels less than 150 GT;
- (b) Military vessels less than 300 GT; and
- (c) Pleasure vessels less than 300 GT.

(2) Where, for the safety of a vessel referred to in subregulation (1), the Harbour Master requires the vessel to be under the charge of a pilot, the vessel shall not be exempted from payment of the pilotage dues and fees specified in Schedule 1.

Exemption from using pilotage service and exemption certificate

8.(1) Where the Harbour Master considers the competence of the master of a fishing vessel entering or leaving Port Victoria to be satisfactory, he or she may exempt the vessel from using the pilotage service.

(2) Where a vessel is exempted under subregulation (1), a certificate of exemption shall be issued to the master for the specific vessel upon payment of the annual fee specified in Schedule 1.

(3) An exemption granted under subregulation (1) may be renewed by the Harbour Master, where three or more visits to Port Victoria have been made during the validity period of the certificate of exemption.

Vessels exceeding 150 GT required to accept tug service

9.(1) Every vessel exceeding 150 GT entering or leaving Port Victoria shall use a tug service and shall be liable to the tug service dues and fees specified in Schedule 1.

(2) For the purpose of this regulation, “tug service” includes shifting and any other movement of the vessel in the Harbour.

Port clearance

10.(1) Port clearance under these Regulations shall be obtained by all international vessels leaving the Harbour on payment of fees and dues as specified in Schedule 1.

(2) Every domestic vessel shall, before leaving the Harbour, obtain port clearance from the Pier Master or any other person appointed by the Harbour Master and vessels above 150 GT shall pay the dues as specified in Schedule 2.

(3) Port clearance shall be subject to the vessel submitting its passenger and crew list to the Pier Master or any other person appointed by the Harbour Master.

(4) For the purpose of this Regulation, “Pier Master” means a

person designated by the Harbour Master to oversee the day to day activities on a jetty under the responsibility of the Authority and its surrounding harbour.

Supply of fresh water

11.(1) The supply of fresh water in the Harbour shall be provided by the Authority.

(2) The agent or master of a vessel shall be responsible to settle the applicable fees and dues specified by the Authority under this regulation.

Information of port and commercial operations

12.(1) The agent, master of a vessel or operator shall provide proper and accurate information of port and commercial operations related to the calculation of Port and Harbour dues as requested by the Authority as specified in the Schedules.

(2) An agent, master of a vessel or operator who fails to comply with subregulation (1) shall be liable to a penalty of SCR 10,000.00 or the equivalent in acceptable foreign currency.

Administrative Fees

13. All requests for services to the Authority shall be charged an administrative fee as specified in Schedule 1.

SCHEDULE 1**TARIFFITEM****1.0 PORT AND HARBOUR DUES****1.1 Normal Calls**

Oil/gas/chemical tankers, general cargo, bulk carriers, ro-ro vehicle carriers and container vessels sailing at the Harbour and Port Victoria shall be subject to the following charges —

(a) 0 to 24 hours	SCR 0.79 per GT
(b) Each subsequent period of 24 hours or part thereof	SCR 0.67 per GT

1.2 Special Purpose Calls

- (a) Every vessel excluding warships calling at the Harbour or Port Victoria for fresh water, bunkers, supplies, crew changes, repairs, order, medical, weather, mutiny, port or refuge, or any other emergency situation shall be subject to the following charges —

(i) 0 to 24 hours	SCR 0.42 per GT
(ii) Each subsequent period of 24 hours or part thereof	SCR 0.30 per GT

- (b) Every research vessel, tug and tow, survey vessel or vessel of any category shall be subject to the following charges —

(i) 0 to 24 hours	SCR 0.42 per GT
(ii) Each subsequent period of 24 hours or part thereof	SCR 0.54 per GT

If the vessel does not have declared GT, then the total weight shall be used.

1.3 Passenger Vessels

Every international passenger vessel shall be subject to the following charges —

(a) 0 to 48 hours	SCR 1.16 per GT
(b) Each subsequent period of 24 hours or part thereof	SCR 0.42 per GT

1.4 Pleasure Vessels (Sailing or Motor/Electric Yacht)

Every international pleasure vessel that is not registered in Seychelles shall be subject to the following charges —

GT	First 5 Days per day or part thereof	Over 5 to 10 Days per day or part thereof	Over 10 Days per day or part thereof
(a) Less than 20 GT	SCR 148.75	SCR 124.25	SCR 99.75
(b) 20 to 100 GT	SCR 210.00	SCR 148.75	SCR 124.25
(c) Over 100 to 300 GT	SCR 393.75	SCR 332.50	SCR 271.25
(d) Over 300 to 500 GT	SCR 761.25	SCR 516.25	SCR 393.75
(e) Over 500 GT	SCR 1496.25	SCR 761.25	SCR 516.25

1.5 Military Vessels

A charge of SCR 20,000 per day or part thereof shall be payable by every military vessel.

1.6 Reefer/ Fishing Vessels

- (a) Every reefer/fishing vessel shall be subject to the following charges —

(i) 0 to 96 hours	SCR1.16 per GT
(ii) Each subsequent period of 24 hours or part thereof	SCR 0.42 per GT

- (b) Fishing vessels shall be liable upon request and approval from the Harbour Master to pay a laid up fee at a rate of SCR 0.20 per GT per day or part thereof.

1.7 Vessels detained

- (a) Every vessel above 150 GT detained in the Harbour or Port Victoria in accordance with the law and convicted of a charge laid before a court or which has had the offence compounded under the law shall be subject to the following charges —

(i) 0 to 24 hours	SCR0.79 per GT
(ii) Each subsequent period of 24 hours or part thereof	SCR0.67 per GT

- (b) Every vessel below 150 GT detained in the Harbour or Port Victoria in accordance with the law and convicted of a charge laid before a court or which has had the offence compounded under the law shall be subject to the following charges —

(i) First 30 Days per day or part thereof	SCR0.70 per GT
(ii) Each subsequent day exceeding 30 days or part thereof	SCR 0.61 per GT

2.0 PILOTAGE SERVICES

2.1 Pilotage Dues

- (a) Per pilotage service for entering, leaving and shifting within Port Victoria (including a pilot launch)

(i) First hour or part thereof	SCR0.67 per GT
(ii) Every hour or part thereof exceeding first hour	SCR0.44 per GT

Subject to a minimum charge of SCR6,125.00.

- (b) Where a pilot launch service is provided for purposes other than taking a pilot to and from a vessel, there shall be paid the following charges —
- (i) First nautical mile per hour or part thereof from the pilot launch station SCR5,250. 00;
- (ii) For a distance exceeding first nautical mile from the pilot launch station to another point, the dues shall be calculated at the rate of SCR6,500.00 for each nautical mile per hour or part thereof.

2.2 Mooring Launch

- (a) Where a vessel uses a pilot launch or a mooring launch for mooring purposes during the pilotage operations, a fee of SCR1,400.00 shall be applicable.
- (b) No fees shall be chargeable where the master or agent of a vessel amends or cancels a booking for mooring launch service —
- (i) scheduled within normal working hours (0800 hrs to 1600hrs), at any time from 2 hours onwards prior to the notified time; or
- (ii) scheduled after normal working hours (1600hrs to 0800hrs and on Saturdays, Sundays and Public Holidays), at any time from 6 hours onwards prior to the notified time.

- (c) Where a master or agent of a vessel amends or cancels a booking for a mooring launch service —
 - (i) scheduled within normal working hours (0800hrs to 1600hrs), at any time less than 2 hours prior to the notified time; or
 - (ii) scheduled after normal working hours (1600hrs to 0800hrs and on Saturdays, Sundays and Public Holidays), at any time less than 6 hours before the notified time.

A charge of SCR 1,400.00 shall be applicable for each amendment or cancellation.

2.3 Vessels not under command

Every vessel not under command shall pay 2.5 times the rate specified in item 2.1 above.

2.4 ‘Dead Ship/Cold Manoeuvre’

Every vessel unable to provide engine movement as required by a pilot within a reasonable time shall be considered as a dead ship or cold manoeuvre and shall pay 2.5 times the rate specified in 2.1 above.

2.5 Pilot Waiting Time

- (a) Where a vessel is not ready to be moved at the notified time through any fault of the vessel or its agent, a charge of SCR 2,625.00 per hour or part thereof shall be levied.
- (b) Where the pilot launch is denied, an additional hire charge of SCR3,500.00 per hour or part thereof shall be levied.

2.6 Amendment or Cancellation of Pilotage Service

- (a) No fees shall be chargeable where the master or agent of a vessel amends or cancels a booking for pilotage service —

- (i) scheduled within normal working hours (0800hrs to 1600hrs), at any time from 2 hours onwards prior to the notified time; or
 - (ii) scheduled after normal working hours (1600hrs to 0800hrs and on Saturdays, Sundays and Public Holidays), at any time from 6 hours onwards prior to the notified time.
 - (b) Where a master or agent of a vessel amends or cancels a booking for a pilotage service —
 - (i) scheduled within normal working hours (0800hrs to 1600hrs), at any time less than 2 hours prior to the notified time; or
 - (ii) scheduled after normal working hours (1600hrs to 0800hrs and on Saturdays, Sundays and Public Holidays), at any time less than 6 hours before the notified time.
- A charge of SCR 2,625.00 shall be applicable for each amendment or cancellation.
- (c) Where the owner, master or agent of a vessel amends or cancels a booking for a pilotage service at any time after the pilot has boarded the vessel, an additional fee of SCR 7,000.00 or EUR equivalent over and above the normal pilotage fee shall be applicable.

3 TUG SERVICES

3.1 Tug dues

- (a) A basic charge of SCR 20,912.50 per hour or part thereof shall be payable per tug assisting, attending or shifting a vessel of up to 30,000 GT during berthing, unberthing and shifting within the Harbour. For vessels above 30,000 GT, an additional charge of SCR 0.88 per GT or EUR equivalent shall be applicable.
- (b) A 20 per cent discount on fees specified in item 3.1(a) shall be applicable on tug charges if the tug remains at its station.

3.2 Vessels not under command

Every vessel not under command shall pay 2.5 times the rate specified in item 3.1.

3.3 ‘Dead Ship/ Cold Manoeuvre’

Any vessel, after clearing the berth or before arriving at the berth with a pilot onboard, if unable to provide engine movement as required by a pilot within a reasonable time, may at the discretion of the Authority, be assisted by tugs for safe operation. The agent or master shall pay 2.5 times the rate specified in item 3.1.

3.4 Tug Dues for Safety or Security purposes

- (a) Where a vessel is requested to vacate the berth for safety or security purposes, the agent or master of the vessel shall pay 2.5 times the rate specified in item 3.1.
- (b) The charges shall be applied in accordance with the outcome of the investigation of the incident or accident carried out by the Authority.

3.5 Tug Waiting Time

- (a) Where a vessel is not ready to be moved at the notified time through any fault of the vessel or its agent, a charge of SCR20,912.50 per hour or part thereof shall be levied.
- (b) The discount applicable under 3.1 (b) shall not be applicable.

3.6 Stand by charges for hire of a tug as a safety measure (tankers, petroleum and hazardous products)

GT	Per tug per hour or part thereof
(a) 150 to 9999	SCR 2,625.00
(b) 10000 and over	SCR 3,150.00

3.7 Stand by charge or hire of fire brigade as a fire safety measure

In addition to charges specified in item 3.6, the following charges shall apply to gas tankers while alongside berth —

Per Hour or part thereof	SCR 1,750.00
--------------------------	--------------

3.8 Stand by charges for any other vessels except for those specified in item 3.6 as safety measure in circumstances deemed necessary by the Authority

GT	Per day or part thereof
(a) 150 to 9999	SCR 2,625.00
(b) 10000 and over	SCR 3,150.00

The decision of the Authority shall be exercised diligently taking into consideration all circumstances.

3.9 Amendment or cancellation of Tug services

- (a) No fees shall be chargeable if the master or agent of a vessel amends or cancels a booking for tug service —
 - (i) scheduled within normal working hours (0800 hrs to 1600hrs), at any time from 2 hours onwards prior to the notified time; or
 - (ii) scheduled after normal working hours (1600 hrs to 0800hrs and on Saturdays, Sundays and Public Holidays), at any time from 6 hours onwards prior to the notified time.
- (b) Where a master or agent of a vessel amends or cancels a booking for a tug —
 - (i) scheduled within normal working hours (0800 hrs to 1600hrs), at any time from 2 hours onwards prior to the notified time; or
 - (ii) scheduled after normal working hours (1600 hrs to 0800hrs and on Saturdays, Sundays and Public

Holidays), at any time from 6 hours onwards prior to the notified time,

a charge of SCR 8,750.00 per tug shall be applicable for each amendment or cancellation.

- (c) A basic charge of SCR 20,912.50 per tug or the EUR equivalent per tug shall be applicable if the master or agent of a vessel amends or cancels a booking for tug service after the pilot boarded the vessel.

4.0 **BERTH DUES (INCLUDING BUOYS OCCUPANCY)**

4.1 Berth dues shall be applicable to every vessel occupying a berth

(a)	0 to 24 hours or part thereof	SCR0.54per GT
(b)	Each subsequent period of 24 hours or part thereof	SCR0.79 per GT

Subject to a minimum charge of SCR 612.50

4.2 Berth dues shall be applicable to every vessel moored on buoys

Berth dues exclusively for vessels moored on buoys shall enjoy a 25 percent discount of the charges specified in item 4.1 provided that such discount shall not apply to the minimum charge under that item.

5.0 **BERTHING OR UN-BERTHING (MOORING GANGS)**

5.1. Berthing and Un-berthing

Charge per berthing or un-berthing	SCR 3,500.00
------------------------------------	--------------

5.2. Mooring Gangs Waiting Time

Where a vessel is not ready to be moved at the notified time through any fault of the vessel or its agent, a charge of SCR 3,500.00 per hour or part thereof shall be levied.

5.3. Amendment or Cancellation for Use of Mooring Gangs

Where a master or agent of a vessel amends or cancels a booking for the use of Mooring Gangs scheduled —

- (a) within normal working hours (0800hrs to 1600hrs), at any time from 2 hours onwards prior to the notified time; or
- (b) after normal working hours (1600hrs to 0800hrs and on Saturdays, Sundays and Public Holidays), at any time from 6 hours onwards prior to the notified time,

a charge of SCR 2,333.33 shall be applicable for each amendment or cancellation.

6.0 GENERAL CHARGES

6.1 Pilotage exemptions

Subject to regulations 7 and 8, the pilotage exemption fee for fishing vessels per year shall be levied at SCR 50,000.00 per master for the same vessel.

6.2 Towing Operations

- (a) The fee for conducting salvage mobilisation services for internationally registered vessels shall be negotiated based on the complexity of the operation and limitations of the tugs, on a separate contract reflecting a minimum charge of SCR20,912.50 per hour upon confirmation of commencement of preparation for mobilisation.
- (b) The fee for conducting salvage mobilisation services for locally registered vessels shall be negotiated based on the complexity of the operation and limitations of the tugs, on a separate contract reflective of a minimum charge of SCR12,000.00 per hour upon confirmation of commencement of preparation for mobilisation.
- (c) The fee for salvage mobilisation services for rental tug boats including the crew shall be negotiated, based on the complexity of the operation and limitations of the tugs, through a separate contract.

6.3 Maritime Safety Dues

Every vessel other than a coastal vessel calling at the Harbour or Port Victoria shall be levied a fixed charge —

Up to 150 GT	SCR350.00 per call
Above 150 GT	SCR612.50 per call

6.4 Marine Environment and Protection Dues

- (a) Every reefer, industrial, fishing and supply vessel or tanker calling at the Harbour or Port Victoria shall be subject to the following charge —

Per 96 hours or part thereof SCR0.26 per GT

- (b) Every vessel other than a vessel specified under item 6.4(a) shall be subject to the following charge —

Per 48 hours or part thereof SCR0.19 per GT

- (c) Every vessel except fishing vessels shall be charged an environment levy of SCR450.00 per call to finance waste management.

- (d) All garbage shall be segregated as per the MARPOL Annex V. Vessels that are not segregating garbage as per the MARPOL Annex V shall be liable to a penalty of SCR20,000.00.

6.5 Passenger Fees (Cruise Ships)

A fee of SCR200.00 per passenger shall be applicable with respect to any disembarkation, embarkation or transit of passengers in Mahe Quay, Praslin Ero Terminal and La Digue Jetty.

6.6 Hire of Fender and Gangway

The hire of a fender and gangway shall be subject to the following charges —

Fender per 24 hours or part thereof	SCR 4,375.00
Gangway per 24 hours or part thereof	SCR 3,675.00

6.7 Transshipment and Landing of Fish Fees

Transshipment charges shall apply to transshipment within a calendar year in respect of a company owning or managing one or more purse seiners and long liners transshipping and discharging in Port Victoria as follows —

(a) Transshipment of Fish	EUR6.00 per metric tonne or US dollar equivalent
(b) Landing of Fish and By-Catch	EUR3.00 per metric tonne or US dollar equivalent

6.8 Administrative Fees

An administrative fee of SCR 150.00 shall be applicable to any of the following services requested from the Authority —

- (a) Washing and Painting;
- (b) Welding;
- (c) Diving;
- (d) Net Repairs;
- (e) Immobilization;
- (f) Dangerous Cargo;
- (g) General Permission;
- (h) Annexo; or
- (i) Port Access.

6.9 Port Clearance

- (a) SCR 100 per vessel up to 150 GT.
- (b) SCR 200 per vessel exceeding 150 GT.

6.10 Light Dues (Navigational Aids)

Every vessel shall pay SCR 0.012 per GT per call.

6.11 Provision of proper and accurate information

The agent or master of a vessel shall provide the following proper and accurate information when requested by the Authority —

- (a) General declaration (FAL form 1);
- (b) Cargo declaration (FAL form 2);
- (c) Ship's Stores Declaration (FAL form 3) ;
- (d) Crew's Effects Declaration (FAL form 4);
- (e) Crew list (FAL form 5);
- (f) Passenger list (FAL form 6);
- (g) Dangerous Goods Manifest (FAL form 7);
- (h) Nil List;
- (i) Statement of Facts;
- (j) Final Discharge Report; or
- (k) Manifest.

SCHEDULE 2**TARIFF ITEM****1.0 PORT CLEARANCE (DOMESTIC VESSELS)**

(a) SCR 200 per vessel exceeding 150 GT.

2.0 PILOTAGE

Coastal vessels may be exempted from using the services of a pilot. An Exemption Certificate shall be issued and a fee thereof payable as follows
—

Annual exemption fee SCR 15,000.00

3.0 BERTH/WHARFAGE/CARGO DUES

These dues are payable by coastal vessels occupying a berth, on discharge or loading or when they are double banked in the Harbour, Mahe Quay, Inter Island Quay, Praslin Ero Terminal and La Digue Jetty. Clearance to leave the Harbour, quay or jetty shall not be given by the Pier Master unless the passenger and crew list has been submitted to him or her.

3.1 Berth dues applicable to every coastal vessel occupying berth—

GT	Period	SCR
(a) 0 to 30	First 2 hours or part thereof	60.00
	Each subsequent period of 1 hour or part thereof	110.00
(b) Above 30	First 6 hours or part thereof	110.00
	Each subsequent period of 1 hour or part thereof	210.00

3.2 Berth dues applicable to every hire and craft occupying berth—

Overall Length in Meters	Per hour or part thereof
(a) From 0 to 10	SCR 50.00
(b) Over 10 to 20	SCR 60.00
(c) Over 20 to 30	SCR 80.00
(d) Over 30	SCR 100.00

- 3.3** Where the owner or master of a vessel fails to comply with item 3.2, the owner or master is liable to a surcharge of SCR 750.00 over the amount which he or she is liable to pay under that item, for each hour or part thereof, after the expiry of the first hour, payable within one month of the date of surcharge, and is liable to the possible detention of the vessel.

4.0 DESIGNATION OR EMERGENCY BERTH

The designated emergency berths, as marked, shall be free from any vessel at any time, unless working cargo or embarking or disembarking passengers with sufficient crew on board to vacate the berth at very short notice, and as approved by the Harbour Master or Pier Master or any other person appointed by the Harbour Master.

Where the master fails to comply with this item, he or she is liable to a penalty of SCR 3,000.00 payable within one month of the date of the penalty and is liable to the possible detention of the vessel.

5.0 USAGE OF RAMP

For the use of a ramp for the purpose of loading and unloading goods, the following charges shall apply —

(a) First hour or part thereof	SCR 400.00
(b) Each subsequent period of 1 hour or part thereof	SCR 1,500.00

A fine of SCR 3,500.00 per hour or part thereof shall be applicable if a vessel remains at the ramp for purposes other than for loading or unloading.

6.0 PASSENGER FEE (DOMESTIC VOYAGES)

- (a) The following fees shall be applicable with respect to any embarkation or disembarkation of passengers at Inter Island Quay, Praslin Ero Terminal and La Digue Jetty —

(a) Mahe to Praslin	SCR 25.00
(b) Praslin to Mahe	SCR 25.00
(c) Mahe to La Digue (including transits through Praslin)	SCR 25.00
(d) La Digue to Mahe (including transits through Praslin)	SCR 25.00
(e) Praslin to La Digue	SCR 15.00
(f) La Digue to Praslin	SCR 15.00

- (b) The fees referred to at item (c) and (d) in paragraph (a) shall only be applicable for passengers transiting through Praslin within 24 hours and if the passenger provides proof of final destination to La Digue or Mahe.
- (c) The fees referred to in paragraph (a) shall not be applicable to the following categories of passengers —
- (i) Children of 0 to 12 years; or
 - (ii) Pensioners defined as per the Laws of Seychelles.
- (d) The fees shall be payable to the Authority and in accordance with the passenger manifest or passenger list of each vessel.

7.0 MOORING/ANCHORAGE FEES AT LA DIGUE AND PRASLIN HARBOUR

Every vessel, except ferry vessels, registered by a non-permanent resident of La Digue or Praslin that is moored or anchored at the La Digue Inner Harbour or Praslin Inner Harbour respectively, shall be subject to the following fees —

Length Overall	First 24 hours	Every subsequent period of 24 hours or part thereof
(a) Less than 10 meters	65.00	275.00

(b) More than 10 meters	90.00	325.00
-------------------------	-------	--------

8.0 **STORAGE OF ITEMS**

8.1 **Storage of Container at Inter Island Jetties**

(a) Any container unit stored at the jetty area or at the yard without a valid lease agreement shall be subject to the following charges per day or part thereof —

(a) 10ft Container	SCR200.00
(b) 20ft Container	SCR400.00
(c) 40ft Container	SCR800.00

(b) The storage of containers is subject to availability of space at the storage yard.

8.2 **Storage of Construction Materials (Aggregate)**

(a) The following charges shall be applicable to the storage of construction aggregate —

Building Aggregate (Tonnes)	First two (2) days or part thereof	Any subsequent amount of days or part thereof
(a) 0 -100	SCR 50.00	SCR 60.00
(b) 100 and above	SCR 70.00	SCR 80.00

(b) The storage of construction aggregate is subject to availability of space at any of the storage yards.

(c) The storage fees are calculated in accordance with the declaration made by the vessel operator or inland vehicles and based on the cargo receipt or declaration produced.

8.3 Storage of Concrete Blocks

- (a) The storage of pallets of concrete blocks shall be subject to the following charges —

First two (2) days or part thereof	Any subsequent days or part thereof
SCR45.00	SCR50.00

- (b) The storage of pallets of concrete blocks is subject to availability of space at any of the storage yards.

- (c) The storage fees are calculated in accordance with the declaration made by the vessel operator or inland vehicles and based on the cargo receipt or declaration produced.

8.4 Storage of wood bundles

- (a) The storage charges for wood bundles are as follows —

(i) Per wood bundle per day or part thereof for the first five days	SCR 50.00
(ii) Per wood bundle per day or part thereof thereafter	SCR 60.00

- (b) The storage of wood bundles is subject to availability of space at any of the storage yards.

8.5 Storage of items on ad-hoc basis

The storage of items not mentioned in items 8.1 to 8.4 shall be considered as items stored on ad-hoc basis and the applicable charges shall be per day or part thereof —

(a) Any container unit stored at the jetty area or at the yard without a valid Lease Agreement	SCR 250.00
(b) Any bagged items, wooden pallets, metal pieces, barrels, tanks and any other items left at the jetty area or yard	SCR 100.00

8.6 Abandoned items

Items that are left abandoned or idled at the jetty without a valid agreement shall be subject to a penalty fee of SCR 250.00 per day or part thereof, subject to them being removed by the Authority.

8.7 Liability

The Authority shall not be responsible for any damage which any person may incur to items that are stored, abandoned or discarded at the jetty area or in any yard operated by the Authority.

SCHEDULE 3

1.0 STORAGE OF CONTAINERS AND PARKING OF HEAVY PLANT/MACHINERY/EQUIPMENT/VESSELS

1.1 Applicable fees

(a) Unless there is an existing agreement between the Authority and the Operator, the following fees shall be applicable —

(i) Where a container is stored at the quay or within the designated port area, a fee of EUR 10.00 shall be applicable per day or part thereof. This includes containers stationed at the port prior to stuffing operations and those inoperative or idled at the port area.

(ii) Where a heavy plant is stationed at the quay and is not being used in stuffing operations, a fee of EUR 150.00 shall be applicable per day or part thereof. For the purposes of this item, “heavy plant” means every equipment or plant that exceeds 3 tonnes.

(iii) Where a vessel is left idled on the apron, the quay or within the designated port area without prior approval from the Authority, a fee of EUR 150.00 shall be applicable per day or part thereof.

(b) The Authority reserves the right to deny the exit of any unauthorised vehicle, machinery, equipment or vessel until the applicable penalty is cleared by the party liable.

(c) Subject to paragraph (b), the applicable fees for the release of any unauthorised vehicle, machinery, equipment or vessel seized by the Authority shall be EUR 200.00 per piece, and EUR 150.00 per day or part thereof that the item has occupied the apron, quay or designated port area.

1.2 Applicable penalties for property misuse

(a) Unless there is an existing agreement between the Authority and the Operator, where any debris, waste, garbage skips, net bundles, wooden pallets and any other residual items are left abandoned at the jetty area after the completion of any operation, or after the departure of a vessel, a fine of EUR 1,500.00 shall be imposed.

- (b) Subject to paragraph (a), a notice shall be given to the party liable prior to imposing the fine.
- (c) Any costs incurred by the Authority in the disposing of any of the items specified in paragraph (a) shall be borne by the party liable.

2.0 Pipeline Dues

Pipeline dues as below shall be payable per metric ton on bulk petroleum or petroleum products, liquefied natural/pressurized gas, bulk cement and any other product using pipeline for transit (loading and unloading operations). The quantity shall be in accordance with the vessel's manifest.

Per MT SCR 43.75

3.0 Fish Loader usage at the quay

- (a) A fee of EUR 15.00 per fish loader per day's operation or part thereof.
- (b) All fish loader owners shall provide the Authority with an updated list of identification of their fish loaders on an annual basis.

SCHEDULE 4*(Regulation 2)*

Port Victoria shall be the area enclosed by the following boundaries —

Starting at Mahe Island bearing 000° by 4.6 nautical miles (Lat 04°53'S; Long 055°31'E), thence by a straight line in a north easterly direction to Fregate Island bearing 276° by 5.9 nautical miles (Lat 04° 36' S; Long 056° 03' E), thence by a straight line in a north north westerly direction to Grande Soeur Island bearing 230° by 7.7 nautical miles (Lat 04°12' S; Long 055° 58' E), thence by a straight line in a westerly direction to Aride Island bearing 094° by 7.5 nautical miles (Lat 04° 12' S; Long 055° 32' E), thence by a straight line in a north north westerly direction to North Island bearing 115° by 7 nautical miles (Lat 04° 20' S; Long 055° 08' E), thence by a straight line in a southerly direction to Silhouette Island bearing 030° by 10.8 nautical miles (Lat 04° 40' S; Long 055° 08' E), back to the starting point at Mahe Island bearing 0000 by 4.6 nautical miles.

SCHEDULE 5*(Regulation 2)*

The Praslin Inner Harbour shall be the area enclosed by the following boundaries —

1. Latitude 04°20.00'S // Longitude 055°47.45'E (Pointe La Farine) Straight line to;
2. Latitude 04°20.00'S // Longitude 055°48.20'E Straight line to;
3. Latitude 04°21.80'S // Longitude 055°48.00'E Straight line to;
4. Latitude 04°22.00'S // Longitude 055°47.00'E Straight line to;
5. Latitude 04°21.18'S // Longitude 055°46.27'E (Pointe Cabri); and
6. The coastline between coordinates from point 1 to point 5.

SCHEDULE 6*(Regulation 2)*

The La Digue Inner Harbour shall be the area enclosed by the following boundaries –

1. Latitude 04°20.00'S // Longitude 055°48.20'E Straight line to;
2. Latitude 04°20.00'S // Longitude 055°49.00'E Straight line to;
3. Latitude 04°20.53'S // Longitude 055°49.72'E (Point Cap Barbe) The coastline to;
4. Latitude 04°21.50'S // Longitude 055°49.51'E (Anse Reunion) Straight line to;
5. Latitude 04°21.80'S // Longitude 055°48.00'E Straight line to;
6. Latitude 04°20.00'S // Longitude 055°48.20'E.

MADE this 23rd day of November, 2023.

**ANTONY DERJACQUES
MINISTER OF TRANSPORT**
