



## MERCHANT SHIPPING (FEES) REGULATIONS 2022

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Statutory Document No. 2022/0014

*Merchant Shipping (Miscellaneous Provisions) Act 1996*

## MERCHANT SHIPPING (FEES) REGULATIONS 2022

*Approved by Tynwald:**15 March 2022**Coming into Operation:**1 April 2022*

The Department for Enterprise, with the consent of Treasury, makes the following Regulations under section 17(1) of the Merchant Shipping (Miscellaneous Provisions) Act 1996.

### 1 Title

These Regulations are the Merchant Shipping (Fees) Regulations 2022.

### 2 Commencement

If approved by Tynwald, these Regulations come into operation on 1 April 2022.

### 3 Interpretation

In these Regulations –

“**agents’ fees**” means any fees charged by the vessel’s agent in providing assistance to a surveyor when travelling to a vessel;

“**alternative fuel**” means liquefied natural gas (LNG), liquefied petroleum gas (LPG), methanol, ammonia, hydrogen, hydrogen enriched fuel, fuel cells, or battery systems;

“**Americas zone**” means the countries or offshore areas delineated on the map in Schedule 2 as the Americas zone;

“**Asian zone**” means the countries or offshore areas delineated on the map in Schedule 2 as the Asian zone;

“**Australasian zone**” means the countries or offshore areas delineated on the map in Schedule 2 as the Australasian zone;

“**cargo ship**” means any ship which is not a passenger ship, pleasure vessel, fishing vessel, small ship or commercial yacht;

“**certificate of compliance for a large charter yacht**” means a certificate of compliance issued in accordance with the Large Commercial Yacht Code;

“**commercial yacht**” means a vessel which is registered or to be registered in the Island under Part I or Part IV of the *Merchant Shipping Registration Act 1991* and which is or is to be certificated in accordance with the Large Commercial Yacht Code;

“**company**” means —

- (a) the owner of the ship; or
- (b) any other organisation or person such as the manager, or the bareboat charterer, who —
  - (i) has assumed the responsibility for operation of the ship from the owner of the ship; and
  - (ii) on assuming such responsibility, has agreed to take over all the duties and responsibility imposed by the ISM Code;

“**company ISM document of compliance audit**” or “**company audit**” means an audit to verify a company has and operates a safety management system in accordance with the requirements of the ISM Code;

“**company ISM document of compliance**” means a document of compliance issued in accordance with the ISM Code, Part B, section 13;

“**CSR**” means a continuous synopsis record required by SOLAS Chapter XI-1 regulation 5;

“**demise in registration**” means registration of a vessel under Part IV of the *Merchant Shipping Registration Act 1991* (the demise Register);

“**demise out registration**” or “**demised out**” means registration of a Manx ship in a compatible register in accordance with Part III of the Merchant Shipping (Demise Charter Register) Regulations 1991<sup>1</sup>;

“**Department**” means the Department for Enterprise;

“**DMLC**” means a declaration of maritime labour compliance issued in accordance with Part 20 or Part 21 of the Merchant Shipping (Maritime Labour Convention) Regulations 2013<sup>2</sup>;

“**European zone**” means the countries or offshore areas delineated on the map in Schedule 2 as the European zone;

“**fee year**” means a period of 12 months beginning with 1 April;

“**fishing vessel**” means a vessel registered or to be registered under Part III of the *Merchant Shipping Registration Act 1991*;

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<sup>1</sup> SD394/91 as amended by SD 215/92, SD299/92, SD 361/92, SD 363/92, SD 369/92, SD 689/96, SD 552/99, SD 269/04, SD 523/04, SD276/06, SD 818/06, SD 2014/0065, SD 2014/0238, SD2017/0185, SD2015/0387, SD2018/0088, SD2018/0278, SD2020/0231 and SD2020/0552.

<sup>2</sup> SD0234/13 as amended by SD2014/0238, SD2014/0415, SD2015/0055, SD2015/0230, SD2016/0328 and 2018/0312.

“**gt**” means gross tonnage;

“**high speed craft safety certificate**” means a certificate issued in accordance paragraph 1.8.1 of the International Code of Safety for High Speed Craft (HSC Code);

“**IMO**” means the International Maritime Organization;

“**initial general inspection**” means the inspection required by regulation 30 of the Merchant Shipping (Survey and Certification) Regulations 2018;

“**interim MLC certificate**” means an interim certificate issued in accordance with Part 20 of the Merchant Shipping (Maritime Labour Convention) Regulations 2013, but does not include a DMLC;

“**interim safety management certificate**” means an interim certificate issued in accordance with the ISM Code, Part B section 14;

“**interim ship security certificate**” means an interim certificate issued in accordance with the ISPS Code, Part A section 19.4;

“**ISM**” or “**ISM Code**” means the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management Code), including all amendments made to that Code up to and including those adopted by IMO resolution MSC.353 (92) on 21 June 2013 which came into force 1 January 2015;

“**ISPS**” or “**ISPS Code**” means the International Ships and Port Facility Security Code adopted by Resolution 2 of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974, on 12 December 2002 and which came into force on 1 July 2004, and includes all amendments made to that Code up to and including those adopted by IMO Resolution MSC.196 (80) on 20 May 2005 which came in to force on 1 January 2009;

“**Large Commercial Yacht Code**” means Part A of the Red Ensign Group Yacht Code January 2019 edition;

“**major conversion**” means a conversion of a vessel —

- (a) which substantially alters the dimensions of a vessel; or
- (b) which changes the type of the vessel; or
- (c) the intent of which in the opinion of the Department is substantially to prolong its life; or
- (d) which otherwise so alters the ship that, if it were a new vessel, it would become subject to the relevant existing vessel;

“**mandatory general inspection**” means the inspection required by regulation 31 of the Merchant Shipping (Survey and Certification) Regulations 2018;

“**Manx ship**” has the meaning given by section 1 of the *Merchant Shipping Registration Act 1991* and includes a ship registered under Part IV of that Act (the Demise Charter Register);

“**Maritime Labour Convention**” or “**MLC**” means the Convention adopted on the 23 February 2006 by the General Conference of the International Labour Organization in Geneva, as amended by the 103<sup>rd</sup> session of the International Labour Conference on 11 June 2014, which came into force on 18 January 2017;

“**Middle Eastern and Africa zone**” means the countries or offshore areas delineated on the map in Schedule 2 as the Middle Eastern and Africa zone;

“**MLC certificate**” means a certificate issued in accordance with Part 20 of the Merchant Shipping (Maritime Labour Convention) Regulations 2013 and includes a DMLC;

“**passenger**” means every person carried on a ship other than —

- (a) a person who is employed or engaged or works in any capacity on-board the ship on the business of the ship; and
- (b) a child under one year of age;

“**passenger ship**” means a ship which carries more than 12 passengers;

“**passenger ship safety certificate**” means a certificate issued in accordance with SOLAS Chapter I regulation 12;

“**pleasure vessel**” has the meaning given by regulation 6 of the Merchant Shipping (Pleasure Vessel) Regulations 2003<sup>3</sup>;

“**pre-registration survey**” means the survey required by section 7 of the *Merchant Shipping Registration Act 1991*;

“**Register**” means the register of ships kept in accordance with Parts I to IV of the *Merchant Shipping Registration Act 1991*;

“**safe manning document**” means a document issued by the Department in accordance with regulation 9 of the Merchant Shipping (Manning and STCW) Regulations 2014<sup>4</sup>;

“**safety management certificate**” means a certificate issued in accordance with the ISM Code, Part B section 13.7;

“**safety management system**” means a structured and documented system enabling Company personnel to implement effectively the Company safety and environmental protection policy;

“**ship security certificate**” means a certificate issued in accordance with the ISPS Code, Part A section 19.2;

“**ship security plan**” means the ship security plan required by the ISPS Code, Part A section 9;

<sup>3</sup> SD396/03 as amended by SD269/04, SD2014/0238, SD2014/0415 and SD2015/0055.

<sup>4</sup> SD2014/0238 as amended by SD2014/0415, SD2018/0187, SD2018/0278 and SD2021/0175.

“**small ship**” means a ship registered or to be registered in the Island under Part II of the *Merchant Shipping Registration Act 1991*;

“**SOLAS**” means the International Convention for the Safety of Life at Sea 1974 as adopted on the 1 November 1974 by the IMO International Conference on Safety of Life at Sea, as amended by the 1988 Protocol which came into force on 3 February 2000;

“**technically managed from the Island**” means —

- (a) for ships of 500gt and over where the responsibility for the operation of the ship and all the duties and responsibilities imposed by the ISM Code are undertaken by the Company from the Island, or
- (b) for ships under 500gt where the day to day operation of the ship is undertaken from the Island which includes —
  - (i) the statutory certification of the ship,
  - (ii) the operational safety of the ship,
  - (iii) the manning of the ship, and
  - (iv) anti-pollution measures,

“**travel day**” means a day where a surveyor is travelling to the location of the vessel or office and during which no survey work is undertaken;

“**waiting day**” means a day where a surveyor has travelled to the location of the vessel or office and is unable to commence work;

“**working day**” means 10 hours in a 24 hour period or any part of 10 hours worked by a person; and

“**wreck removal insurance certificate**” means a certificate issued in accordance with Article 12(2) of the Nairobi International Convention of the Removal of Wrecks 2007 adopted in Nairobi on 18 May 2007.

## PART 2

### CARGO SHIPS

#### 4 Annual Registration Fee

- (1) An annual registration fee determined in accordance with Table 1 is payable in respect of a cargo ship which is on the Register on 1 April of a fee year.

<b>Table 1</b>	
<b>Cargo ship by gross tonnage</b>	<b>Annual registration fee</b>
Up to 3,000gt	£4,030
3,001 to 10,000gt	£4,605
10,001 to 50,000gt	£5,180
50,001 to 100,000gt	£5,760
100,001gt and over	£6,335

- (2) For a cargo ship which registers on a day after 1 April of a fee year, the annual registration fee is payable on a pro-rata basis calculated daily from the date of registration up to and including the next 31 March.
- (3) The following discounts are applied to the annual registration fee specified in Table 1 and paragraph (2) –
- (a) a discount of 10% for a cargo ship which on the 1 April of the fee year in question exceeds the MARPOL Annex VI EEDI reduction factors specified in Schedule 1;
  - (b) a single discount of 15% for a cargo ship which provides evidence of one or more of the following—
    - (i) of its use of biofuel or biofuel blends as the primary source of fuel for power (main and/or auxiliary engines) for a period of not less than 120 days during the 12 months preceding the 1 April of the fee year for which the annual registration fee is payable;
    - (ii) its ability to use alternative fuel;
    - (iii) its ability to use wind assisted propulsion or wind energy for power generation;
    - (iv) its ability to use shore-side energy to provide continuous electrical power to its equipment (refrigeration, cooling, heating, lighting, emergency and other equipment) while it loads or unloads its cargo at berth with its main and auxiliary engines turned off (cold ironing).
- (4) For the purposes of paragraph 3(b)(iv) –
- (a) a ship has the ability to use “shore-side energy” if it is fitted with a purpose designed system approved by a classification society;
  - (b) “shore-side energy” is not the shore power connection used in dry dock.
- (5) Where a discount of 10% under paragraph (3)(a) and a discount of 15% under paragraph (3)(b) would otherwise apply to the annual registration fee, only the 15% discount shall be applied to that fee.



- (6) The annual registration fee is non-refundable.
- (7) Paragraphs (1) to (6) of this regulation do not apply to a demised out cargo ship.

## 5 Demised out annual registration fee

- (1) An annual registration fee of £2,135 is payable in respect of a demised out cargo ship which is –
  - (a) not technically managed from the Island, and
  - (b) on the Register on the 1 April of a fee year.
- (2) An annual registration fee of £1,068 is payable in respect of a demised out cargo ship which is –
  - (a) technically managed from the Island, and
  - (b) on the Register on the 1 April of a fee year
- (3) The annual registration fee is non-refundable.

## 6 Pre-Registration Survey, Initial General Inspection and Additional Inspection Fee

- (1) The fees for a pre-registration survey, initial general inspection or additional inspection of a cargo ship are those specified in Table 2.

<b>Table 2</b>	
<b>Cargo ship pre-registration survey, initial general inspection and additional inspection fee</b>	<b>Fee</b>
Surveyor travel (including cost of visas) and the transfer of the surveyor from the port to the ship or the ship to port.	Charged at cost
Work undertaken in a port or shipyard in the Island	£105 per hour
Work undertaken anywhere other than a port or shipyard in the Island	£3,560
Remote pre-registration survey, remote initial general inspection or remote additional inspection	£3,560

- (2) The fees in Table 2 do not include agents' fees.
- (3) If a surveyor has travelled to the location of a cargo ship, an additional fee of £555 per day is payable for each waiting day except the first such day.
- (4) For the purposes of this regulation, an additional inspection of a cargo ship is any inspection, verification or survey other than –
  - (a) a pre-registration survey, initial general inspection or mandatory general inspection,

- (b) an interim, initial, intermediate or renewal verification for compliance with the ISPS Code,
- (c) an interim, initial, intermediate or renewal verification for compliance with the ISM Code, and
- (d) an interim, initial, intermediate or renewal inspection for compliance with the MLC Convention.

## 7 **Mandatory General Inspection Transfer Fees and Agents Fees**

The transfer of the surveyor from the port to the ship or the ship to port and any agents fees for the conduct of a mandatory general inspection on a cargo ship will be charged at cost.

# PART 3

## COMMERCIAL YACHTS

### 8 **Annual Registration fee**

- (1) An annual registration fee of £2,135 is payable in respect of a commercial yacht which is—
  - (a) not technically managed from the Island, and
  - (b) on the Register on the 1 April of a fee year.
- (2) An annual registration fee of £1,068 is payable in respect of a commercial yacht which is—
  - (a) technically managed from the Island, and
  - (b) on the Register on the 1 April of a fee year.
- (3) The following discounts are applied to the annual registration fees specified in paragraphs (1) and (2) —
  - (a) a discount of 10% for a commercial yacht which on the 1 April of the fee year in question exceeds the MARPOL Annex VI EEDI reduction factors specified in Schedule 1; or
  - (b) a single discount of 15% for a commercial yacht which provides evidence of one or more of the following —
    - (i) its use of biofuel or biofuel blends as the primary source of fuel for power (main and/or auxiliary engines) for a period of not less than 120 days during the 12 months preceding the 1 April of the fee year in question;
    - (ii) its ability to use alternative fuel;
    - (iii) its ability to use wind assisted propulsion or wind energy for power generation, or

- (iv) its ability to use shore-side energy to provide continuous electrical power to the ships equipment (refrigeration, cooling, heating, lighting, emergency and other equipment) while the yacht is berthed with its main and auxiliary engines turned off (cold ironing).
- (4) For the purposes of paragraph 3(b)(iv) —
  - (a) a yacht has the ability to use “shore-side energy” if it is fitted with a purpose designed system approved by a classification society;
  - (b) “shore-side energy” is not the shore power connection used in dry dock.
- (5) Where a discount of 10% under paragraph (3)(a) and a discount of 15% under paragraph (3)(b) would otherwise apply to the annual registration fee, only the 15% discount shall be applied to that fee.
- (6) The annual registration fee is non-refundable.

## 9 Fixed fee - new build or major conversions: Commercial yacht under 500gt

- (1) The fixed fees for the services and certificates referred to in paragraph (2) in respect of a new build or major conversion commercial yacht under 500gt are those specified in Table 3.

<b>Table 3</b>	
<b>Fixed fee for commercial yacht under 500gt</b>	<b>Fee</b>
Work undertaken in a port or shipyard in the United Kingdom, Channel Islands or Republic of Ireland	£7,695
Work undertaken in the European zone	£10,775
Work undertaken in the Middle Eastern and Africa zone	£12,080
Work undertaken in the Americas zone	£13,940
Work undertaken in the Asian zone	£17,430
Work undertaken in the Australasian zone	£20,920

- (2) In respect of the yacht in question, a fixed fee covers —
  - (a) an initial visit by the Department to the yard;
  - (b) a mid-term survey visit by the Department at the yard;
  - (c) a visit by the Department at the yard to conduct —
    - (i) a pre-registration survey or an initial general inspection;
    - (ii) an initial survey for compliance with the Large Commercial Yacht Code, and
    - (iii) an inspection for compliance with MLC,

- (d) the approval of the crew accommodation arrangements in accordance with MLC;
- (e) an assessment of the proposal for safe manning;
- (f) the issue of —
  - (i) a certificate of compliance for a large charter yacht,
  - (ii) a safe manning document, and
  - (iii) an interim MLC certificate (if requested).
- (3) The fixed fee includes the cost of surveyor's travel and subsistence except for —
  - (a) any port to ship or ship to port transfers, and
  - (b) any agents' fees.
- (4) The fixed fee does not include any classification society fees.
- (5) Where a surveyor has travelled to the location of a yacht, an additional fee of £555 per day is payable for each waiting day except the first such day.

#### 10 Fixed fee - new build or major conversions: Commercial yacht 500gt or over

- (1) The fixed fees for the services and certificates referred to in paragraph (2) in respect of a new build or major conversion commercial yacht of 500gt or over are those specified in Table 4.

<b>Table 4</b>	
<b>Fixed fee for a commercial yacht 500gt or over</b>	<b>Fee</b>
Work undertaken in a port or shipyard in the United Kingdom, Channel Islands or Republic of Ireland	£9,975
Work undertaken in the European zone	£13,075
Work undertaken in the Middle Eastern and Africa zone	£14,410
Work undertaken in the Americas zone	£16,280
Work undertaken in the Asian zone	£19,745
Work undertaken in the Australasian zone	£23,270

- (2) In respect of the yacht in question, a fixed fee covers —
  - (a) an initial visit by the Department to the yard;
  - (b) a mid-term survey visit by the Department at the yard;
  - (c) a visit by the Department at the yard to conduct —
    - (i) a pre-registration survey or an initial general inspection;

- (ii) an initial survey for compliance with the Large Commercial Yacht Code;
- (iii) an interim verification for compliance with the ISM Code;
- (iv) an interim verification for compliance with the ISPS Code; and
- (v) an interim MLC inspection;
- (d) the approval of –
  - (i) the ship security plan; and
  - (ii) the crew accommodation arrangements in accordance with MLC;
- (e) an assessment of the proposal for safe manning;
- (f) the issue of –
  - (i) a certificate of compliance for a large charter yacht,
  - (ii) an interim safety management certificate,
  - (iii) an interim ship security certificate,
  - (iv) the first Isle of Man CSR,
  - (v) an interim MLC certificate, and
  - (vi) the safe manning document.
- (3) The fixed fee includes the cost of surveyor’s travel and subsistence except for –
  - (a) any port to ship or ship to port transfers; and
  - (b) any agents’ fees.
- (4) The fixed fee does not include –
  - (a) any classification society fees,
  - (b) the Company ISM document of compliance audit, or
  - (c) the Company ISM document of compliance.
- (5) Where a surveyor has travelled to the location of a yacht, an additional fee of £555 per day is payable for each waiting day except the first such day.

## 11 Commercial yacht fees scheme

- (1) The commercial yacht fees scheme applies to a Manx ship which is a commercial yacht –
  - (a) of 500gt or over and which has successfully completed an initial ISM verification; or
  - (b) under 500gt and which has successfully completed an initial MLC inspection.

- (2) A monthly fee of £235 is payable in respect of a commercial yacht which is a member of the scheme.
- (3) Under the commercial yacht fees scheme a yacht is entitled to —
  - (a) two inspections by the Department in a 5 year period, to each include (where relevant) —
    - (i) the conduct of intermediate or renewal verifications for compliance with the ISM Code,
    - (ii) the conduct of intermediate or renewal verifications for compliance with the ISPS Code,
    - (iii) the conduct of intermediate or renewal inspections for compliance with MLC,
    - (iv) the conduct of any single periodical or renewal survey for compliance with the Large Commercial Yacht Code, and
    - (v) the conduct of a mandatory general inspection,
  - (b) the issue of any certificate, document of compliance, report or DMLC associated with paragraph (a), except for a CSR, and
  - (c) the issue of any ships statutory certificate replacing one previously issued by the Department, except for —
    - (i) a CSR; or
    - (ii) the re-issue of a ships statutory certificate resulting from a change to any of the particulars recorded on the CSR.
- (4) The commercial yacht fees scheme includes the cost of surveyor's travel and subsistence except for —
  - (a) any port to ship or ship to port transfers, and
  - (b) any agents' fees.
- (5) Fees paid under this regulation whilst the yacht is in the commercial yacht fees scheme are non-refundable.
- (6) The commercial yacht fees scheme does not include —
  - (a) the assessment and issue of any exemption certificate,
  - (b) the extension of any certificate,
  - (c) the assessment and issue of any letter of comfort, dispensation, waiver or alternative arrangement, or
  - (d) any certificate of financial insurance for civil liability for oil pollution damage (for example CLC or Bunkers) or a wreck removal insurance certificate.
- (7) Where a surveyor has travelled to the location of a yacht, an additional fee of £555 per day is payable for each waiting day except the first such day.

## 12 Other inspections, verifications and surveys

- (1) The fees for —
- (a) a pre-registration survey or initial general inspection,
  - (b) an interim or initial ISPS Code verification,
  - (c) an interim or initial ISM Code verification,
  - (d) an interim or initial MLC verification, and
  - (e) the initial Large Commercial Yacht Code survey,
- in respect of a commercial yacht are those specified in Table 5.

<b>Table 5</b>	
<b>Commercial yacht other inspections, verifications and surveys</b>	<b>Fee</b>
Surveyor travel (including cost of visas) and the transfer of the surveyor from the port to the ship or the ship to port	Charged at cost
Work undertaken in a port or shipyard in the Island	£105 per hour
Work undertaken anywhere other than a port or shipyard in the Island	£3,560
Remote other inspection, remote verification or remote survey	£3,560

- (2) The fee in Table 5 includes the conduct of any inspection, verification or survey specified in paragraph (1) carried out on a yacht during the same visit by the surveyor or during the same remote survey.
- (3) The fees to attend and carry out any additional inspection of a commercial yacht are those specified in Table 5.
- (4) For the purposes of this regulation, an additional inspection of a commercial yacht is any visit to a yacht to conduct any inspection, verification or survey other than —
- (a) a pre-registration survey, initial general inspection or mandatory general inspection,
  - (b) an interim, initial, intermediate or renewal verification for compliance with the ISPS Code,
  - (c) an interim, initial, intermediate or renewal verification for compliance with the ISM Code,
  - (d) an interim, initial, intermediate or renewal inspection for compliance with the MLC Convention,
  - (e) the inspection for compliance with the MLC Convention specified in regulation 9(2)(c)(iii) for a commercial yacht under 500gt, or

- (f) an initial, periodical or renewal survey for compliance with the Large Commercial Yacht Code.
- (5) Where a surveyor has travelled to the location of a yacht, an additional fee of £555 per day is payable for each waiting day except the first such day.
- (6) The fees in Table 5 do not include agents' fees.

### 13 Interim verifications

- (1) The fees for -
  - (a) an interim ISPS Code verification;
  - (b) an interim ISM Code verification; or
  - (c) an interim MLC verification;

in respect of a commercial yacht are those specified in Table 6.

<b>Table 6</b>	
<b>Commercial yacht interim ISPS Code, interim ISM Code or interim MLC verification</b>	<b>Fee</b>
Surveyor travel (including cost of visas) and the transfer of the surveyor from the port to the ship or the ship to port	Charged at cost
Interim ISPS Code, interim ISM Code or interim MLC verification	£3,560
Remote Interim ISPS Code, remote interim ISM Code or remote interim MLC verification	£105 per hour

- (2) A fee in Table 6 –
  - (a) includes the conduct of an interim ISPS, ISM or MLC verification carried out during the same visit to a yacht by the surveyor, and
  - (b) do not apply if an interim ISPS, ISM or MLC verification is undertaken as part of the package of inspections specified in regulation 12.
- (3) Where a surveyor has travelled to the location of a yacht, an additional fee of £555 per day is payable for each waiting day except the first such day.
- (4) The fees in Table 6 do not include agents' fees.



## 14 Certificates, manuals, plans and other documents

The fees for commercial yacht certificates, manuals, plans and other documents referred to in Table 7 are those specified in that table.

<b>Table 7</b>	
<b>Commercial yacht – certificates, manuals, plans and other documents</b>	<b>Fee</b>
5 year safety management certificate	£625
5 year ship security certificate	£625
5 year safe manning document	£625
5 year MLC certificate (including DMLC)	£625
Certificate of compliance for a large charter yacht	£625
High speed craft safety certificate	£625
Any other 5 year statutory certificate	£625
Certificate with less than 5 years validity (fee per year of validity)	£130
DMLC, amendment of DMLC and/or re-issue of DMLC	£315
Assessment and issue of a temporary dispensation	£250
Assessment and extension of any certificate	£250
Assessment and issue of any waiver or letter of comfort	£250
Amendment and/or re-issue of certificate (except DMLC)	£107
Assessment and issue of an exemption, equivalent or alternative arrangement	£625
Assessment and approval of any ship security plan	£450
Assessment and approval of any manual or plan (except ship security plan)	£250
Re-approval of any manual or plan	£113

## PART 4

### PASSENGER SHIPS

## 15 Annual registration fee: passenger ships

- (1) An annual registration fee of £2,135 is payable in respect of a passenger ship which is—
  - (a) not technically managed from the Island, and
  - (b) on the Register on the 1 April of a fee year.
- (2) An annual registration fee of £1,068 is payable in respect of a passenger ship which is—
  - (a) technically managed from the Island, and

- (b) on the Register on the 1 April of a fee year.
- (3) The following discounts are applied to the annual registration fees specified in paragraphs (1) and (2) –
  - (a) a discount of 10% for a passenger ship which on the 1 April of the fee year in question exceeds the MARPOL Annex VI EEDI reduction factors specified in Schedule 1, or
  - (b) a single discount of 15% for a passenger ship which provides evidence of one or more of the following—
    - (i) its use of biofuel or biofuel blends as the primary source of fuel for power (main and/or auxiliary engines) for a period of not less than 120 days during the 12 months preceding 1 April of the fee year in question,
    - (ii) its ability to use alternative fuel,
    - (iii) its ability to use wind assisted propulsion or wind energy for power generation, or
    - (iv) its ability to use shore-side energy to provide continuous electrical power to the ships equipment (refrigeration, cooling, heating, lighting, emergency and other equipment) while the ship is berthed with its main and auxiliary engines turned off (cold ironing).
- (4) For the purposes of paragraph 3(b)(iv) –
  - (a) a ship has the ability to use “shore-side energy” if it is fitted with a purpose designed system approved by a classification society;
  - (b) “shore-side energy” is not the shore power connection used in dry dock.
- (5) Where a discount of 10% under paragraph (3)(a) and a discount of 15% under paragraph (3)(b) would otherwise apply to the annual registration fee, only the 15% discount shall be applied to that fee.
- (6) The annual registration fee is non-refundable.

## **16 Verifications, surveys, audits, inspections, new build yard visits or pre-registration surveys**

The fees for any verification, survey, audit, inspection, new build yard visit or pre-registration survey of a passenger ship—

- (a) are those specified in Table 8;
- (b) do not include agents’ fees.

<b>Table 8</b>	
<b>Passenger ship verifications, surveys, audits, inspections, new build yard visits or pre-registration surveys</b>	<b>Fee</b>
Surveyor travel and subsistence (including cost of visas) and the transfer of the surveyor from the port to the ship or the ship to port	Charged at cost
Work undertaken in a port or shipyard in the Island	£770 per working day
Work undertaken anywhere other than a port or shipyard in the Island	£1,450 per working day
Travel day or waiting day	£555 per day

## 17 Certificates, manuals, plans and other documents

The fees for passenger ship certificates, manuals, plans and other documents referred to in Table 9 are those specified in that table.

<b>Table 9</b>	
<b>Passenger ship – certificates, manuals, plans and other documents</b>	<b>Fee</b>
5 year safety management certificate	£625
5 year ship security certificate	£625
5 year safe manning document	£625
5 year MLC certificate (including DMLC)	£625
High speed craft safety certificate	£625
Any other 5 year statutory certificate	£625
Certificate with less than 5 years validity	£130 per year of validity
Passenger ship safety certificate	£375
DMLC, amendment of DMLC and/or re-issue of DMLC	£315
Assessment and issue of a temporary dispensation	£250
Assessment and extension of any certificate	£250
Assessment and issue of any waiver or letter of comfort	£250
Assessment and issue of an exemption, equivalent or alternative arrangement in exercise of any power to grant an exemption, equivalent or alternative arrangement from any statutory provision	£625
Amendment and/or re-issue of a certificate listed above, except for a DMLC	£107
Assessment and approval of any ship security plan	£450
Assessment and approval of any manual or plan (other than a ship security plan)	£250
Re-approval of any manual or plan	£113

## 18 New build passenger ships

- (1) A fixed fee of £10,200 is payable for the issue to a new build passenger ship of—
  - (a) the initial passenger ship safety certificate, or
  - (b) statement of compliance,including the review of all plans relevant to the issue of that certificate or statement.
- (2) Where a new build passenger ship is to be registered in the Island the fixed fee in paragraph (1) also includes the following —
  - (i) an interim verification for compliance with the ISM Code;
  - (ii) an interim verification for compliance with the ISPS Code;
  - (iii) an interim MLC inspection;
  - (iv) the approval of —
    - (A) crew accommodation arrangements in accordance with MLC; and
    - (B) the ship security plan.
  - (v) an assessment of the proposals for safe manning;
  - (vi) the issue of —
    - (A) an interim safety management certificate;
    - (B) an interim ship security certificate;
    - (C) an interim MLC Certificate;
    - (D) a short term safe manning document; and
    - (E) the first CSR.
- (3) The fixed fee does not include —
  - (a) any classification society fees,
  - (b) new build yard visits or pre-registration survey,
  - (c) the Company ISM document of compliance audit, or
  - (d) the Company ISM document of compliance.
- (4) 50% of the fixed fee is to be paid at the beginning of the new build process and the remainder upon the issue of the initial passenger ship safety certificate or statement of compliance.
- (5) The fixed fee is non-refundable.

**PART 5****FISHING VESSELS****19 Surveys and inspections**

- (1) The fees for a survey or inspection of a fishing vessel and for any work done in connection with such a survey or inspection are those specified in Table 10.

<b>Table 10</b>	
<b>Fishing vessel surveys and inspections</b>	<b>Fee</b>
Work undertaken in a port or shipyard in the Island	£48 per hour
Work undertaken in the United Kingdom, Channel Islands, Republic of Ireland or the European zone	£96 per hour
Work undertaken anywhere other than — (a) a port or shipyard in the Island; or (b) the United Kingdom, Channel Islands, Republic of Ireland or the European zone	£133 per hour
Surveyor travel and subsistence outside of the Island	Charged at cost
Travel day or waiting day outside of the Island	£555 per day

- (2) The fees in Table 10 do not apply to a fishing vessel which is under 15 metres overall length except for work done —
- (a) prior to registration, or
  - (b) as a result of a failure to comply with any of the requirements of the Isle of Man Code of Practice for the Safety of Small Fishing Vessels.

**PART 6****PLEASURE VESSELS****20 Annual registration fee**

- (1) An annual registration fee specified in Table 11 is payable in respect of a pleasure vessel which is on the Register on the 1 April of a fee year.

<b>Table 11</b>	
<b>Pleasure vessel annual registration fee</b>	
12 metres and under	£260
Over 12 metres to under 24 metres	£525
24 metres and over	£1,045

- (2) The annual registration fee is non-refundable.

## 21 Pleasure vessel maintaining large commercial yacht code compliance

- (1) Fees for services provided to a pleasure vessel that voluntarily maintains Large Commercial Yacht Code Compliance are those specified in regulations 9 to 14.
- (2) For the purposes of paragraph (1), references in regulation 9 to 14 to any statutory certificate that does not apply to a pleasure vessel shall be read as a reference to a Statement of Compliance.

## PART 7

### COMPANY FEES

## 22 Company audits, certificate fees and MLC recruitment and placement service inspections

The fees for –

- (a) the issue of a certificate;
- (b) a company audit;
- (c) a MLC Title 1.4 private seafarer recruitment and placement services inspection,

are those specified in Table 12.

Company audit, certificate fees and recruitment and placement service inspections	Fee
All surveyor travel (including cost of visas)	Charged at cost
Work undertaken in the Island	£750
Remote audit of a Company based in the Island	£750
Work undertaken in the United Kingdom, Channel Islands or Republic of Ireland	£2,050
Work undertaken anywhere other than the Island, UK, Channel Islands or ROI	£2,990
Remote audit of a Company based anywhere other than the Island	£2,050
MLC Title 1.4 private seafarer recruitment and placement services inspection	£105 per hour
5 year MLC Title 1.4 certificate of compliance for private seafarer recruitment and placement services	£315
5 year Company ISM document of compliance	£625

**PART 8****LIABILITY CERTIFICATES****23 Fee for the issue of liability certificates**

The fees for the issue of liability certificates are those specified in Table 13.

<b>Table 13</b>	
<b>Liability certificates</b>	<b>Fee</b>
Certificate of financial insurance or other financial security (CLC, Bunkers etc) for civil liability for oil pollution damage for a Manx ship	£128
Wreck removal insurance certificate for a Manx ship	£128
Certificate of financial insurance or other financial security (CLC, Bunkers etc) for civil liability for oil pollution damage for a ship not registered in the Island	£260
Wreck removal insurance certificate for a ship not registered in the Island	£260

**PART 9****SEAFARER'S CERTIFICATES AND DOCUMENTS****24 Fee for seafarers' certificates and documents**

The fees for seafarers' certificates and documents are those specified in Table 14.

<b>Table 14</b>	
<b>Seafarers' certificates and documents</b>	<b>Fee</b>
Endorsement recognising a non-UK certificate of competency (including issue of a CRA)	£210
Express processing of an endorsement recognising a non-UK certificate of competency (including express issue of a CRA)	£33
Replacement or amendment to an endorsement recognising a non-UK certificate of competency (due to application error)	£65
British seaman's card	£53
Record of sea service book	£52

**PART 10****REGISTRY FEES****25 Fees for Registry services**

The fees in respect of, or in connection with, registration matters not referred to in Parts 2 to 9 are those specified in Table 15.

<b>Table 15</b>				
<b>Registry Fees</b>				
	Cargo ship, commercial yacht, passenger ship	Pleasure vessel	Small ship	Fishing vessel
First simple registration including a certificate of registry or re-registration from simple to full registry	N/A	N/A	N/A	£59
Granting permission for a Manx ship to register in a compatible registry other than in the Island (demise out registration)	£615	N/A	N/A	N/A
Transfer of ownership by bill of sale or transmission	£250	£225	£38	£59
Register of mortgage	£250	£225	N/A	£59
Transfer of mortgage	£250	£225	N/A	£59
Discharge of mortgage	£250	£225	N/A	£59
Recording/noting mortgage of intent	£43	£43	N/A	£43
Vessel leaving the Register including closure documentation	£370	£65	£43	£43
Change to the registered particulars	£38	£38	£38	£38
Issue of first full certificate of registry (including CSR if applicable)	N/A	£173	£38	£96
Transfer of Registry	£780	£173	N/A	N/A
Issue of updated CSR and new certificate of registry, including change of particulars in Register	£250	N/A	N/A	N/A



<b>Table 15 continued</b>				
<b>Registry Fees</b>				
	Cargo ship, commercial yacht, passenger ship	Pleasure vessel	Small ship	Fishing vessel
Change to the registered particulars and new certificate of registry including renewal of demise in registration on Part IV of the Register	£96	£96	£38	£38
Replacement or duplicate certificate of registry or a certified copy of the certificate of registry	£96	£96	£38	£38
Issue of a transcript of the particulars recorded in the Register	£43	£43	£43	£43
Certified copy of a document	£43	£43	£43	£43
Letter from the Department (upon request)	£43	£43	£43	£43
Inspection of the particulars recorded on the Register	£23	£23	£23	£23

## 26 Revocation

The Merchant Shipping (Fees) Regulations 2020<sup>5</sup> are revoked.

MADE 19 JANUARY 2022

**DR ALEX ALLINSON**  
*Minister for Enterprise*

<sup>5</sup> SD2020/0106

## SCHEDULE 1

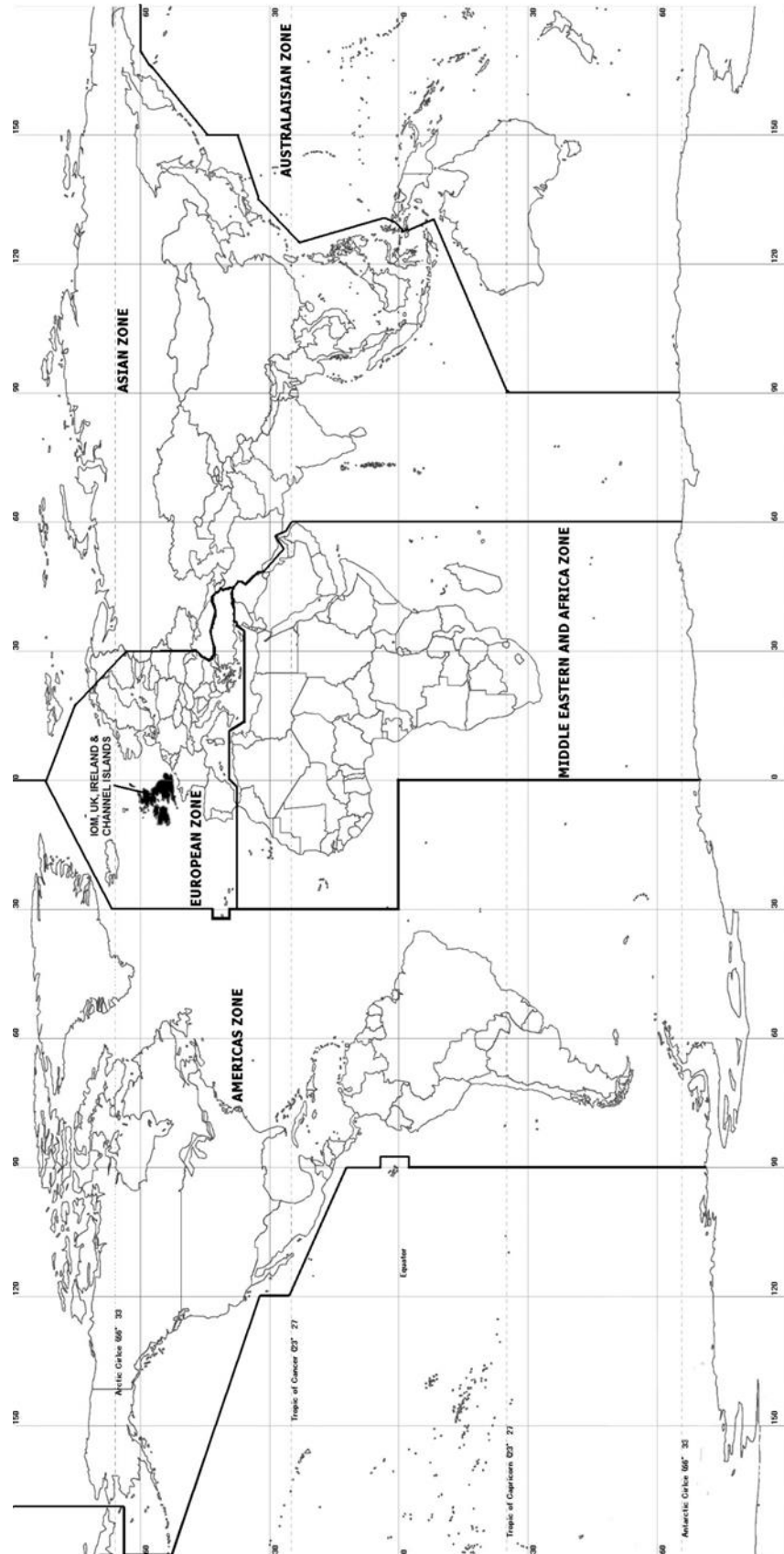
## MARPOL ANNEX VI – EEDI REDUCTION FACTORS

Ship Type	Ship Size	1 April 2020 to 31 March 2025	1 April 2025 onwards
Bulk Carrier	20,000 DWT and above	30	>32
	10,000 - 20,000	0-30*	>0-32*
Gas Tanker	10,000 DWT and above	30	>32
	2,000 – 10,000 DWT	0-30*	>0-32*
Tanker	20,000 DWT and above	30	>32
	4,000 – 20,000 DWT	0-30*	>0-32*
Container Ship	15,000 DWT and above	30	>32
	10,000 – 15,000 DWT	0-30*	>0-32*
General Cargo	15,000 DWT and above	30	>32
	3,000 – 15,000 DWT	0-30*	>0-32*
Refrigerated Cargo Carrier	5,000 DWT and above	30	>32
	3,000 – 5,000 DWT	0-30*	>0-32*
Combination Carrier	20,000 DWT and above	30	>32
	4,000 – 20,000 DWT	0-30*	>0-32*

\*The reduction factor is to be linearly interpolated between the two values dependent upon ship size. The lower value of the reduction factor is to be applied to the smaller ship size.

SCHEDULE 2

MAP



*EXPLANATORY NOTE*

*(This note is not part of the Regulations)*

These Regulations prescribe the fees charged by the Isle of Man Ship Registry, Department for Enterprise. They revoke and replace the previous fees Regulations SD2020/0106 Merchant Shipping (Fees) Regulations 2020 and come into operation on 1 April 2022.

Copies of this document and Manx Shipping Notices are available from the Isle of Man Ship Registry, Department for Enterprise, St Georges Court, Upper Church Street, Douglas, Isle of Man and via the website: [www.iomshipregistry.com](http://www.iomshipregistry.com)