

Isle of Man Ship Registry

CONSULTATION:

Ship Registry Fees 2026

Department for Enterprise

Isle of Man Ship Registry Consultation: Fees 2026

The purpose of this paper is to consult on proposed changes to the fees charged by the Isle of Man Ship Registry with effect from 1 April 2026. Please address responses to -

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When responding, please indicate whether you are willing to have your response published and indicate your preference from the following options:

- **Response can be published together with your name/organisation**
- **Response can be published anonymously**
- **Response may not be published**

This consultation paper contains the following:

- Section 1 – Introduction
- Section 2 – Proposed changes to Ship Registry Fees
- Section 3 – Current Fees Regulations marked up with proposed amendments

Section 1 - Introduction

This paper sets out the Ship Registry's proposals to change its fees with effect from 1 April 2026.

For 2026/27 the Ship Registry proposes to:

1. increase all existing fees by 3% (rounded up to the nearest £1, £5 or £10) (subject to the following);
2. increase the fixed fee for new build passenger ships from £11,820 to £20,000;
3. include a reduced fee for demise out renewals of £200;
4. increase fees from £430 to £650 for closing the following types of ships from the register - cargo ships, passenger ships and commercial yachts;
5. consolidate fees for the survey and certification of commercial yachts prior to entry onto the commercial yacht fees scheme; and
6. make minor drafting clarifications.

Section 2 of this paper provides some background and further information about the proposed changes to the fees.

Section 3 of this paper sets out the current fees Regulations marked with the proposed amendments and shows the existing fee alongside the new fee.

Section 2 – Proposed changes to Ship Registry Fees

Background

Since 2017, the Ship Registry has used a front-loaded system of annual registration fees based on ship's tonnage, consolidating most survey and certification fees for cargo ships. The Ship Registry continues to consolidate fees wherever it can and aims to implement annual incremental increases to avoid sudden, significant hikes in the future.

Recent changes to fees

In 2020 and 2022 the Ship Registry applied inflationary fee increases of 2.6% and 2% respectively. No fee increase was made in 2021, to support the industry's post – COVID recovery.

In 2022, the Ship Registry also introduced a 15% "green" discount from annual registration fees for cargo ships, passenger ships or commercial yachts that have invested in emission reducing technology. Eligible technologies included the use of biofuels or biofuel blends, other alternative fuel technologies, wind assisted propulsion/wind energy for power generation and shore side energy systems¹. In 2023 and 2025 the list of qualifying technologies was expanded to include air lubrication systems and carbon capture systems.

In 2023, fees were also increased by 5%. A new fee was introduced for Regulatory Compliance Assistance and updates made to take account of amendments to the required Energy Efficiency Design Index (EEDI) tables.

In 2024 and 2025 fees were increased by 5%. Fees were added for seafarer discharge books, type rating certificates for high-speed craft and for the approval of electronic official log books. The fee structure for new build or major conversion commercial yachts was also simplified by replacing geographical region-based pricing with a single fixed fee.

Proposal 1 – 3% increase to existing fees

The Ship Registry proposes to make an increase of 3% to all existing fees (rounded up to the nearest £1, £5 or £10), except for proposals 2 to 5.

Section 3 of this paper shows current fees Regulations marked up to show 3% increase.

Rationale:

- Small, regular incremental increases ensure the fees keep pace with inflation.
- The cost of operating an international ship register is increasing as IMO introduces more regulations and greater scrutiny of Flag States (III Code).
- Digitisation requires investment in digital platforms to stay ahead of the competition.
- The Ship Registry needs to balance its books to maintain a cost neutral platform.

¹ using shoreside electrical power to a ship at berth while its main and auxiliary engines are turned off.

Proposal 2 – increase fixed fee for new build passenger ships

The Ship Registry proposes to increase the fixed fee for new build passenger ships from £11,820 to £20,000.

In 2020, the Ship Registry introduced a fixed fee for providing certain services during the new build process for passenger ships. This approach offers greater certainty for shipowners and reduces the administrative burden of charging separate fees for different elements of support provided over what can be a relatively long new build project timeline.

Since then, the Ship Registry has provided fixed fee services for two new build passenger ship projects. These experiences have helped clarify the level of work involved in delivering this service. Based on this improved understanding, the Ship Registry now proposes to increase the fixed fee from £11,820 to £20,000.

Section 3 of this paper includes the current fees Regulations, with tracked changes in regulation 20 showing the updated fee for new build passenger ships.

Rationale:

- The revised fee more accurately reflects the level of work involved.
- Increasing the fee ensures the Ship Registry can continue to offer high-quality technical assistance throughout what is often a lengthy and complex process.

Proposal 3 – reduced fee for demise out renewals

The Ship Registry proposes to include a reduced fee for demise out renewals of £200.

When a ship is demised out from the Isle of Man, it is temporarily registered on another country's ship register while under a demise charter. This allows the charterer to operate the ship under the laws and flag of the new jurisdiction but to retain the registration of title and any mortgage of the ship in the Island.

The Ship Registry currently charges a flat fee of £720 for granting permission to register a ship in a compatible register for up to 5 years. However, some clients are now operating on short-term demise charter agreements (e.g., 6 months), requiring multiple renewals within the 5-year period. The current fee structure does not differentiate between the initial granting and subsequent renewals, despite the reduced administrative burden for renewals.

The Ship Registry therefore proposes to introduce a renewal fee of £200 for each renewal within the 5-year period. This fee will be charged per renewal, regardless of the duration (e.g., every 6 months) and includes the issue of a transcript. The new fee will not affect the 5-year permission fee, which remains at £720 (plus the 3% increase for 2026 = £745).

Section 3 of this paper includes the current fees Regulations, with tracked changes in regulation 29 - table 13 showing the reduced fee for demise out renewals.

Rationale:

- The revised fee more accurately reflects the level of work involved.

Proposal 4 – increase registry closure fees for cargo ships, commercial yachts and passenger ships

The Ship Registry proposes to increase fees for closing a cargo ship, passenger ship or commercial yacht from the Register from £430 to £650 (including closure documentation).

Closing a ship from the Register involves a number of detailed administrative steps, including:

- Issuing a transcript of the closed register (and getting it apostilled if requested).
- Updating the ship's Continuous Synopsis Record (CSR) and providing historical CSR data to the new flag.
- Archiving records and managing any outstanding fees.
- Coordinating with clients throughout the process.

These tasks are often time-consuming and require multiple interactions. The current fee no longer reflects the level of work involved, and the Ship Registry therefore proposes to increase the fee.

Section 3 of this paper includes the current fees Regulations, with tracked changes in regulation 29 table 13 showing the proposed increased closure fee.

Rationale:

- The revised fee more accurately reflects the level of work involved.

Proposal 5 - consolidate fees for the survey and certification of commercial yachts prior to entry into the commercial yacht fees scheme

The Ship Registry proposes to consolidate the survey and certificate fees for yachts prior to entry into the Commercial Yacht Fees Scheme.

Commercial Yachts on the register pay a fixed fee under the Commercial Yacht Fees Scheme that covers specified survey and certification services provided to a Commercial Yacht.

Yachts joining the register may only enter into the Commercial Yacht fees fee scheme once they have successfully completed interim surveys and initial surveys after 6 months of registration. Fees for an interim survey or initial survey are currently charged at £4,130 plus £730 per certificate, with 5 certificates required for a yacht 500gt or over and 2 certificates for a yacht under 500gt.

To provide a simpler charging structure, the Ship Registry proposes to remove separate certificate fees for yachts at the interim and initial survey stages. Fees for certificates will be consolidated into the survey fee and divided into yachts 500gt or over and yachts under 500gt

to reflect the different number of certificates required. Surveyor travel will continue to be charged at cost.

The consolidated fee includes the conduct of any of the following inspections, surveys or verifications carried out on a yacht during the same visit or during the same remote survey and the issue of any associated certificate.

1. a pre-registration survey or initial general inspection;
2. an interim or initial ISPS Code verification;
3. an interim or initial ISM Code verification;
4. an interim or initial MLC verification; and
5. the initial Large Commercial Yacht Code survey.

The proposed consolidated fee for an interim or initial survey including associated certificates is –

- £5,000 for commercial yachts 500gt or over; and
- £4,500 for commercial yachts under 500gt.

Section 3 of this paper includes the current fees Regulations, with tracked changes as follows –

Regulation 13, table 3

- New consolidated fee for commercial yachts 500gt or over;
- New consolidated fee for commercial yachts under 500gt;
- standalone fee for additional inspections.

As the fee for interim or initial surveys in Table 3 has been amended, the fee for “additional inspections” is now listed separately as its own line in the same table. This is a consequential drafting amendment and apart from applying the 3% increase, the fee for additional inspections has not changed.

Regulation 13(2)(b) specifies that the fee now includes the issue of any associated certificate and certificates fees are removed from regulation 15, Table 5.

Rationale:

- Provide a simpler charging structure for clients.
- Ship Registry aims to consolidate fees wherever possible.

Proposal 6 – Drafting clarifications

The following drafting clarifications are proposed to the wording in the fees Regulations. Section 3 of this paper includes the current fees Regulations, with tracked changes to show the proposed changes as follows.

Registry Fees - Table 13

Amended wording in relation to “transfer of registry” to clarify that transfer of registry means transfer of registry to the UK Register or to a port of registry in a relevant British possession. Because of the revised wording a definition of “relevant British possession” is also inserted into regulation 3 – interpretation.

Rationale:

The Ship Registry aims to clarify the fees Regulations wherever possible.



MERCHANT SHIPPING (FEES) REGULATIONS 2025

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Statutory Document No. 2025/0050

*Merchant Shipping (Miscellaneous Provisions) Act 1996*

MERCHANT SHIPPING (FEES) REGULATIONS 2025

*Approved by Tynwald:**19 March 2025**Coming into Operation:**1 April 2025*

The Department for Enterprise, with the consent of Treasury¹, makes the following Regulations under section 17(1) of the Merchant Shipping (Miscellaneous Provisions) Act 1996.

PART 1

PRELIMINARY

1 Title

These Regulations are the Merchant Shipping (Fees) Regulations 2025.

2 Commencement

If approved by Tynwald, these Regulations come into operation on 1 April 2025².

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;

“**air lubrication system**” means a system which reduces the resistance between a ship’s hull and seawater by using air bubbles;

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

“**carbon capture system**” means a system which captures carbon dioxide emissions from ships;

¹ As required by section 17(1) of the Merchant Shipping (Miscellaneous Provisions) Act 1996.

² Tynwald approval is required by section 17(2) of the Merchant Shipping (Miscellaneous Provisions) Act 1996.

“**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;

“**classification society**” means a Recognized Organisation authorised in accordance with the Code for Recognized Organisations (RO Code) adopted by IMO resolution MEPC 237(65) on 17 May 2013 which came into force 1 January 2015;

“**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 the 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* (register of ships chartered by demise);

“**demise out registration**” or “**demised out**” means registration of a Manx ship in a compatible registry in accordance with Part III of the Merchant Shipping (Demise Charter Register) Regulations 1991³;

“**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 2013⁴;

³ GC No. 1991/0394.

⁴ SD 2013/0234.

- “**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*;
- “**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 2018⁵;
- “**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 July 2024 edition;
- “**major conversions**” 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

⁵ SD 2018/0088.

- (d) which otherwise so alters the ship that, if it were a new vessel, it would become subject to the relevant provisions of the Large Commercial Yacht Code not applicable to it as an 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 (register of ships chartered by demise);

“MSN” means a Manx Shipping Notice issued by the Department, and includes any document which amends that notice;

“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, up to and including amendments made by the 110th session of the International Labour Conference on 11 June 2022, which came into force on 23 December 2024;

“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 2 of the Merchant Shipping Registration Regulations 1996⁶;

“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*;

“relevant British possession” has the meaning given by regulation 2 of the Merchant Shipping Registration Regulations 1996;

“safe manning document” means a document issued by the Department in accordance with regulation 9 of the Merchant Shipping (Manning and STCW) Regulations 2014⁷;

⁶ SD 1996/0689.

⁷ SD 2014/0238.

“**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;

“**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.

Table 1	
Cargo ship by gross tonnage	Annual registration fee
Up to 3,000gt	£4,690 <u>£4,840</u>
3,001 to 10,000gt	£5,350 <u>£5,520</u>
10,001 to 50,000gt	£6,010 <u>£6,200</u>
50,001 to 100,000gt	£6,680 <u>£6,890</u>
100,001gt and over	£7,350 <u>£7,580</u>

- (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) 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;
 - (v) it is fitted with a purpose designed air lubrication system approved by a classification society;

- (vi) it is fitted with a purpose designed on-board carbon capture system approved by a classification society.
- (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; and
 - (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) This regulation does not apply to a demised out cargo ship.

5 Demised Out Annual Registration Fee

- (1) An annual registration fee of ~~£2,490~~ £2,570 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 ~~£1,250~~ £1,290 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.

Table 2	
Cargo ship pre-registration survey, initial general inspection and additional inspection fee	Fee
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	£123 <u>£127</u> per hour
Work undertaken anywhere other than a port or shipyard in the Island	£4,130 <u>£4,260</u>
Remote pre-registration survey, remote initial general inspection or remote additional inspection	£4,130 <u>£4,260</u>

- (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 ~~£650~~ £670 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.

8 Regulatory compliance assistance

- (1) A fee of ~~£555~~ £575 per day is payable for regulatory compliance assistance with the development of novel designs or equivalent arrangements (or similar) for a cargo ship.
- (2) The fee in paragraph (1) is based on a 7.5 hour day.
- (3) Surveyor travel and subsistence (including cost of visas) associated with paragraph (1) will be charged at cost.

PART 3

COMMERCIAL YACHTS

9 Annual Registration Fee

- (1) An annual registration fee of ~~£2,490~~ £2,570 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 ~~£1,250~~ £1,290 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;
 - (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;
 - (v) it is fitted with a purpose designed air lubrication system approved by a classification society;
 - (vi) it is fitted with a purpose designed on-board carbon capture system approved by a classification society.
- (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; and
 - (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.

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

- (1) The fixed fee for the services and certificates referred to in paragraph (2) in respect of a new build or major conversion of a commercial yacht under 500gt is ~~£13,000~~ £13,390.
- (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 a 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 ~~£650~~ £670 per day is payable for each waiting day except the first such day.

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

- (1) The fixed fee 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 is ~~£17,000~~ £17,510.
- (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; and
- (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 a 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 ~~£650~~ £670 per day is payable for each waiting day except the first such day.

12 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 £273 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 a 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 ~~£650~~ £670 per day is payable for each waiting day except the first such day.

13 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 3.

Table 3		
Commercial yacht other inspections, verifications and surveys	Fee	
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	£123 <u>£127</u>	per hour
Work undertaken anywhere other than a port or shipyard in the Island Additional inspection carried out anywhere other than a port or shipyard in the Island	£4,130 £4,260	
Remote other inspection, remote verification or remote survey	£4,130	
<u>Commercial Yacht under 500gt</u> <u>Any inspection, verification or survey specified in paragraph (1), carried out remotely or on a yacht anywhere other than a port or shipyard in the Island</u>	<u>£4,500</u>	
<u>Commercial Yacht 500gt or over</u> <u>Any inspection, verification or survey specified in paragraph (1), carried out remotely or on a yacht anywhere other than a port or shipyard in the Island</u>	<u>£5,000</u>	

- (2) The fees in Table 3 includes —
- (a) 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; ~~and~~
- (b) the issue of any certificate associated with paragraph (1).
- (3) The fees to attend and carry out any additional inspection of a commercial yacht are those specified in Table 3.
- (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 10(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 ~~£650~~ £670 per day is payable for each waiting day except the first such day.
- (6) The fees in Table 3 do not include agents' fees.

14 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 4.

Table 4	
Commercial yacht interim ISPS Code, interim ISM Code or interim MLC verification	Fee
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	£4,130 <u>£4,260</u>
Remote Interim ISPS Code, remote interim ISM Code or remote interim MLC verification	£123 <u>£127</u> per hour

- (2) A fee in Table 4 —
- (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 13.
- (3) Where a surveyor has travelled to the location of a yacht, an additional fee of ~~£650~~ £670 per day is payable for each waiting day except the first such day.

The fees in Table 4 do not include agent's fees.

15 ~~Certificates, manuals, plans and other documents~~

The fees for commercial yacht ~~certificates,~~ manuals, plans and other documents referred to in Table 5 are those specified in that table.

Table 5	
Commercial yacht —certificates, manuals, plans and other documents	Fee
5 year safety management certificate	£730
5 year ship security certificate	£730
5 year safe manning document	£730
5 year MLC certificate (including DMLC)	£730
Certificate of compliance for a large charter yacht	£730

High speed craft safety certificate	£730	
Any other 5 year statutory certificate	£730	
Certificate with less than 5 years validity (fee per year of validity)	£152	
DMLC, amendment of DMLC and/or re-issue of DMLC	£366	
Assessment and issue of a temporary dispensation	£291 £300	
Assessment and extension of any certificate	£291	
Assessment and issue of any waiver or letter of comfort	£291 £300	
Amendment and/or re-issue of certificate (except DMLC)	£125	
Assessment and issue of an exemption, equivalent or alternative arrangement	£730 £755	
Assessment and approval of any ship security plan	£525 £545	
Assessment and approval of any manual or plan (except ship security plan)	£291 £300	
Re-approval of any manual or plan	£132 £136	

16 Regulatory compliance assistance

- (1) A fee of ~~£555~~ £575 per day is payable for regulatory compliance assistance with the development of novel designs or equivalent arrangements (or similar) for a commercial yacht.
- (2) The fee in paragraph (1) is based on a 7.5 hour day.
- (3) Surveyor travel and subsistence (including cost of visas) associated with paragraph (1) will be charged at cost.

PART 4

PASSENGER SHIPS

17 Annual registration fee: passenger ships

- (1) An annual registration fee of ~~£2,490~~ £2,570 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 ~~£1,250~~ £1,290 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;
 - (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;
 - (v) it is fitted with a purpose designed air lubrication system approved by a classification society;
 - (vi) it is fitted with a purpose designed on-board carbon capture system approved by a classification society.
- (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; and
 - (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.

18 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 6; and
- (b) do not include agents' fees.

Table 6	
Passenger ship verifications, surveys, audits, inspections, new build yard visits or pre-registration surveys	Fee
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	£900 £930 per working day

Work undertaken anywhere other than a port or shipyard in the Island	£1,700 <u>£1,760</u> per working day
Travel day or waiting day	£650 <u>£670</u> per day

19 Certificates, manuals, plans and other documents

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

Table 7		
Passenger ship – certificates, manuals, plans and other documents	Fee	
5 year safety management certificate	£730 <u>£755</u>	
5 year ship security certificate	£730 <u>£755</u>	
5 year safe manning document	£730 <u>£755</u>	
5 year MLC certificate (including DMLC)	£730 <u>£755</u>	
High speed craft safety certificate	£730 <u>£755</u>	
Any other 5 year statutory certificate	£730 <u>£755</u>	
Certificate with less than 5 years validity	£152 <u>£157</u> per year of validity	
Passenger ship safety certificate	£435 <u>£449</u>	
DMLC, amendment of DMLC and/or re-issue of DMLC	£366 <u>£377</u>	
Assessment and issue of a temporary dispensation	£291 <u>£300</u>	
Assessment and extension of any certificate	£291 <u>£300</u>	
Assessment and issue of any waiver or letter of comfort	£291 <u>£300</u>	
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	£730 <u>£755</u>	
Amendment and/or re-issue of a certificate listed above, except for a DMLC	£125 <u>£129</u>	
Assessment and approval of any ship security plan	£525 <u>£545</u>	
Assessment and approval of any manual or plan (other than a ship security plan)	£291 <u>£300</u>	
Re-approval of any manual or plan	£132 <u>£136</u>	

20 New build passenger ships

- (1) A fixed fee of ~~£11,820~~ £20,000 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 –

- (a) an interim verification for compliance with the ISM Code;
 - (b) an interim verification for compliance with the ISPS Code;
 - (c) an interim MLC inspection;
 - (d) the approval of —
 - (i) crew accommodation arrangements in accordance with MLC; and
 - (ii) the ship security plan.
 - (e) an assessment of the proposals for safe manning; and
 - (f) the issue of —
 - (i) an interim safety management certificate;
 - (ii) an interim ship security certificate;
 - (iii) an interim MLC Certificate;
 - (iv) a short term safe manning document; and
 - (v) 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.

21 Regulatory compliance assistance

- (1) A fee of ~~£555~~ £575 per day is payable for regulatory compliance assistance with the development of novel designs or equivalent arrangements (or similar) for a passenger ship.
- (2) The fee in paragraph (1) is based on a 7.5 hour day.
- (3) Surveyor travel and subsistence (including cost of visas) associated with paragraph (1) will be charged at cost.

PART 5

FISHING VESSELS

22 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 8.

Table 8		
Fishing vessel surveys and inspections	Fee	
Work undertaken in a port or shipyard in the Island	£57 £59	per hour
Work undertaken in the United Kingdom, Channel Islands or Republic of Ireland	£113 £117	per hour
Work undertaken anywhere other than — (a) a port or shipyard in the Island; or (b) the United Kingdom, Channel Islands or Republic of Ireland	£155 £160	per hour
Surveyor travel and subsistence outside of the Island	Charged at cost	
Travel day or waiting day outside of the Island	£650 £670	per day

- (2) The fees in Table 8 do not apply to a fishing vessel which is under 15 metres overall length except for work done —
- prior to registration; or
 - 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

23 Annual registration fee

- (1) An annual registration fee specified in Table 9 is payable in respect of a pleasure vessel which is on the Register on the 1 April of a fee year.

Table 9		
Pleasure vessel annual registration fee	Fee	
12 metres and under	£302 £312	
Over 12 metres to under 24 metres	£615 £635	
24 metres and over	£1,220 £1,260	

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

24 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 10 to 16.
- (2) For the purposes of paragraph (1), references in regulations 10 to 16 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****25 Company audits, certificate fees and MLC recruitment and placement service inspections**

The fees for —

- (a) the issue of a certificate;
 - (b) a company audit; and
 - (c) a MLC Title 1.4 private seafarer recruitment and placement services inspection;
- are those specified in Table 10.

Table 10	
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	£875 <u>£905</u>
Remote audit of a Company based in the Island	£875 <u>£905</u>
Work undertaken in the United Kingdom, Channel Islands or Republic of Ireland	£2,390 <u>£2,470</u>
Work undertaken anywhere other than the Island, UK, Channel Islands or Republic of Ireland	£3,470 <u>£3,580</u>
Remote audit of a Company based anywhere other than the Island	£2,390 <u>£2,470</u>
MLC Title 1.4 private seafarer recruitment and placement services inspection	£123 <u>£127</u> per hour
5 year MLC Title 1.4 certificate of compliance for private seafarer recruitment and placement services	£366 <u>£377</u>
5 year Company ISM document of compliance	£730 <u>£755</u>

PART 8

LIABILITY CERTIFICATES

26 Fee for the issue of liability certificates

The fees for the issue of liability certificates are those specified in Table 11.

Table 11	
Liability certificates	Fee
Certificate of financial insurance or other financial security (CLC, Bunkers etc.) for civil liability for oil pollution damage for a Manx ship	£150 <u>£155</u>
Wreck removal insurance certificate for a Manx ship	£150 <u>£155</u>
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	£302 <u>£312</u>
Wreck removal insurance certificate for a ship not registered in the Island	£302 <u>£312</u>

PART 9

SEAFARER'S CERTIFICATES AND DOCUMENTS

27 Fee for seafarers' certificates and documents

The fees for seafarers' certificates and documents are those specified in Table 12.

Table 12	
Seafarers' certificates and documents	Fee
Endorsement recognising a non-UK certificate of competency (including issue of a CRA)	£245 <u>£253</u>
Express processing of an endorsement recognising a non-UK certificate of competency (including express issue of a CRA)	£39 <u>£41</u>
Replacement or amendment to an endorsement recognising a non-UK certificate of competency (due to application error)	£77 <u>£80</u>
British seaman's card	£62 <u>£64</u>
Record of sea service book	£61 <u>£63</u>
Seafarer discharge book	£100 <u>£103</u>
Type Rating Certificate for high speed craft	£245 <u>£253</u>
Revalidation of Type Rating Certificate for high speed craft	£245 <u>£253</u>

PART 10

ELECTRONIC OFFICIAL LOG BOOK PROVIDERS

28 Approval of electronic official log book

The fee for the approval of an electronic official log book in accordance with MSN 004 is ~~£2,500~~ £2,580.

PART 11

REGISTRY FEES

29 Fees for Registry services

The fees in respect of, or in connection with, registration matters not referred to in Parts 2 to 10 are those specified in Table 13.

Table 13				
Registry Fees	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	£70 <u>£73</u>
Granting permission for a Manx ship to register in a compatible registry other than in the Island (demise out registration)	£720 <u>£745</u>	N/A	N/A	N/A

<u>Demise out renewal (including issue of a transcript)</u>	£200	N/A	N/A	N/A	
Transfer of ownership by bill of sale or transmission	£291 £300	£262 £270	£45 £47	£70 £73	
Register of mortgage	£291 £300	£262 £270	N/A	£70 £73	
Transfer of mortgage	£291 £300	£262 £270	N/A	£70 £73	
Discharge of mortgage	£291 £300	£262 £270	N/A	£70 £73	
Recording/noting mortgage of intent	£52 £54	£52 £54	N/A	£52 £54	
Vessel leaving the Register including closure documentation	£430 £650	£77 £80	£52 £54	£52 £54	
Change to the registered particulars	£45 £47	£45 £47	£45 £47	£45 £47	
Issue of first full certificate of registry (including CSR if applicable)	N/A	£202 £209	£45 £47	£113 £117	
Transfer of Registry <u>to the UK Register or a port of registry in a relevant British Possession</u>	£910 £940	£202 £209	N/A	N/A	
Issue of updated CSR (including change of registered particulars and new certificate of registry if applicable)	£291 £300	N/A	N/A	N/A	
Change to registered particulars and new certificate of registry (including renewal of demise in registration on Part IV of Register if applicable)	£113 £117	£113 £117	£45 £47	£45 £47	
Replacement or duplicate certificate of registry or a certified copy of the certificate of registry	£113 £117	£113 £117	£45 £47	£45 £47	
Issue of a transcript of the particulars recorded in the Register	£52 £54	£52 £54	£52 £54	£52 £54	
Certified copy of a document	£52 £54	£52 £54	£52 £54	£52 £54	
Letter from the Department (upon request)	£52 £54	£52 £54	£52 £54	£52 £54	
Inspection of the particulars recorded on the Register	£29 £30	£29 £30	£29 £30	£29 £30	

30 Revocation

The Merchant Shipping (Fees) Regulations 2024⁸ are revoked.

⁸ SD2024/0044

MADE 17 FEBRUARY 2025

TIM JOHNSTON
Minister for Enterprise

SCHEDULE 1

MARPOL ANNEX VI – EEDI REDUCTION FACTORS

Ship Type	Ship Size (DWT)	1 January 2025 onwards
Bulk Carrier	20,000 and above	32
	10,000 and above but less than 20,000	0-32*
Gas Carrier	15,000 and above	32
	10,000 and above but less than 15,000	32
	2,000 and above but less than 10,000	0-32*
Tanker	20,000 and above	32
	4,000 and above but less than 20,000	0-32*
Container Ship	200,000 and above	52
	120,000 and above but less than 200,000	47
	80,000 and above but less than 120,000	42
	40,000 and above but less than 80,000	37
	15,000 and above but less than 40,000	32
	10,000 and above but less than 15,000	15-32*
General Cargo	15,000 and above	32
	3,000 and above but less than 15,000	0-32*
Refrigerated Cargo Carrier	5,000 and above	32
	3,000 and above but less than 5,000	0-32*
Combination Carrier	20,000 and above	32
	4,000 and above but less than 20,000	0-32*
LNG Carrier	10,000 and above	32
Ro ro cargo ship (vehicle carrier)	10,000 and above	32
Ro-ro cargo ship	2,000 and above	32
	1,000 and above but less than 2,000	0-32*
Ro-ro passenger ship	1,000 and above	32
	250 and above but less than 1,000	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.

*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 SD2024/0044 Merchant Shipping (Fees) Regulations 2024 and come into operation on 1 April 2025.

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