Isle of Man Ship Registry

CONSULTATION:

Ship Registry Fees 2027

DEPARTMENT FOR ENTERPRISE
Rheynn Gastid Dellal

Department for Enterprise

Isle of Man Ship Registry Consultation:

Fees 2027

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 2027. Please send responses to:

Angela Barnett
Legislation Manager
Isle of Man Ship Registry
St George's Court
Upper Church Street
Douglas
Isle of Man
British Isles, IM1 1EX

Email: angela.barnett@gov.im
Tel: + 44 (0) 1624 688500

When responding, please indicate whether you are willing to have your response published and select one of the following options:

- **Response can be published together with my name/organisation**
- **Response can be published anonymously**
- **Response should not be published**

The Department for Enterprise is subject to the Freedom of Information Act 2015 and may therefore be required to consider a request made under that Act for information relating to responses to this consultation. Any such request will be considered in accordance with the Freedom of Information Act 2015 and applicable data protection legislation.

This consultation paper contains the following:

Section 1 – Introduction
Section 2 – Proposed changes to Ship Registry Fees
Section 3 – Current Fees Order 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 2027.

For 2027/28 the Ship Registry proposes to increase all existing fees by 4% (rounded up to the nearest £1, £5 or £10). It does not propose to make any other changes to existing fees.

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

Section 3 of this paper sets out the current fees Order showing the existing fee alongside the proposed 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 a 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 systems[1]. 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.

Fees were increased by 5% in each of 2024 and 2025. 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.

In 2026, Ship Registry fees were increased by 3%. Other changes were also made to better reflect the cost of providing services including revised fees for new build passenger ships, ship closures and demise-out renewals. Fees for the survey and certification of commercial yachts prior to their entry into the commercial yacht scheme were also consolidated to simplify the charging structure.

Proposal – 4% increase to existing fees

The Ship Registry proposes to make an increase of 4% to all existing fees (rounded up to the nearest £1, £5 or £10).

Section 3 of this paper shows the current fees Order marked up to show the effect of the 4% increase (with rounding).

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

Rationale:

- Small, regular incremental increases help 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.

MERCHANT SHIPPING (FEES) ORDER 2026

Index

Article **Page**

1 Title 3
2 Commencement 3
3 Interpretation....3

PART 2 **8**

CARGO SHIPS 8

4 Annual registration fee 8
5 Demised out annual registration fee....9
6 Pre-registration survey, initial general inspection and additional inspection fee....9
7 Mandatory general inspection transfer fees and agents fees....10
8 Regulatory compliance assistance....10

PART 3 **10**

COMMERCIAL YACHTS 10

9 Annual registration fee 10
10 Fixed fee - new build or major conversions: commercial yacht under 500gt....11
11 Fixed fee - new build or major conversions: commercial yacht 500gt or over 12
12 Commercial yacht fees scheme 13
13 Other inspections, verifications and surveys....14
14 Interim verifications and interim inspection 16
15 Manuals, plans and other documents....16
16 Regulatory compliance assistance....17

PART 4 **17**

PASSENGER SHIPS 17

17 Annual registration fee: passenger ships 17
18 Verifications, surveys, audits, inspections, new build yard visits or pre-registration surveys 18
19 Certificates, manuals, plans and other documents 18
20 New build passenger ships 19

21 Regulatory compliance assistance 20

PART 5 **20**

FISHING VESSELS 20

22 Surveys and inspections 20

PART 6 **21**

PLEASURE VESSELS 21

23 Annual registration fee 21
24 Pleasure vessel maintaining large commercial yacht code compliance 21

PART 7 **21**

COMPANY FEES 21

25 Company audits, certificate fees and MLC recruitment and placement service inspections 21

PART 8 **22**

LIABILITY CERTIFICATES 22

26 Fee for the issue of liability certificates 22

PART 9 **23**

SEAFARER'S CERTIFICATES AND DOCUMENTS 23

27 Fee for seafarers' certificates and documents 23

PART 10 **23**

ELECTRONIC OFFICIAL LOG BOOK PROVIDERS 23

28 Approval of electronic official log book 23

PART 11 **23**

REGISTRY FEES 23

29 Fees for Registry services 23
30 Revocation 25

SCHEDULE **27**

MARPOL ANNEX VI – EEDI REDUCTION FACTORS 27

Statutory Document No. 2026/0043

Merchant Shipping (Miscellaneous Provisions) Act 1996

MERCHANT SHIPPING (FEES) ORDER 2026

Laid before Tynwald: 17 March 2026
Coming into operation in accordance with article 2

The Department for Enterprise, with the consent of the Treasury[1], makes the following Order under section 17(1) of the Merchant Shipping (Miscellaneous Provisions) Act 1996 and section 85A of the Interpretation Act 2015.

1 Title

This Order is the Merchant Shipping (Fees) Order 2026.

2 Commencement

This Order comes into operation on 1 April 2026[2].

3 Interpretation

In this Order —

"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;

"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;

[1] As required by section 17(1) of the Merchant Shipping (Miscellaneous Provisions) Act 1996.
[2] Under section 85A(2)(b) of the Interpretation Act 2015 the Tynwald procedure is negative.

"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 (registration of Manx Ships) or Part IV (register of ships chartered by demise) 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 (certification and periodical verification);

"CSR" means a continuous synopsis record required by SOLAS Chapter XI-1 regulation 5 (continuous synopsis record);

"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 1991[3] (registration of Manx ships in a compatible registry);

"Department" means the Department for Enterprise;

"DMLC" means a declaration of maritime labour compliance issued in accordance with Part 20 (maritime labour certificate and declaration of maritime labour compliance) or Part 21 (inspection of ships under 500gt and inspection of ships 500gt or over not engaged in international voyages) of the Merchant Shipping (Maritime Labour Convention) Regulations 2013[4];

[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 (registration of fishing vessels);

"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[5] (initial general inspection);

"interim MLC certificate" means an interim certificate issued in accordance with Part 20 of the Merchant Shipping (Maritime Labour Convention) Regulations 2013 (maritime labour certificate and declaration of maritime labour compliance), 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 certification);

"interim ship security certificate" means an interim certificate issued in accordance with the ISPS Code, Part A section 19.4 (interim certification);

"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 alters the ship so 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 (mandatory general inspection);

"Manx ship" has the meaning given by section 1 of the Merchant Shipping Registration Act 1991 (Manx ships) 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 (maritime labour certificate and declaration of maritime labour compliance) 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 1 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 (issue or endorsement of certificates);

"pleasure vessel" has the meaning given by regulation 2 of the Merchant Shipping Registration Regulations 1996[6] (interpretation);

"pre-registration survey" means the survey required by section 7 of the Merchant Shipping Registration Act 1991 (survey and measurement of ship);

"Register" means the register of ships kept in accordance with Part I (registration of Manx ships) to Part IV (register of ships chartered by demise) of the Merchant Shipping Registration Act 1991;

"relevant British possession" has the meaning given by regulation 2 of the Merchant Shipping Registration Regulations 1996 (interpretation);

[6] SD 1996/0689.

"safe manning document" means a document issued by the Department in accordance with regulation 9 of the Merchant Shipping (Manning and STCW) Regulations 2014[7] (issue of a minimum safe manning document);

"safety management certificate" means a certificate issued in accordance with the ISM Code, Part B section 13.7 (certification and periodical verification);

"safety management system" means a structured and documented system enabling company personnel to implement effectively the company's safety and environmental protection policy;

"ship security certificate" means a certificate issued in accordance with the ISPS Code, Part A section 19.2 (issue or endorsement of certificate);

"ship security plan" means the ship security plan required by the ISPS Code, Part A section 9 (ship security plan);

"small ship" means a ship registered or to be registered in the Island under Part II of the Merchant Shipping Registration Act 1991 (small ships register);

"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.

[7] SD 2014/0238.

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	~~£4,840~~ £5,040
3,001 to 10,000gt	~~£5,520~~ £5,750
10,001 to 50,000gt	~~£6,200~~ £6,450
50,001 to 100,000gt	~~£6,890~~ £7,170
100,001gt and over	~~£7,580~~ £7,890

(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 article does not apply to a demised out cargo ship.

5 Demised out annual registration fee

(1) An annual registration fee of ~~£2,570~~ £2,680 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 ~~£1,290~~ £1,350 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	~~£127 per hour~~ £133 per hour
Work undertaken anywhere other than a port or shipyard in the Island	~~£4,260~~ £4,440
Remote pre-registration survey, remote initial general inspection or remote additional inspection	~~£4,260~~ £4,440

(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 ~~£670~~ £700 per day is payable for each waiting day except the first such day.

(4) For the purposes of this article, 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 ~~£575~~ £600 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 ~~£2,570~~ £2,680 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 ~~£1,290~~ £1,350 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 ~~£13,390~~ £13,930.

(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; and

(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 ~~£670~~ £700 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 ~~£17,510~~ £18,220.

(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 ~~£670~~ £700 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 ~~£282~~ £294 is payable in respect of a commercial yacht which is a member of the scheme.

(3) Under the scheme a yacht is entitled to —

(a) 2 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 ship's statutory certificate resulting from a change to any of the particulars recorded on the CSR.

(4) The 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 article whilst the yacht is in the 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 ~~£670~~ £700 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 inspection; 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	~~£127 per hour~~ £133 per hour
Additional inspection carried out anywhere other than a port or shipyard in the Island	~~£4,260~~ £4,440
Commercial Yacht under 500gt 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	~~£4,500~~ £4,680
Commercial Yacht 500gt or over 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	~~£5,000~~ £5,200

(2) The fees in Table 3 include —

(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 article, 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 article 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 ~~£670~~ £700 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 and interim inspection

(1) The fees for an interim —

(a) ISPS Code verification;

(b) ISM Code verification; or

(c) MLC inspection

in respect of a commercial yacht are those specified in Table 4.

Table 4	
Commercial yacht interim ISPS Code verification, interim ISM Code verification or interim MLC inspection	**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 verification, interim ISM Code verification or interim MLC inspection	~~£4,260~~ £4,440
Remote interim ISPS Code verification, remote interim ISM Code verification or remote interim MLC inspection	~~£127 per hour~~ £133 per hour

(2) A fee in Table 4 —

(a) includes the conduct of an interim ISPS verification, interim ISM verification or interim MLC inspection carried out during the same visit to a yacht by the surveyor; and

(b) does not apply if an interim ISPS verification, interim ISM verification or interim MLC inspection is undertaken as part of the package of inspections specified in article 13.

(3) Where a surveyor has travelled to the location of a yacht, an additional fee of ~~£670~~ £700 per day is payable for each waiting day except the first such day.

(4) The fees in Table 4 do not include agents' fees.

15 Manuals, plans and other documents

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

Table 5	
Commercial yacht – manuals, plans and other documents	**Fee**
Assessment and issue of a temporary dispensation	~~£300~~ £312
Assessment and issue of any waiver or letter of comfort	~~£300~~ £312
Assessment and issue of an exemption, equivalent or alternative arrangement	~~£755~~ £790
Assessment and approval of any ship security plan	~~£545~~ £570
Assessment and approval of any manual or plan (except ship security plan)	~~£300~~ £312
Re-approval of any manual or plan	~~£136~~ £142

16 Regulatory compliance assistance

(1) A fee of ~~£575~~ £600 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 ~~£2,570~~ £2,680 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 ~~£1,290~~ £1,350 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	~~£930 per working day~~ £970 per working day
Work undertaken anywhere other than a port or shipyard in the Island	~~£1,760 per working day~~ £1,840 per working day
Travel day or waiting day	~~£670 per day~~ £700 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	~~£755~~ £790
5 year ship security certificate	~~£755~~ £790
5 year safe manning document	~~£755~~ £790

5 year MLC certificate (including DMLC)	~~£755~~ £790
High speed craft safety certificate	~~£755~~ £790
Any other 5 year statutory certificate	~~£755~~ £790
Certificate with less than 5 years validity	~~£157~~ £164 per year of validity
Passenger ship safety certificate	~~£449~~ £467
DMLC, amendment of DMLC and/or re-issue of DMLC	~~£377~~ £393
Assessment and issue of a temporary dispensation	~~£300~~ £312
Assessment and extension of any certificate	~~£300~~ £312
Assessment and issue of any waiver or letter of comfort	~~£300~~ £312
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	~~£755~~ £790
Amendment and/or re-issue of a certificate listed above, except for a DMLC	~~£129~~ £135
Assessment and approval of any ship security plan	~~£545~~ £570
Assessment and approval of any manual or plan (other than a ship security plan)	~~£300~~ £312
Re-approval of any manual or plan	~~£136~~ £142

20 New build passenger ships

(1) A fixed fee of ~~£20,000~~ £20,800 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 ~~£575~~ £600 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	~~£59~~ £62 per hour
Work undertaken in the United Kingdom, Channel Islands or Republic of Ireland	~~£117~~ £122 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	~~£160~~ £167 per hour
Surveyor travel and subsistence outside of the Island	Charged at cost
Travel day or waiting day outside of the Island	~~£670~~ £700 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 —

(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

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	~~£312~~ £325
Over 12 metres to under 24 metres	~~£635~~ £665
24 metres and over	~~£1,260~~ £1,320

(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 articles 10 to 16.

(2) For the purposes of paragraph (1), references in articles 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	~~£905~~ £945
Remote audit of a company based in the Island	~~£905~~ £945
Work undertaken in the United Kingdom, Channel Islands or Republic of Ireland	~~£2,470~~ £2,570
Work undertaken anywhere other than the Island, UK, Channel Islands or Republic of Ireland	~~£3,580~~ £3,730
Remote audit of a company based anywhere other than the Island	~~£2,470~~ £2,570
MLC Title 1.4 private seafarer recruitment and placement services inspection	~~£127 per hour~~ £133 per hour
5 year MLC Title 1.4 certificate of compliance for private seafarer recruitment and placement services	~~£377~~ £393
5 year company ISM document of compliance	~~£755~~ £790

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	~~£155~~ £162
Wreck removal insurance certificate for a Manx ship	~~£155~~ £162
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	~~£312~~ £325
Wreck removal insurance certificate for a ship not registered in the Island	~~£312~~ £325

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)	~~£253~~ £264
Express processing of an endorsement recognising a non-UK certificate of competency (including express issue of a CRA)	~~£41~~ £43
Replacement or amendment to an endorsement recognising a non-UK certificate of competency (due to application error)	~~£80~~ £84
British seaman's card	~~£64~~ £67
Record of sea service book	~~£63~~ £66
Seafarer discharge book	~~£103~~ £108
Type Rating Certificate for high speed craft	~~£253~~ £264
Revalidation of Type Rating Certificate for high speed craft	~~£253~~ £264

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 ~~£2,580~~ £2,690.

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,**	**Pleasure vessel**	**Small ship**	**Fishing vessel**

	passenger ship			
First simple registration including a certificate of registry or re-registration from simple to full registry	N/A	N/A	N/A	~~£73~~ £76
Granting permission for a Manx ship to register in a compatible registry other than in the Island (demise out registration)	~~£745~~ £775	N/A	N/A	N/A
Demise out renewal (including issue of a transcript	~~£200~~ £208	N/A	N/A	N/A
Transfer of ownership by bill of sale or transmission	~~£300~~ £312	~~£270~~ £281	~~£47~~ £49	~~£73~~ £76
Register of mortgage	~~£300~~ £312	~~£270~~ £281	N/A	~~£73~~ £76
Transfer of mortgage	~~£300~~ £312	~~£270~~ £281	N/A	~~£73~~ £76
Discharge of mortgage	~~£300~~ £312	~~£270~~ £281	N/A	~~£73~~ £76
Recording/noting mortgage of intent	~~£54~~ £57	~~£54~~ £57	N/A	~~£54~~ £57
Vessel leaving the Register including closure documentation	~~£650~~ £680	~~£80~~ £84	~~£54~~ £57	~~£54~~ £57
Change to the registered particulars	~~£47~~ £49	~~£47~~ £49	~~£47~~ £49	~~£47~~ £49
Issue of first full certificate of registry (including CSR if applicable)	N/A	~~£209~~ £218	~~£47~~ £49	~~£117~~ £122
Transfer of Registry to the UK Register or a port of registry in a relevant British Possession	~~£940~~ £980	~~£209~~ £218	N/A	N/A
Issue of updated CSR (including change of registered particulars and new certificate of registry if applicable)	~~£300~~ £312	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)	~~£117~~ £122	~~£117~~ £122	~~£47~~ £49	~~£47~~ £49
Replacement or duplicate certificate of registry or a certified copy of the certificate of registry	~~£117~~ £122	~~£117~~ £122	~~£47~~ £49	~~£47~~ £49
Issue of a transcript of the particulars recorded in the Register	~~£54~~ £57	~~£54~~ £57	~~£54~~ £57	~~£54~~ £57
Certified copy of a document	~~£54~~ £57	~~£54~~ £57	~~£54~~ £57	~~£54~~ £57
Letter from the Department (upon request)	~~£54~~ £57	~~£54~~ £57	~~£54~~ £57	~~£54~~ £57
Inspection of the particulars recorded on the Register	~~£30~~ £32	~~£30~~ £32	~~£30~~ £32	~~£30~~ £32

30 Revocation

The Merchant Shipping (Fees) Regulations 2025[8] are revoked.

MADE 13 FEBRUARY 2026

TIM JOHNSTON
Minister for Enterprise

[8] SD 2025/0050.

SCHEDULE

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 Order)

This Order —

- prescribes the fees chargeable by the Isle of Man Ship Registry, Department for Enterprise;
- revokes and replaces the Merchant Shipping (Fees) Regulations 2025 [SD2025/0050]; and
- comes into operation on 1 April 2026.

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