

Isle of Man Ship Registry

CONSULTATION:

Merchant Shipping (Fees) Regulations 2025

Department for Enterprise

Isle of Man Ship Registry Consultation: Merchant Shipping (Fees) Regulations 2025

The purpose of this paper is to consult on proposed changes to the fees charged by the Isle of Man Ship Registry. The proposals in this consultation will form the basis for new Merchant Shipping (Fees) Regulations 2025 that will revoke and replace the existing Merchant Shipping (Fees) Regulations 2024. 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- **Response may not be published**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 Ship Registry fees Regulations marked with proposed amendments

Section 1 - Introduction

This paper sets out the Ship Registry's proposals to change its fees with effect from 1 April 2025.

For 2025/26 the Ship Registry proposes to:

- make an inflationary increase of 5% to all existing fees (rounded up to the nearest £1, £5 or £10);
- Add "carbon capture systems" to the list of technologies which may qualify for the 15% green fees discount;
- Increase and streamline fees for new build/major conversion commercial yachts;
- Include new fees for –
 - seafarer discharge book;
 - type rating certificates for high speed craft;
 - approval of electronic official log book;
- Streamline fees for fishing vessel surveys conducted outside of the IOM, UK, ROI or Channel Islands;
- Make minor drafting clarifications and amendments including updating the interpretation section, the EEDI Table in Schedule 1 and removing Schedule 2 (Map).

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

The Ship Registry has been gradually transitioning fees into a 'front-loaded' system where the majority of fees are consolidated into an annual registration fee. The 1 April 2017 saw a radical change to the way the Ship Registry carries out its flag state inspections with a significant change to its fees structure to support this. In light of this, no fees revision was carried out in 2018 to give time for the effects of the changes to be fully realised.

In 2019, the Ship Registry increased the annual registration fee for cargo ships by 10%, introduced new fees based on size for pleasure vessels, increased fees for STCW Certificates and Liability Certificates and increased all other fees by 2%.

In 2020 and 2022, the Ship Registry made inflationary increases to all fees by 2.6% and 2% respectively. 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. This includes the use of biofuels or biofuel blends, other alternative fuel technologies, wind assisted propulsion/wind energy for power generation or shore side energy systems¹.

In 2023, all existing fees were increased by 5% and "air lubrications systems" added to the list of emission reducing technologies that may qualify for the green discount. A new fee for Regulatory Compliance Assistance was added and updates made to take account of IMO amendments to the required EEDI tables.

In 2024, all existing fees were increased by 5%.

Proposal 1 – 5% increase to existing fees

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

Section 3 of this paper shows current fees Regulations marked up to show 5% 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 – Green fees discount - “carbon capture systems”

In 2022 the Ship Registry introduced a 15% “green” discount from annual registration fees for cargo ships, passenger ships or commercial yachts that have invested in emission reducing technology. This includes the use of biofuels or biofuel blends, other alternative fuel technologies, wind assisted propulsion/wind energy for power generation, shore side energy systems² and air lubrication systems.

The Ship Registry proposes to add “carbon capture systems” to the list of emission reducing technologies that may qualify for the green discount. Carbon capture systems assist in reducing the environmental impact by capturing carbon dioxide (CO²) emissions from ships before they are released into the atmosphere in exhaust gas.

Section 3 of this paper shows the current fees Regulations marked with track changes to show the new provisions on carbon capture systems. For cargo ships see amendments to regulation 4, commercial yachts regulation 9 and passenger ships regulation 17. A definition of “carbon capture systems” is added to regulation 3.

Rationale:

The Ship Registry is committed to supporting ship owners and operators that are investing in green technology which reduce emissions, are considered to be bridging fuels (those fuels that reduce emissions but are not carbon free) or are zero carbon fuels.

Note:

The 10% MARPOL Annex VI EEDI discount and the 15% “green” fees discount from the annual registration fees for cargo ships, commercial yachts and passenger ships are not cumulative. For a ship which meets more than one of these discount criteria, one discount (whichever is the higher), is applied to the annual registration fee.

Proposal 3 - New build/major conversion commercial yachts

The Ship Registry provides technical services to new build yachts and yachts undergoing a major conversion. Fees for these services are fixed dependent on the gross tonnage of the yacht and where in the world the yacht is being built or converted. Fees are divided into yachts of under 500gt and yachts of 500gt or over and then further into 6 geographical regions.

It is proposed to increase and simplify these fees by removing the fees fixed by geographical regions and replacing them with a single fixed fee of –

£15,000 for under 500gt commercial yachts; and
£20,000 for 500gt or over commercial yacht.

² using shoreside electrical power to a ship at berth while it’s main and auxiliary engines are turned off.

Section 3 of this paper shows the current fees Regulations marked with track changes to show the amended fees for new build/major conversions Commercial Yachts. For yachts under 500gt see regulation 10 and yachts 500gt or over regulation 11.

Rationale:

- The Ship Registry aims to simplify fees wherever possible. The majority of the new build yacht business the Ship Registry deals with is in Europe and the complexity of the geographical region fee structure is therefore no longer appropriate;
- Fees are increased in line with other flag States offering similar new build commercial yacht services.

Proposal 4 – New fees

Seafarer Discharge Book

In 2013 the Maritime Labour Convention (MLC) prescribed that all seafarers must have a record of sea service which may, but does not have to be recorded in a discharge book.

In 2019 the Ship Registry stopped issuing Seafarer Discharge Books and replaced them with documents called a Record of Sea Service. Feedback from some seafarers however is that some authorities still expect to see a document called a Seafarer Discharge Book. The Ship Registry proposes therefore to make both documents available to seafarers working on IOM registered ships. To avoid doubt, there is no requirement for seafarers working on IOM registered ships to hold an IOM issued Record of Sea Service or IOM issued Seafarer Discharge Book. Seafarer's sea service may continue to be recorded in any form as long as it meets the requirements of MLC.

A fee of £100 is proposed for the issue of a Seafarer Discharge Book. Section 3 of this paper shows the current fees Regulations marked with track changes to show the new fee for a Seafarer Discharge Book - see regulation 27, table 12.

Rationale:

The fee of £100 is proposed and is higher than the fee charged for a Record of Sea Service (£61) because the format of the Seafarer Discharge Book requires extra administration for the Ship Registry to complete.

Type Rating Certificates for High Speed Craft

The International Code of Safety for High Speed Craft requires masters and officers working on high speed craft to hold an appropriate Type Rating Certificate (TRC).

The Ship Registry proposes to introduce a fee of £245 for the issue of -

- Type Rating Certificate; or
- Revalidation of a Type Rating Certificate.

Section 3 of this paper shows the current fees Regulations marked with track changes to show the new fees for Type Rating Certificates - see regulation 27, table 12.

Rationale:

- Fee of £245 is in line with the fee for the issue of a Seafarer Endorsement;
- Ship Registry needs to balance its books to maintain a cost neutral platform.

Approval of Electronic Official Log Book

Manx ships must maintain an official log book in a format approved by the Ship Registry. Traditionally official log books have been maintained in paper form but we have been approached by providers of other types of electronic log book for approval to develop IOM electronic official log books for Manx registered ships.

We propose to introduce a new fee of £2,500 for the approval (valid for 5 years) of an electronic IOM official log book. This fee will apply to providers of IOM electronic official log books (not ships) and Manx ships will have the option of continuing to use paper based official log books or an approved electronic version.

Section 3 of this paper shows the current fees Regulations marked with track changes to show the new fee for approval of Electronic Official Log Books - see new regulation 28.

Rationale:

Only IOM electronic official log books that have been approved by the Ship Registry will be permitted to be used on IOM registered ships. The new fee is for the Ship Registry approval.

Proposal 5 - Fees for fishing vessel surveys conducted outside of IOM, UK, ROI or Channel Islands

We propose to omit reference to the "European zone" from the Fishing Vessel survey fees to enable the map showing the geographical regions in Schedule 2 to be omitted. The definition of European Zone will also be removed from the interpretation section.

If a survey was required in the European zone it will be charged at the same rate as a survey conducted anywhere other than the IOM, UK, ROI or Channel Islands (£155 per hour).

Section 3 of this paper shows the current fees Regulations marked with track changes to show the amended fees for fishing vessel surveys in the European zone – see regulation 22, table 8.

Rationale:

Having removed the geographical region fees from new build/major conversion Commercial Yachts (proposal 3 above) the only remaining reference in the Fees Regulations to a fee prescribed by geographical region in the map in Schedule 2 is for fishing vessels surveys conducted in the "European zone".

The Ship Registry aims to simplify fees wherever possible. We cannot recall conducting a fishing vessel survey in the European zone and retaining the map in Schedule 2 for the sole purpose of defining the European zone for Fishing Vessel surveys is unnecessary.

Proposal 6 – Drafting clarifications and updates to Fees Regulations

The following minor amendments are proposed to the wording in the fees Regulations. Section 3 of this paper shows the current fees Regulations marked with track changes to show the proposed changes.

Interpretation section – regulation 3:

- Update definitions of “Large Commercial Yacht Code” and “Maritime Labour Convention” to include reference to the latest versions;
- Omit the definitions of geographical regions – “Americas Zone”, “Asian Zone”, “Australasian zone” “Middle Eastern and Africa Zone” and “European Zone”;
- Insert new definition of “carbon capture systems”.

Simplified drafting on “air lubrications systems” where it appears in the green fees discount (reg 4(3) cargo ships, reg 9(3) Commercial Yachts, reg 17(3) passenger ships);

Registry Fees Table: clarified wording in relation to “Issue of updated CSR” and “Registered particulars and new certificate of registry” – see Part 11, Table 13.

Schedule 1: EEDI Reduction factors - removed the column entitled “1 April 23 to 31 Dec 24” from the Table in Schedule 1 as these dates will have passed when the regulations come into force 1 April 2025.

Schedule 2: Map - omitted in its entirety. Having removed references to defined geographical regions the map in Schedule 2 (which shows those defined geographical regions) is no longer required.

Rationale:

The Ship Registry aims to simplify and update the fees Regulations wherever possible.



MERCHANT SHIPPING (FEES) REGULATIONS 2024

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Statutory Document No. 2024/0044

*Merchant Shipping (Miscellaneous Provisions) Act 1996*

MERCHANT SHIPPING (FEES) REGULATIONS 2024

*Approved by Tynwald: 20 March 2024**Coming into Operation: 1 April 2024*

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 2024.

2 Commencement

If approved by Tynwald, these Regulations come into operation on 1 April 2024².

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;

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

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.

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

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

~~“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;

“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;

³ GC No. 1991/0394.

“**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;

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

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

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

“**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 ~~January 2019~~ July 2024 edition;

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

- (a) which substantially alters the dimensions of a vessel; or

⁴ SD 2013/0234.

⁵ SD 2018/0088.

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

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

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

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

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

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

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

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

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

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

“**pleasure vessel**” has the meaning given by regulation 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*;

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 2014⁷;
- “**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.

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	£4,460 <u>£4,690</u>
3,001 to 10,000gt	£5,090 <u>£5,350</u>
10,001 to 50,000gt	£5,720 <u>£6,010</u>
50,001 to 100,000gt	£6,360 <u>£6,680</u>
100,001gt and over	£7,000 <u>£7,350</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) of its use of biofuel or biofuel blends as the primary source of fuel for power (main and/or auxiliary engines) for a period of not less than 120 days during the 12 months preceding the 1 April of the fee year for which the annual registration fee is payable;
 - (ii) its ability to use alternative fuel;
 - (iii) its ability to use wind assisted propulsion or wind energy for power generation;
 - (iv) its ability to use shore-side energy to provide continuous electrical power to its equipment (refrigeration, cooling, heating, lighting, emergency and other equipment) while it loads or unloads its cargo at berth with its main and auxiliary engines turned off;
 - (v) its ability to use an air lubrication system. 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) For the purposes of paragraph 3(b)(v) a ship has the ability to use an air lubrication system if it is fitted with a purpose designed system approved by a classification society.~~

~~(6)~~(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.

~~(7)~~(6) The annual registration fee is non-refundable.

~~(8)~~(7) ~~Paragraphs (1) to (7) of this regulation do~~ This regulation does not apply to a demised out cargo ship.

5 Demised Out Annual Registration Fee

- (1) An annual registration fee of ~~£2,370~~ £2,490 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 ~~£1,190~~ £1,250 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	£117 per hour <u>£123 per hour</u>

Work undertaken anywhere other than a port or shipyard in the Island	£3,930 <u>£4,130</u>
Remote pre-registration survey, remote initial general inspection or remote additional inspection	£3,930 <u>£4,130</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 ~~£615~~ £650 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 ~~£525~~ £555 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 ~~£2,370~~ £2,490 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 ~~£1,190~~ £1,250 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) its ability to use an air lubrication system. 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) For the purposes of paragraph 3(b)(v) a yacht has the ability to use an air lubrication system if it is fitted with a purpose designed system approved by a classification society.~~
- ~~(6)~~(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.
- ~~(7)~~(6) The annual registration fee is non-refundable.

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

- (1) The fixed fees for the services and certificates referred to in paragraph (2) in respect of a new build or major conversion of a commercial yacht under 500gt ~~is £15,000. are those specified in Table 3.~~

Table 3	
Fixed fee for commercial yacht under 500gt	Fee
Work undertaken in a port or shipyard in the United Kingdom, Channel Islands or Republic of Ireland	£8,490
Work undertaken in the European zone	£11,890
Work undertaken in the Middle Eastern and Africa zone	£13,330
Work undertaken in the Americas zone	£15,380
Work undertaken in the Asian zone	£19,230
Work undertaken in the Australasian zone	£23,070

- (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 ~~£615~~ £650 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 fees for the services and certificates referred to in paragraph (2) in respect of a new build or major conversion commercial yacht of 500gt or over ~~is £20,000. are those specified in Table 4.~~

Table 4	
Fixed fee for a commercial yacht 500gt or over	Fee
Work undertaken in a port or shipyard in the United Kingdom, Channel Islands or Republic of Ireland	£11,010
Work undertaken in the European zone	£14,420
Work undertaken in the Middle Eastern and Africa zone	£15,900
Work undertaken in the Americas zone	£17,960
Work undertaken in the Asian zone	£21,780
Work undertaken in the Australasian zone	£25,670

- (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 ~~£615~~ £650 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 ~~£260~~ £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 –
- any port to ship or ship to port transfers; and
 - 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 –
- the assessment and issue of any exemption certificate;
 - the extension of any certificate;
 - the assessment and issue of any letter of comfort, dispensation, waiver or alternative arrangement; or
 - 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 ~~£615~~ £650 per day is payable for each waiting day except the first such day.

13 Other inspections, verifications and surveys

- (1) The fees for –
- a pre-registration survey or initial general inspection;
 - an interim or initial ISPS Code verification;
 - an interim or initial ISM Code verification;
 - an interim or initial MLC verification; and
 - the initial Large Commercial Yacht Code survey;
- in respect of a commercial yacht are those specified in Table 5 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	£117 per hour <u>£123 per hour</u>
Work undertaken anywhere other than a port or shipyard in the Island	£3,930 <u>£4,130</u>
Remote other inspection, remote verification or remote survey	£3,930 <u>£4,130</u>

- (2) The fee in Table 5 3 includes the conduct of any inspection, verification or survey specified in paragraph (1) carried out on a yacht during the same visit by the surveyor or during the same remote survey.

- (3) The fees to attend and carry out any additional inspection of a commercial yacht are those specified in Table 5 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 pre-registration survey, initial general inspection or mandatory general inspection;
 - an interim, initial, intermediate or renewal verification for compliance with the ISPS Code;
 - an interim, initial, intermediate or renewal verification for compliance with the ISM Code;
 - an interim, initial, intermediate or renewal inspection for compliance with the MLC Convention;
 - the inspection for compliance with the MLC Convention specified in regulation 10(2)(c)(iii) for a commercial yacht under 500gt; or
 - 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 ~~£615~~ £650 per day is payable for each waiting day except the first such day.
- (6) The fees in Table 5 3 do not include agents' fees.

14 Interim Verifications

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

in respect of a commercial yacht are those specified in Table 6 4.

Table 6 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	£3,930 <u>£4,130</u>
Remote Interim ISPS Code, remote interim ISM Code or remote interim MLC verification	£117 per hour <u>£123 per hour</u>

- (2) A fee in Table 6 4 –
- 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 ~~£615~~ £650 per day is payable for each waiting day except the first such day.
- (4) The fees in Table ~~6 4~~ do not include agents' fees.

15 Certificates, manuals, plans and other documents

The fees for commercial yacht certificates, manuals, plans and other documents referred to in Table ~~7 5~~ are those specified in that table.

Commercial yacht – certificates, manuals, plans and other documents	Fee
5 year safety management certificate	£695 <u>£730</u>
5 year ship security certificate	£695 <u>£730</u>
5 year safe manning document	£695 <u>£730</u>
5 year MLC certificate (including DMLC)	£695 <u>£730</u>
Certificate of compliance for a large charter yacht	£695 <u>£730</u>
High speed craft safety certificate	£695 <u>£730</u>
Any other 5 year statutory certificate	£695 <u>£730</u>
Certificate with less than 5 years validity (fee per year of validity)	£144 <u>£152</u>
DMLC, amendment of DMLC and/or re-issue of DMLC	£348 <u>£366</u>
Assessment and issue of a temporary dispensation	£277 <u>£291</u>
Assessment and extension of any certificate	£277 <u>£291</u>
Assessment and issue of any waiver or letter of comfort	£277 <u>£291</u>
Amendment and/or re-issue of certificate (except DMLC)	£119 <u>£125</u>
Assessment and issue of an exemption, equivalent or alternative arrangement	£695 <u>£730</u>
Assessment and approval of any ship security plan	£497 <u>£525</u>
Assessment and approval of any manual or plan (except ship security plan)	£277 <u>£291</u>
Re-approval of any manual or plan	£125 <u>£132</u>

16 Regulatory compliance assistance

- (1) A fee of ~~£525~~ £555 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 ~~£2,370~~ £2,490 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 ~~£1,190~~ £1,250 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) ~~of its ability to use an air lubrication system. 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) For the purposes of paragraph 3(b)(v) a ship has the ability to use an air lubrication system if it is fitted with a purpose designed system approved by a classification society.~~

~~(6)~~(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.

~~(7)~~(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 8 6; and
(b) do not include agents' fees.

Table 8 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	£855 per working day <u>£900 per working day</u>
Work undertaken anywhere other than a port or shipyard in the Island	£1,610 per working day <u>£1,700 per working day</u>
Travel day or waiting day	£615 <u>£650</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 9 7 are those specified in that table.

Table 9 7	
Passenger ship – certificates, manuals, plans and other documents	Fee
5 year safety management certificate	£695 <u>£730</u>
5 year ship security certificate	£695 <u>£730</u>
5 year safe manning document	£695 <u>£730</u>
5 year MLC certificate (including DMLC)	£695 <u>£730</u>
High speed craft safety certificate	£695 <u>£730</u>
Any other 5 year statutory certificate	£695 <u>£730</u>
Certificate with less than 5 years validity	£144 <u>£152</u> per year of

	validity
Passenger ship safety certificate	£414 £435
DMLC, amendment of DMLC and/or re-issue of DMLC	£348 £366
Assessment and issue of a temporary dispensation	£277 £291
Assessment and extension of any certificate	£277 £291
Assessment and issue of any waiver or letter of comfort	£277 £291
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	£695 £730
Amendment and/or re-issue of a certificate listed above, except for a DMLC	£119 £125
Assessment and approval of any ship security plan	£497 £525
Assessment and approval of any manual or plan (other than a ship security plan)	£277 £291
Re-approval of any manual or plan	£125 £132

20 New build passenger ships

- (1) A fixed fee of ~~£11,250~~ ~~£11,820~~ is payable for the issue to a new build passenger ship of –
- the initial passenger ship safety certificate; or
 - 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 –
- an interim verification for compliance with the ISM Code;
 - an interim verification for compliance with the ISPS Code;
 - an interim MLC inspection;
 - the approval of –
 - crew accommodation arrangements in accordance with MLC; and
 - the ship security plan.
 - an assessment of the proposals for safe manning; and
 - the issue of –
 - an interim safety management certificate;
 - an interim ship security certificate;
 - an interim MLC Certificate;
 - a short term safe manning document; and
 - 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 ~~£525~~ ~~£555~~ 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 ~~10 8~~.

Table 10 8	
Fishing vessel surveys and inspections	Fee
Work undertaken in a port or shipyard in the Island	£54 £57 per hour
Work undertaken in the United Kingdom, Channel Islands, or Republic of Ireland or the European zone	£107 £113 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 or the European zone	£147 £155 per hour
Surveyor travel and subsistence outside of the Island	Charged at cost
Travel day or waiting day outside of the Island	£615 £650 per day

- (2) The fees in Table ~~10 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 ~~11~~ 9 is payable in respect of a pleasure vessel which is on the Register on the 1 April of a fee year.

Table 11 9	
Pleasure vessel annual registration fee	Fee
12 metres and under	£287 £302
Over 12 metres to under 24 metres	£585 £615
24 metres and over	£1,160 £1,220

- (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 ~~12~~ 10.

Table 12 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	£830 £875
Remote audit of a Company based in the Island	£830 £875
Work undertaken in the United Kingdom, Channel Islands or Republic of Ireland	£2,270 £2,390
Work undertaken anywhere other than the Island, UK, Channel Islands or Republic of Ireland	£3,300 £3,470
Remote audit of a Company based anywhere other than the Island	£2,270 £2,390
MLC Title 1.4 private seafarer recruitment and placement services inspection	£117 per hour £123 per hour
5 year MLC Title 1.4 certificate of compliance for private seafarer recruitment and placement services	£348 £366
5 year Company ISM document of compliance	£695 £730

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 13 11.

Table 13 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	£142 £150
Wreck removal insurance certificate for a Manx ship	£142 £150
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	£287 £302
Wreck removal insurance certificate for a ship not registered in the Island	£287 £302

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 14 12.

Table 14 12	
Seafarers' certificates and documents	Fee
Endorsement recognising a non-UK certificate of competency (including issue of a CRA)	£233 <u>£245</u>
Express processing of an endorsement recognising a non-UK certificate of competency (including express issue of a CRA)	£37 <u>£39</u>
Replacement or amendment to an endorsement recognising a non-UK certificate of competency (due to application error)	£73 <u>£77</u>
British seaman's card	£59 <u>£62</u>
Record of sea service book	£58 <u>£61</u>
<u>Seafarer discharge book</u>	<u>£100</u>
<u>Type Rating Certificate for high speed craft</u>	<u>£245</u>
<u>Revalidation of Type Rating Certificate for high speed craft</u>	<u>£245</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 Manx Shipping Notice 004 is £2,500.

PART 11

REGISTRY FEES

2829 Fees for Registry services

The fees in respect of, or in connection with, registration matters not referred to in Parts 2 to 9 10 are those specified in Table 15 13.

Table 15 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	£66 <u>£70</u>
Granting permission for a Manx ship to register in a compatible registry other than in the Island (demise out	£685 <u>£720</u>	N/A	N/A	N/A

registration)					
Transfer of ownership by bill of sale or transmission	£277 £291	£249 £262	£42 £45	£66 £70	
Register of mortgage	£277 £291	£249 £262	N/A	£66 £70	
Transfer of mortgage	£277 £291	£249 £262	N/A	£66 £70	
Discharge of mortgage	£277 £291	£249 £262	N/A	£66 £70	
Recording/noting mortgage of intent	£49 £52	£49 £52	N/A	£49 £52	
Vessel leaving the Register including closure documentation	£409 £430	£73 £77	£49 £52	£49 £52	
Change to the registered particulars	£42 £45	£42 £45	£42 £45	£42 £45	
Issue of first full certificate of registry (including CSR if applicable)	N/A	£192 £202	£42 £45	£107 £113	
Transfer of Registry	£865 £910	£192 £202	N/A	N/A	
Issue of updated CSR and new certificate of registry, including change of particulars in Register Issue of updated CSR (including change of registered particulars and new certificate of registry if applicable)	£277 £291	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 <u>if applicable</u>)	£107 £113	£107 £113	£42 £45	£42 £45	
Replacement or duplicate certificate of registry or a certified copy of the certificate of registry	£107 £113	£107 £113	£42 £45	£42 £45	
Issue of a transcript of the particulars recorded in the Register	£49 £52	£49 £52	£49 £52	£49 £52	
Certified copy of a document	£49 £52	£49 £52	£49 £52	£49 £52	
Letter from the Department (upon request)	£49 £52	£49 £52	£49 £52	£49 £52	
Inspection of the particulars recorded on the Register	£27 £29	£27 £29	£27 £29	£27 £29	

2930 Revocation

The Merchant Shipping (Fees) Regulations 2023⁸ are revoked.

⁸ SD2023/0034

MADE 1 FEBRUARY 2024

TIM JOHNSTON
Minister for Enterprise



SCHEDULE 1

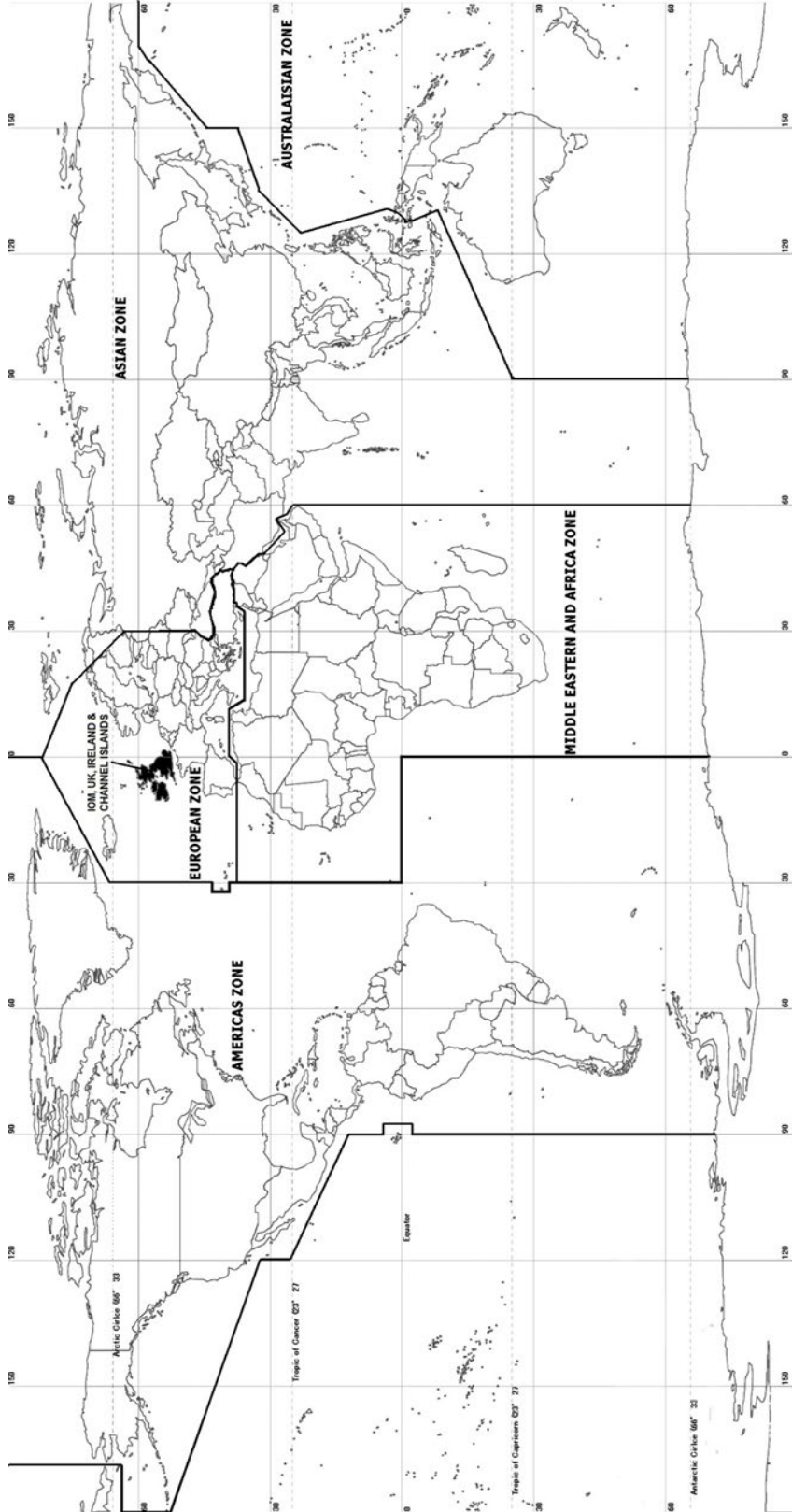
MARPOL ANNEX VI – EEDI REDUCTION FACTORS

Ship Type	Ship Size (DWT)	1 April 2023 to 31 Dec 2024	1 January 2025 onwards
Bulk Carrier	20,000 and above	30	32
	10,000 and above but less than 20,000	0-30*	0-32*
Gas Carrier	15,000 and above	32	32
	10,000 and above but less than 15,000	30	32
	2,000 and above but less than 10,000	0-30*	0-32*
Tanker	20,000 and above	30	32
	4,000 and above but less than 20,000	0-30*	0-32*
Container Ship	200,000 and above	52	52
	120,000 and above but less than 200,000	47	47
	80,000 and above but less than 120,000	42	42
	40,000 and above but less than 80,000	37	37
	15,000 and above but less than 40,000	32	32
	10,000 and above but less than 15,000	15-32*	15-32*
General Cargo	15,000 and above	32	32
	3,000 and above but less than 15,000	0-32*	0-32*
Refrigerated Cargo Carrier	5,000 and above	30	32
	3,000 and above but less than 5,000	0-30*	0-32*
Combination Carrier	20,000 and above	30	32
	4,000 and above but less than 20,000	0-30*	0-32*
LNG Carrier	10,000 and above	32	32
Ro ro cargo ship (vehicle carrier)	10,000 and above	30	32
Ro-ro cargo ship	2,000 and above	30	32
	1,000 and above but less than 2,000	0-30*	0-32*
Ro-ro passenger ship	1,000 and above	30	32
	250 and above but less than 1,000	0-30*	0-32*

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

SCHEDULE 2

MAP



EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations prescribe the fees charged by the Isle of Man Ship Registry, Department for Enterprise. They revoke and replace the previous fees Regulations SD2023/0034 Merchant Shipping (Fees) Regulations 2023 and come into operation on 1 April 2024.

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