
STATUTORY INSTRUMENTS

2015 No. 458

MERCHANT SHIPPING

**The Merchant Shipping (Light Dues)
(Amendment) Regulations 2015**

<i>Made</i>	- - - -	<i>26th February 2015</i>
<i>Laid before Parliament</i>		<i>5th March 2015</i>
<i>Coming into force</i>	- -	<i>1st April 2015</i>

The Secretary of State, in exercise of the powers conferred by section 205(5) of the Merchant Shipping Act 1995⁽¹⁾, makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Merchant Shipping (Light Dues) (Amendment) Regulations 2015 and come into force on 1st April 2015.

Amendment of the Merchant Shipping (Light Dues) Regulations 1997

2. In paragraph 3(1A) of Part II (scale of payments) of Schedule 2 to the Merchant Shipping (Light Dues) Regulations 1997⁽²⁾—

(a) in paragraph (c), after “2014” insert “and before 1st April 2015”; and

(b) after paragraph (c) add—

“(d) “(d) on and after 1st April 2015, 39 pence per ton subject to a maximum charge of £15,600 per voyage.”.

(1) 1995 c.21.

(2) S.I.1997/562; relevant amending instruments are S.I. 2006/649, 2009/1371, 2010/629 and 2014/527.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

Signed by authority of the Secretary of State for Transport

26th February 2015

John Hayes
Minister of State
Department for Transport

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations amend the Merchant Shipping (Light Dues) Regulations 1997 by reducing the rate per ton at which light dues are payable from 40p per ton to 39p per ton.

They also make a corresponding downward adjustment (£15,600 instead of £16,000) in the maximum amount for any one voyage by a ship which ends at a port or place in the United Kingdom on or after 1st April 2015.

An Explanatory Memorandum for this instrument is available from the Department for Transport, Great Minster House, 33 Horseferry Road, London SW1P 4DR and is published alongside these Regulations at <http://www.legislation.gov.uk>. No impact assessment has been prepared for this instrument which, because it delivers a reduction in the of rate light dues, will reduce the costs of business and the voluntary sector.