This Statutory Instrument has been made in consequence of a defect in SI 2025/278 and is being issued free of charge to all known recipients of that Statutory Instrument.

STATUTORY INSTRUMENTS

2025 No. 369

MERCHANT SHIPPING

The Merchant Shipping (Light Dues) (Amendment) Regulations 2025

Made - - - -	*19th March 2025*
Laid before Parliament	*21st March 2025*
Coming into force - -	*31st March 2025*

The Secretary of State makes these Regulations in exercise of the powers conferred by section 205(5) of the Merchant Shipping Act 1995(**a**).

Citation, commencement and extent

1.—(1) These Regulations may be cited as the Merchant Shipping (Light Dues) (Amendment) Regulations 2025 and come into force on 31st March 2025.

(2) These Regulations extend to England and Wales, Scotland and Northern Ireland.

Amendments to the Merchant Shipping (Light Dues) Regulations 2025

2.—(1) The Merchant Shipping (Light Dues) Regulations 2025(**b**) are amended as follows.

(2) In regulation 2 (interpretation), in the definition of "light dues", for "s.205" substitute "205".

(3) In Schedule 1 (vessels exempt from light dues), for paragraph 2, substitute—

> "2. Ships of less than 20 tons, other than ships liable to pay light dues by reference to their length.".

Signed by authority of the Secretary of State for Transport

Mike Kane
Parliamentary Under Secretary of State
Department for Transport

19th March 2025

(**a**) 1995 c. 21.
(**b**) S.I. 2025/278.

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations amend the Merchant Shipping (Light Dues) Regulations 2025 (S.I. 2025/278) (the "Principal Regulations").

Regulation 1 provides that these Regulations come into force on 31st March 2025. The amendments to the Principal Regulations therefore come into effect before the Principal Regulations come into force on 1st April 2025.

Regulation 2 amends Schedule 1 to the Principal Regulations. Schedule 1 specifies certain vessels which are exempt from light dues under the Principal Regulations. Regulation 2 of these Regulations amends one of these exemptions so that it is expressed by reference to the weight, rather than the length, of the vessel. Regulation 2 also corrects a minor typographical error in the Principal Regulations.

A full impact assessment has not been produced for this instrument as no, or no significant impact on the private, voluntary or public sectors is foreseen. The Explanatory Memorandum is published alongside these Regulations at www.legislation.gov.uk.

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