

# Tariff regulations for inland shipping

FREE TRANSLATION – Only the Dutch version is legally valid

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# Basic principles

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## ARTICLE 1      Nomenclature

For the application of these tariff regulations, the following definitions are adhered to:

### 1.1      Dredging vessels

Inland vessels of, among others, the following type: suction dredger, mud barge, barge-unloading suction dredger, backhoe/dipper, cutter suction dredger, elevator barge, split trailing suction hopper or push barge, which are used for dredging activities.

### 1.2      Destination

The destination of the inland vessel which has to be registered upon leaving the port is the place the vessel travels to in order to unload the largest part of its transported goods.

### 1.3      Inland shipping dues

Fee owed for each call at and/or stay in the port.

### 1.4      Inland vessels

Vessels that:

- are intended for the transport of goods or people and;
- travel over inland waterways or through territorial waters and;
- are in possession of a valid inland certificate of measurement and possibly also an international tonnage certificate, as well as all floating rigs;

but also vessels (named equalised vessels hereafter) that:

- are in possession of an international tonnage certificate and;
- do not exceed a length of 80 metres and;
- do not load or unload goods in the port and;
- are not bulk, general cargo, bunker, container, passenger, fruit, roroships or yachts.

### 1.5      Bunker vessels

Motorised inland tankers that are mainly used for the bunkering of vessels in the port of Antwerp.

### 1.6      Bunker vessels type N

Bunker vessels with a loading capacity of up to 300 tonnes of type N open, which were built and designed for the transport and delivery of ship fuels to other inland vessels on the Albert Canal up to Schoten.

## **1.7 Container ships**

Inland vessels mainly used for the transport of containers.

## **1.8 Passage fee**

Fee for traversing the docks of the right bank, without any commercial activity being performed.

## **1.9 Push barges**

Unmanned push barges which are indicated as such in their inland certificate of measurement.

## **1.10 Pushers**

Inland vessels without loading capacity intended for pushing inland vessels and which are indicated as such in the inland certificate of measurement.

## **1.11 Port Authority**

Antwerp Port Authority  
Port House  
Zaha Hadidplein 1  
B-2030 Antwerp  
T +32 3 205 20 11  
VAT BE 0248 399 380

## **1.12 The port territory of the Port of Antwerp**

The territory as described in the Municipal Port Police Regulations (<http://www.portofantwerp.com/nl/my-poa/regulation>), approved by the city council of Antwerp.

## **1.13 Origin**

The origin of the inland vessel which has to be registered upon entering the port is the place the vessel travels from and has loaded the largest part of its transported goods.

## **1.14 Month**

A period of 30 consecutive calendar days.

## **1.15 Pontoons**

Flat floating devices with or without superstructure.

### **1.16 Project goods**

Goods including machinery, construction material, heavy or indivisible items of which the batch size is at least 100 freight tonnes.

### **1.17 Tug boats**

Boats intended for the tugging of inland vessels and which are indicated as such in their inland certificate of measurement.

### **1.18 Tourist inland vessels**

Inland vessels mainly intended for the transport of people.

### **1.19 Port dues**

Fee for the stay in the port.

### **1.20 Work boats**

Inland vessels indicated as such in their inland certificate of measurement or which are mainly intended for working in and on behalf of the port and its activities.

## **ARTICLE 2      Application range**

All inland vessels that comply with the description mentioned in the nomenclature are subject to these tariff regulations, supplemented with the Port Instructions supplied by the harbour master's administration.

## **ARTICLE 3      Main principles**

All inland vessels which call at, pass through or stay at the port, are liable for the payment of inland shipping dues. The dues are severally payable by the owner, the skipper, the renter, the freight broker, the user of the vessel or by the agent representing one of the aforementioned parties. For unmanned vessels that are towed or pushed, such as push barges, the inland shipping dues are severally payable by the owner, the skipper, the renter, the freight broker, the user of the towing or pushing barge or by the agent representing one of the aforementioned parties.

At the waiting quays in the docks, inland vessels, with exception of tourist vessels, can stay for a maximum of 5 uninterrupted days. There are no waiting quays in the entire port area for wrecks, inland vessels that cannot produce the certificate of efficiency and for inland vessels which are laid up, possibly awaiting their sale.

## **ARTICLE 4      Invoices**

### **Invoicing**

Invoices/credit notes can be obtained electronically after registration on the portdues portalweb application. For further information:  
[havenrechten.binnenvaart@portofantwerp.com](mailto:havenrechten.binnenvaart@portofantwerp.com)

The minimum invoice amount of 15 EUR will not be applied when registered for electronic invoicing.

### **Per address**

Sending invoices to an address which differs from the registered office address is possible under the following terms:

- The applicant always mentions the start and end of the period during which the invoices must be sent to the submitted address.
- The applicant requests this prior to the relevant period.

### **Per third party**

If the invoice should not be issued to the owner, then the third party which will be liable for the invoices must notify the port dues department electronically prior to the relevant period through the web application portdues portal.

## **Requested changes**

If the Port Authority carries out rectifications at the request of the client, it charges the amount of 33 EUR for the extra administration.

Such requests can be made until up to two months after the invoice date.

## **Disputes and complaints**

- Complaints must be submitted to the port dues department substantiated by evidence;
- If a barge operator registers via a marine VHF radio channel that is recorded, he can request to have his registration listened to and reviewed. The Port Authority will listen to the recording on the condition that the estimated time of the recording, with a maximum margin of 30 minutes, is submitted to the port dues department;
- a request for the review of a recording must be submitted within 6 months of the day on which the contested registration has taken place.

When the review of the recording shows the client requesting the review to be wrong, the costs of 125 EUR are charged to the client. When the review shows the client to be right, the costs will be borne by the Port Authority.

## **ARTICLE 5      Payments**

### **Guarantee**

The Port Authority can impose a permanent deposit or bank guarantee of which the Port Authority will determine the amount. In this case the bank guarantee needs to be issued by a credit institution which is authorized to perform its services in Belgium in accordance with the applicable Belgian legislation and under the supervision of the Financial Services and Markets Authority.

### **Payment date**

Invoices relating to these tariff regulations must be paid at the latest on the mentioned due date. The invoices can be paid by giro into a bank account of the Antwerp Port Authority or by subscribing a bank domiciliation with the Antwerp Port Authority. Further information can be obtained at telephone number +32 (0)3 205 21 06. Late payment shall by law, and without notice of default, incur interest.

Mentioning the invoice number or structured payment reference is mandatory in the event of payment to the bank account. The payment of fees due, which were not included in the grouped invoice, must happen spontaneously within a month after arrival in the port.

## Term of payment

## Foreign currency

### Competent court of jurisdiction

## Value Added Tax

## ARTICLE 6 Registration

## 6.1 Registering

Day and night: tel. : +32 (0)3 229 72 63

During office hours: tel. : +32 (0)3 229 70 77

Mail: [havenrechten.binnenvaart@portofantwerp.com](mailto:havenrechten.binnenvaart@portofantwerp.com)

## Registering arrival

Every inland vessel which enters the port or is deployed into the water within the port, must register via VHF radio channels mentioned below.

## Registering departure

Every inland vessel which leaves the port or is taken out of the water within the port, must register via VHF radio channels mentioned below.

Inland vessels traversing the port do not have to register departure if they leave the port via the Scheldt-Rhine Canal or via the Albert Canal.

## Registering

Every inland vessel must register via VHF radio channels mentioned below when it:

- changes its destination;
- navigates from the left to the right bank or vice versa;
- navigates to/from the Scheldt quays;
- shifts within the docks.

## Registration channels

The registration must happen via marine VHF radio when:

Entering or exiting the left or right bank via:		
Royers lock	VHF channel	22
Boudewijn lock	VHF channel	71
Van Cauwelaert lock	VHF channel	71
Zandvliet lock	VHF channel	79
Berendrecht lock	VHF channel	79
Kallo lock	VHF channel	28
Kieldrecht lock	VHF channel	1
The America dock from or to the Straatsburg dock	VHF channel	20
The America dock from or to the city port	VHF channel	20
The Deurganck dock	VHF channel	2
The Harbour dock B3 from or to the Scheldt-Rhine Canal at the Noordland bridge	VHF channel	2

mooring:		
'Meldpunt Schelde Noord' on the Scheldt, downwards from the Royers lock: at the Scheldt quays, at the Deurganck dock, at the North Sea and Europe terminal.	VHF channel	2
At the Scheldt quays.	VHF channel	22

At the Petroleumrichtingen (Scheldt)	VHF channel	22
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<b>changing a registered destination:</b>		
	VHF channel	2
	VHF channel	20

<b>Shifting within the docks on the left or right bank</b>		
	VHF channel	60

<b>Deploying a vessel into the water or taking a vessel out of the water</b>		
	VHF channel	2
	VHF channel	20

### Registration information

With every registration the captain of the vessel must provide the information listed below:

- ENI number (or if the inland vessel does not have an ENI number, the FD number), and name of the inland vessel;
- tonnage;
- origin and destination;
- nature and quantity of cargo with a maximum deviation of 1%;
- passage through or stay in the port;
- draught/draft;
- number of crewmembers.

For convoys with pushers the individual data for the pusher and all its barges must be submitted as well as the total length and width of the convoy.

### No registration of arrival or departure

For every inland vessel without registration of arrival or departure, the port dues department increases the inland port dues with 25% .

Exceptions are made for inland vessels traversing the port, which leave the port via the Scheldt-Rhine Canal or the Albert Canal.

The invoices issued with this increase, will only be rectified retroactively at the request of the client.

### **No registration of arrival and departure**

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Exceptions are made for inland vessels traversing the port, which leave the port via the Scheldt-Rhine Canal or the Albert Canal.

The invoices issued with this increase will not be rectified retroactively.

### **Electronic pre-registration**

Before registering arrival via the marine VHF radio, the electronic pre-registration should be sent.

Before registering departure via the marine VHF radio, the electronic pre-registration should be sent to the next port.

## **ARTICLE 7      Travel route for inland vessels traversing the port**

Inland vessels traveling via the following routes are considered to be traversing the port:

- from the Scheldt to the Albert Canal or vice versa;
- from the Scheldt-Rhine Canal to the Albert Canal or vice versa;
- from the Scheldt-Rhine Canal to the Scheldt or vice versa.

Inland vessels traversing the port from the Hansa dock to the America dock or vice versa, are obligated to follow the route Hansa dock, connection to the 5th Harbour Dock, 5th Harbour Dock, Noordkasteel bridge, America dock or vice versa.

The Port Authority can:

- Permit a deviation from the described route based on a written request from the client;
- impose other travel routes due to special circumstances related to shipping navigation or locks, bridges, etc.

## **ARTICLE 8      Fundamentals for billing**

Depending on the type of charge, the following parameters are used for the calculation of the inland shipping dues:

- the maximum loading capacity in freshwater expressed in tonnes;

- the maximum displacement in freshwater expressed in m<sup>3</sup>;
- the displacement between the surface of the empty vessel draught and the surface of the largest permitted draught, expressed in m<sup>3</sup>;
- the maximum occupied water surface in m<sup>2</sup> calculated based on the greatest length and the greatest width, expressed in m,
- the gross tonnage for equalised vessels.

For the loading capacity, as well as the length, width and type, the data mentioned in the valid inland certificate of measurement is used. The normal rounding rules are applied only to the calculated final parameters.

If no inland certificate of measurement was submitted or if the data mentioned on the inland certificate of measurement do not correspond with the real loading capacity, the real greatest length and/or real greatest width of the inland vessel, an estimate will be performed by the port dues department.

## **ARTICLE 9      Ship's waste**

Inland vessels, excluding tourist inland vessels, restaurant and passenger ships, can deposit their household waste for free at reception facilities managed by the Port Authority. After publication of the tariffs the Port Authority can charge costs to the skipper/user/owner of the vessel for the delivery of small hazardous waste.

Inland vessels pay directly to the reception facilities for the delivery of other ship's operational waste, namely:

- slops;
- domestic waste water;
- sewage sludge;
- household waste of restaurant and passenger ships.

Waste recycling centres are available to inland skippers for the delivery of household waste and small hazardous waste:

- Quay 75 – Noordkasteelpark
- Quay 601 – Lillopark
- Quay 1552 – Kallopark

### **9.1      Complaints and info**

complaints: [www.portofantwerp.com/nl/meldingsformulier-cdni](http://www.portofantwerp.com/nl/meldingsformulier-cdni)

information regarding the recycling centres: [www.binnenvaartservices.be](http://www.binnenvaartservices.be)

## ARTICLE 10 ENVIRONMENTAL POLICY

The Port Authority grants discounts on port dues to barge operators that take environmental measures, with the exception of yearly subscription.

The discounts can be granted when using the following technologies:

T1. Inland vessels which comply with the Stage V emission standard	7%
T2. Inland vessels which have been built before 2008 and are equipped with a CCR-II engine (building year as mentioned in the inland tonnage certificate)	7%
T3. Inland vessels which make use of a diesel-electric main propulsion in which the diesel engine adheres to the emission standards of the CCR-II norm.	15%
T4. Inland vessels which make use of a LNG or dual fuel motor (LNG used as main fuel, possibly using diesel as ignition fuel) as main propulsion.	15%
T5. Inland vessels which make use of an electric motor driven by fuel cells with hydrogen (H2) as fuel.	15%

This discount is:

- given after the certificates or other pieces of evidence which are proof of installation and use have been submitted to the port dues department via email;
- never given retroactively to the date of receipt of the pieces of evidence;
- only given on the calls at port which were registered in the manner described in these tariff regulations.
- only cumulated in the combination of T1 and T2.

## ARTICLE 11 Distribution of drinking water

Taking in drinking water can be done:

On the water by contacting a drink water barge. For more information visit [www.portofantwerp.com/nl/node/852](http://www.portofantwerp.com/nl/node/852).

Ashore via fixed drinking water facilities in the following places:

- quay 75 near mooring-post 109 in the America dock;
- quay 75 near mooring-post 119 in the America dock;
- quay 601 in the Canal dock B2;
- quay 1552 in the Waasland canal.

For more information, visit [www.binnenvaartservices.be](http://www.binnenvaartservices.be)

The Port Authority charges a fee of 3.58 EUR/m<sup>3</sup> to the skipper/owner/user when he/she takes in drinking water from the drinking water barges or fixed drinking water facilities :

- for other means than household means;
- for taken quantities larger than 2 m<sup>3</sup> per stay in the port or, in case of a yearly subscription, per 30 days.

Can only take in water from fixed drinking water facilities for a fee:

- passenger ships excluding cruise ships;
- commercial pleasure craft;
- harbour tour ships;
- inland vessels exempt from port dues
- inland vessels passing through the port.

Are not allowed to take in drinking water from drinking water barges:

- passenger ships;
- cruise ships;
- commercial pleasure craft;
- harbour tour ships;

Prohibited from taking in drinking water from fixed drinking water facilities:

- cruise ships.

## **ARTICLE 12     Shore power**

At certain locations the Port Authority offers inland vessels the use of facilities to connect to the power grid and charges a fee of 0.27 EUR/kWh for this.

More information can be found at [www.binnenvaartservices.be](http://www.binnenvaartservices.be) or [www.portofantwerp.com/nl/node/859](http://www.portofantwerp.com/nl/node/859) .

## **ARTICLE 13      Identification**

The name of the vessel must be shown on the vessel, in a way which is clearly visible when standing ashore. The letters and numbers must have a minimum height of fifteen centimetres. The registration number, or the equivalent thereof for vessels which sail under a foreign flag, must be clearly shown on the vessel.

The port dues department must be notified of any change in vessel name, tonnage, name or address of the owner immediately when the change happens during the stay in the port or at the latest at the next registration of entry in the port.

Within 10 days of entry in the port a copy of the complete inland certificate of measurement must be submitted to the port dues department for verification when:

- the inland vessel calls at the port of Antwerp for the first time or;
- it has been at least 2 years since its previous call at the port of Antwerp or; the tonnage of the inland vessel has changed.

For vessels which possess both an inland certificate of measurement and an international tonnage certificate, the latter must also be submitted for verification.

The MMSI number (Maritime Mobile Service Identity) of the AIS transponder (Automatic Identification System) must be submitted to the port dues department when the inland vessel calls at the port for the first time or when the number is not yet known to the port dues department.

Mail to: havenrechten.binnenvaart@portofantwerp.com

Send to: Antwerp Port Authority  
Port dues department  
Zaha Hadidplein 1  
2030 Antwerp

## **ARTICLE 14      Proof**

At the request of the Port Authority, the inland certificate of measurement, the bill of lading, the log book, the charter party, the consignment note or any other document must be submitted.

# Inland navigation

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## ARTICLE 15 Principles

All calls of inland vessels which are used to load or unload goods in the port, which transport goods through the port or which facilitate port activities are considered to be inland navigation. The calls of inland vessels used for tourism purposes do not belong to this category.

## ARTICLE 16 Port dues

The port dues are levied as soon as an inland vessel calls at the port, are valid for an uninterrupted stay of 30 days in the port and expire when leaving the port. The port dues remain valid:

- for inland vessels which leave the port solely for a visit to a national shipyard where they are placed in the dry docks, and enter the port again afterwards. The duration of the stay in the shipyard will not be taken into account for the calculation of the duration of the stay in the port. The proof of the stay in the shipyard must be submitted to the port dues department.
- for bunker vessels type N which leave the port.

tariffs	
Tariff type	Tariff in EUR per tonne
Basic rate	0.0902
Reduced basic rate	0.0740

### 16.1 Basic rate

The Port Authority charges port dues at the basic rate to inland vessels per individual trip for an uninterrupted stay in the port of maximum one month.

### 16.2 Reduced basic rate

If the stay in the port lasts less than 36 hours, all inland vessels with the exception of equalised inland vessels, are charged the reduced basic rate.

## ARTICLE 17      Passage fees

The Port Authority charges passage fees to an inland vessel which traverses the port. The passage fees ensure an uninterrupted passage period of maximum 18 hours and expire when leaving the port. During this passage, no loading, unloading or commercial activities can take place. When the 18-hour period is exceeded or when loading, unloading or commercial activities have taken place the Port Authority charges port dues.

tariffs			
passage for	inland vessel	tariff in EUR	minimum amount in EUR
Loaded inland vessels	All	0.00028 €/1000 kg cargo/km	4.5
Empty inland vessels	tonnage < 450 tonnes	2.8	
	tonnage from 450 to 1350 tonnes	3.9	
	tonnage > 1350 tonnes	5.6	

### 17.1 Passage fee for loaded inland vessels

The passage fee for loaded inland vessels is calculated per passage through the port on the basis of the amount of cargo per tonne of 1.000 kilograms and the travelled distance per kilometre, adding 1 kilometre per used lock. For determining the travelled distance in kilometres, every started kilometre is counted. The weight of the cargo is rounded up for the calculation of the passage fee.

### 17.2 Passage fee for empty inland vessels

The passage fee for empty vessels is, independent of the travelled distance, calculated based on the tonnage of the inland vessel.

## **ARTICLE 18      Frequency reduction**

- The Port Authority gives a reduction of 18% on port dues for calls by the same inland vessel starting from the 4<sup>th</sup> call in a period of 14 consecutive calendar days. The next period of 14 calendar days commences at the earliest after the conclusion of the previous period and from the next call by the same inland vessel. This reduction is in effect for all inland vessels transporting goods to or from the port of Antwerp, including push barges but excluding containers ships and inland vessels merely traversing the port. Inland vessels wishing to enjoy the frequency reduction are requested to pre-register electronically.
- The Port Authority gives a reduction of 12% on port dues for calls by the same containership starting from the 4<sup>th</sup> call in a period of 14 consecutive calendar days. The next period of 14 calendar days commences at the earliest after the conclusion of the previous period and from the next call by the same inland vessel. This reduction is in effect for all containerships transporting goods to or from the port of Antwerp. Vessels merely traversing the port are not taken into account.

The Port Authority gives an additional reduction of 12% for all containerships that transport containers which are intended for loading onto a sea vessel in Antwerp with an overseas destination or containers which have been unloaded in the port of Antwerp off a sea vessel with an overseas origin. Furthermore the ratio of the total loaded and unloaded containers to the total amount of containers must be more than 75%. This additional reduction will only be given after submission of evidence via mail and within 2 months after the call. Inland vessels wishing to enjoy the frequency reduction are requested to pre-register electronically.

## **ARTICLE 19      Strategic discount**

All barge operators can enjoy a strategic discount by registering in portdues portal via [register.portofantwerp.com](http://register.portofantwerp.com) and completing the requested information. To be entitled to the strategic discount of 15% per stay, the following criteria must be met:

- The barge operator proves that he reaches a frequency of 3 stays per week on average during 2 months;
- The deployed inland vessel features a CCR2 engine, Stage V standard or environmentally friendlier;
- The vessel calls at a maximum of 3 terminals per stay in the port;
- The vessel loads or unloads during its stay;
- When transporting containers a minimum of 75% of 2 times the TEU capacity must be loaded;
- The ship stays in the port for a maximum of 7 days;
- The redirecting of maritime traffic to other ports may not be the purpose of the stay.

If the frequency is not achieved after 2 months, the discount will be terminated. Stays which do not meet the above mentioned criteria, with the exception of the loading and unloading in the port, count for the frequency but are not entitled to the discount.

The strategic discount is not cumulative with the frequency reduction.

Administrative obligations:

- The barge operator provides all information requested by the Port Authority in order to assess the strategic criteria;
- The barge operator registers for electronic invoicing.

## ARTICLE 20      Yearly subscriptions

Yearly subscriptions are given to below-mentioned vessel types. The request must be sent to [havenrechten.binnenvaart@portofantwerp.com](mailto:havenrechten.binnenvaart@portofantwerp.com). The subscription replaces the normally owed port dues during 1 year. Yearly subscriptions are not granted retroactively.

Floating dry docks must take a yearly subscription.

### 20.1 Inland vessels

Tariffs		
vessel types	flat rate in EUR	variable rate in EUR per tonne
Tug boats Pusher tugs pushers miniature pushers (in order to complete pusher-barge convoy)	460	2.43
Instruction ships Bunker vessels Supply ships dredging vessels work boats	460	4.83
floating dry docks	460	6.03

If the vessel, with the exception of floating dry docks, is equipped with a CCR2-engine, stage V-standard, or eco-friendlier the variable rate will be reduced with 15%.

## 20.2 Tug boats which have an inland certificate of measurement as well as an international tonnage certificate or which only have an international tonnage certificate (1969)

Tug boats which are mainly used for the tugging of sea ships from and to the port of Antwerp and possess an inland certificate of measurement as well as an international tonnage certificate, or possess only an international tonnage certificate, can request a yearly subscription. For the calculation of the variable part of the subscription the gross tonnage is used as mentioned in the international tonnage certificate (1969).

tariffs		
VESSEL TYPE	FLAT RATE IN EUR	VARIABLE RATE IN EUR PER TONNE
Tug boats	394	2.43

If the vessel, with the exception of floating dry docks, is equipped with a CCR2-engine, stage V-standard, or eco-friendlier the variable rate will be reduced with 15%.

## ARTICLE 21 Daily rate for inland vessels

Inland vessels which stay in the port will be charged at the daily rate if the Port Authority considers the reason for their stay to not be in line with the basic activities of its commercial port. After having determined this, the port dues department will notify the party concerned via a registered letter requesting them to leave the port. If the inland vessel has not left the port within the permitted time period, the Port Authority will take all necessary measures to ensure the inland vessel is removed from the port at the expense of the party concerned. On top of the normally owed inland shipping dues, the daily rate will be charged from the day of the determination of the illegitimate stay until the day the inland vessel leaves the port. From the second month of the illegitimate stay on, the normally owed inland shipping dues will not be charged, only the daily rate. The Port Authority informs the client of the start of the charge at daily rate in the registered letter.

Tariffs		
vessel type	tariff in EUR per metre LOA	charge
All types	1.04	Per started calendar day

## **ARTICLE 22 Extensions**

The hours on Sundays and holidays are not taken into account for inland vessels traversing the port or which leave the port within 36 hours after arrival, unless there is no ban on navigation on the Albert Canal for professional inland vessels.

## **ARTICLE 23 Reductions and exemptions**

### **Inland vessels owned by the city of Antwerp, the Flemish Region, the Belgian Government and the Port Authority**

These inland vessels can call at the port exempt of port dues.

### **Assignments for the city of Antwerp, the Flemish Region, the Belgian Government and the Port Authority**

The inland vessels which perform assignments for these authorities in the context of contracts concluded before 1996, are exempt from inland shipping dues on the following conditions:

- the main contractor(s) must submit a list to the port dues department of calls at the port by inland vessels which were commissioned in the context of government-issued operations; this ultimately by the 25th day of each month; this must be accompanied by the correct exemption or reduction code and a one-time detailed description of the project.
- the main contractor appoints a contact who will communicate about the granted exemptions;
- the main contractor(s) is/are responsible for informing the sub-contractor(s);
- only the inland vessels mentioned on the list of the main contractor(s) qualify for the exemptions.

No exemption is granted if:

- the aforementioned procedure is not respected;
- the used inland vessels undertake other activities than those described in the context of the government-issued operations or moor at a different berth than that of the operations.

Exemptions are not given retroactively. For contracts after 1/01/1996 exemptions are not possible and the normal inland shipping dues are owed. At the request of the Flemish Region the executive committee can grant exemptions for certain contracts signed with the Flemish Region after 1/01/1996.

### **Exemptions for touristic vessels**

Touristic vessels passing through the port are exempt of port dues.

### **Exemptions for inland vessels to and from the city port**

Inland vessels passing through the port to or from the city port are exempt of port dues. The stays of inland vessels which load or unload in the port, before or after their stay in the city port are merged together.

### **Exemptions for pushers in convoy**

Pushers which enter or exit the port in convoy, are exempt of the port dues which cover these movements.

## **ARTICLE 24 Bonus turnover reduction**

The goal of the bonus turnover reduction is the stimulation of the traffic of goods to the Port of Antwerp.

The bonus turnover reduction equals 6% reduction on the bonus turnover compared to the previous calendar year.

The bonus turnover of the current year is the total net invoiced amount of inland shipping dues of the current year, reduced by the total net invoiced amount of inland shipping dues of the previous year.

Conditions for receiving the bonus turnover reduction:

- a yearly turnover of inland shipping dues amounting to at least 50.000 EUR in the current and preceding year;
- the client has submitted a copy of the complete and most recent inland certificate of measurement to the port dues department for all inland vessels which qualify for the calculation of the bonus turnover reduction;
- the client has opted for electronic invoicing.

Application:

The bonus turnover reduction only takes into account the inland vessels for which, after achieving a bonus turnover, inland shipping dues are charged. It is granted in the beginning of the next year. Shifts within the same client group or mergers of clients will not give cause to reaching a higher turnover upon calculation of the bonus turnover.

# Tourist navigation

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## ARTICLE 25 Principles

All calls of inland vessels which, regardless of the type mentioned in the inland certificate of measurement, are mainly used for the transport of people are considered to be tourist navigation. The inland vessels which are used for transporting goods do not fall under this principle.

Tourist navigation is divided into:

### **Non-commercial pleasure craft**

Inland vessels, for example yachts, used or designed for tourist navigation and which do not transport paying passengers.

### **Commercial pleasure craft**

Inland vessels which are not passenger ships and transport paying passengers.

### **Passenger ships**

Passenger ships, defined as such in the inland certificate of measurement and which transport passengers, paying or not.

### **Harbour tour ships**

Passenger ships or commercial pleasure craft which are mainly used for harbour tours.

### **Cruise ships**

Vessels equipped for the transport of passengers and the facilitation of overnight stays for those passengers on a multiday cruise.

## ARTICLE 26 Port dues

### **Commercial pleasure craft, passenger ships, harbour tour ships and cruise ships**

The port dues are levied as soon as these inland vessels call at the port, are valid for an uninterrupted stay of 30 days in the port and expire when leaving the port.

The port dues remain valid for these vessels which leave the port solely for a visit to a national shipyard where they are placed in the dry docks, and enter the port again afterwards. The duration of the stay in the shipyard will not be taken into account for the calculation of the duration of the stay in the port. The proof of the stay in the shipyard must be submitted to the port dues department.

## Non-commercial pleasure craft

Non-commercial pleasure crafts are not allowed to stay in the port. When staying in the port they pay the daily rate unless they call at the port for repairs. In this case they must pay port dues, under the following conditions:

- The repairs must be conducted by a ship repairer/shipyard which is acknowledged as such by the Port Authority;
- The pleasure craft must be moored at the quay or berth which is part of the ship repairer's/shipyard's concession;
- The port dues department must be notified beforehand by means of a written declaration/attestation of the repairs given by the ship repairer/shipyard, in which the estimated duration of the repairs is mentioned;
- The ship repairer/shipyard informs the port dues department in writing of the start and end of the repairs;
- When the repairs are finished, proof is submitted to the port dues department.

tariff type	tariff in EUR per tonne
Basic rate	0.0902

### 26.1 Basic rate

The port dues are calculated per individual trip for an uninterrupted stay in the port of maximum one month.

## 26.2 Rate cruise ships

The rate is calculated based on the basic rate. Depending on the type of ship, the activity, the capacity of the number of overnight stays and the duration the basic rate is multiplied by a certain factor.

Basic rate	EUR 0.15	m <sup>2</sup>
	Duration of berth occupancy	factor
	1 day	0.6
	≤ 7 days	1
	> 7 days en ≤ 30 days	2.5
	> 30 days en ≤ 90 days	4
	> 90 days en ≤ 365 days	10
	Event on board	factor
	None	1
	Yes and ≤ 250 participants	2.5
	Yes and > 250 participants	4.5
	Overnight stays on board	factor
	None	1
	Yes and ≤ 50 passengers	1.2
	Yes and > 50 passengers	1.4
	Season	factor
	Year	1
	High season (15 March – 15 Sept)	1
	Low season (16 Sept – 14 March)	0.7

## ARTICLE 27 Daily rate

Inland vessels which stay in the port will be charged at the daily rate if the Port Authority considers the reason for their stay to not be in line with the basic activities of its commercial port. After having determined this, the port dues department will notify the party concerned via a registered letter, requesting them to leave the port. If the inland vessel has not left the port within the permitted time period, the Port Authority will take all necessary measures to ensure the inland vessel is removed from the port at the expense of the party concerned.

On top of the normally owed inland shipping dues, the daily rate will be charged from the day of the determination of the illegitimate stay until the day the inland vessel leaves the port. From the second month of the illegitimate stay on, the normally owed inland shipping dues will not be charged, only the daily rate. The Port Authority informs the client of the start of the charge at daily rate in the registered letter.

Tariffs		
tariff type	tariff in EUR per metre LOA	charge
Daily rate	1.040	Per started calendar day

## Disputes

### ARTICLE 28 Force majeure, unforeseen and exceptional circumstances

In the event of force majeure, unforeseen and/or exceptional circumstances, the executive committee will decide.

All earlier decrees in conflict with these regulations are no longer valid.

# Tariff regulations for sea-going vessels

**FREE TRANSLATION - Only the Dutch version is legally valid**

Havenbedrijf Antwerpen NV van Publiek Recht (Antwerp Port Authority)

[www.portofantwerp.com](http://www.portofantwerp.com)

Board of Directors of 10 December 2018

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# Basic principles

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## article 1 Terminology

The application of these tariff regulations is based on the following concepts:

### **1.1 SEA-GOING VESSELS**

Vessels registered in the "Lloyd's Register of Ships" or vessels holding a valid international tonnage certificate.

### **1.2 PORT DUES**

Fees owed by sea-going vessels for each call into and/or stay in the port, based on the following components:

- tonnage dues: an indivisible charge calculated on the basis of the ship's tonnage;
- berthing dues: an indivisible charge calculated on the basis of the goods unloaded and/or loaded by the vessel in port, expressed in tons.

### **1.3 PORT**

The area as defined by the Municipal Police regulations of the port, approved by the City Council of the city of Antwerp.

<https://www.portofantwerp.com/nl/gemeentelijke-havenpolitieverordening-herziening-3-nov-2018-0>

### **1.4 DURATION OF STAY**

Duration of the vessel's stay in port, which is calculated as follows:

- for sea-going vessels that moor in the docks from the time they enter into the lock upon arrival at the port until the time they sail out of the lock upon departure from the port;
- for sea-going vessels that moor at the Scheldt quays or at the additional installations at the river Scheldt and in tidal docks, or stay at the roadstead, from the time they occupy their mooring upon arrival at the port until the time they leave it upon departure from the port;

### **1.5 WORKING DAYS**

Weekdays from Monday up to and including Friday, except for public holidays.

### **1.6 MONTH**

A period of 30 consecutive calendar days.

### **1.7 TON**

A mass of 1,000 kg.

### **1.8 FREIGHT TON**

A mass expressed in ton or m<sup>3</sup>, whereby the larger of the two is used as a basis for measurement.

### **1.9 UNIT OF GROSS TONNAGE**

Unit without dimension, used as the unit of volume for sea-going vessels, as indicated in the international tonnage certificate issued in the country of registration of the vessel in accordance with the definitions of the International Treaty on Vessel Measurements, issued in London on 23 June 1969. The gross tonnage unit is traditionally abbreviated to GT = Gross Tonnage.

### **1.10 GENERAL CARGO SHIP**

A sea-going vessel referred to in Lloyd's Register of Ships under the type indication of «general cargo», «pallet carrier», «barge carrier», «heavy load carrier» or «heavy lift carrier».

### **1.11 CONTAINER SHIP**

A sea-going vessel based on a complete cellular structure and referred to in Lloyd's Register of Ships under the simple type indication of «container ship».

### **1.12 OPEN-TOP CONTAINER SHIP**

An open-top containership, usually called as such in the International Tonnage Certificate (1969) and for which in this certificate, under 'Remarks', the reduced gross tonnage is mentioned and as well confirmed that this reduction is in accordance with the IMO resolution in force. This means that the vessel is designed for the carriage of containers and is constructed like an open "U". Not less than two third of the total cargo space has to be in an 'open-top' configuration, which means an open area without hatches.

### **1.13 BULK CARRIER**

A sea-going vessel referred to in Lloyd's Register of Ships as a «bulk carrier» type of vessel.

### **1.14 ROLL-ON/ROLL-OFF SHIP**

A sea-going vessel referred to in Lloyd's Register of Ships as a «roro» type of vessel.

### **1.15 VEHICLE CARRIER**

A sea-going vessel referred to in Lloyd's Register of Ships as a «vehicle» type of vessel.

#### **1.16 REFRIGERATED CARGO SHIP**

A sea-going vessel referred to in Lloyd's Register of Ships as a «refrigerated cargo» type of vessel.

#### **1.17 TANKER**

A sea-going vessel referred to in Lloyd's Register of Ships as a «tanker» type of vessel or a combination tanker that is equipped for the alternate transport of liquid and dry bulk cargo, insofar as this vessel transports a fully or partially liquid cargo.

#### **1.18 SINGLE HULL**

With a single hull the cargo tank wall is the exterior wall and/or the Marpol requirements for a double hull are not met.

#### **1.19 SEGREGATED BALLAST TANK**

A tank reserved for ballast water. Segregated ballast refers to the fact that ballast water is kept in a tank which is completely separated from the oil cargo and the fuel system.

#### **1.20 PARCEL TANKER**

A tanker constructed to simultaneously transport various types of liquid cargo, or different gradations of the same liquid cargo.

#### **1.21 BULK CARGO**

Goods that can be moved by pumping, transferred by chute or by means of suction.

#### **1.22 PROJECT GOODS / CARGO**

Goods including machinery, construction material, heavy or indivisible items, the batch size of which is minimum 500 freight tons.

#### **1.23 EMPTY-HANDED**

When a vessel, without any loading or unloading operations, has to leave the port again due to purely nautical reasons.

#### **1.24 SHIPPING LINES**

Recognised by the Port Authority on the basis of the set requirements.

#### **1.25 BULK LINES**

Recognised by the Port Authority on the basis of the set requirements.

#### **1.26 SERVICES OF BROKERAGE**

Services which in accordance with the Belgian VAT legal theory are provided by a third party and have contributed to the achieving of certain frequencies and/or the loading/unloading of goods in the port of Antwerp.

### **1.27 SELFBILL NOTE**

Administrative document formatted by the Port Authority concerning brokerage service fees for which no credit note can be granted.

### **1.28 ESI**

Environmental Ship Index: identifies seagoing ships that emit fewer polluting substances than allowed. A ship can have an ESI score between 0 and 100, where a ship scores 0 if it complies with the legal standards regarding NO<sub>x</sub>- and SO<sub>x</sub>-emissions. Ships with the best performance score close to 100, i.e. their SO<sub>x</sub> and NO<sub>x</sub> emissions are virtually zero and they can report a downward trend in their CO<sub>2</sub> emissions. Bonus points can be obtained by having a shore power connection on board.

<http://www.environmentalshipindex.org/Public/Home>

### **1.29 PORT AUTHORITY**

Havenbedrijf Antwerpen NV van publiek recht (Antwerp Port Authority)

Havenhuis (Port House)

Zaha Hadidplein 1

B-2030 Antwerp

T +32 3 205 20 11

VAT BE 0248 399 380

### **1.30 PORT DUES DEPARTMENT**

Department of the Financial Dept. of the Port Authority which is in charge of the management of the port dues.

E-mail: [havenrechten.zeevaart@portofantwerp.com](mailto:havenrechten.zeevaart@portofantwerp.com)

T +32 3 205 22 91

## **article 2    Application range**

The tariff regulations apply to all vessels calling the port of Antwerp.

## **article 3    Main principles**

### **3.1    PAYMENT OF PORT DUES**

Every time a sea-going vessel enters the port, it is liable for payment of the port dues, which include the tonnage dues and berthing dues, to the Port Authority. The shipowner, shipping company, charterer or timecharterer, master or representative authorised to act on behalf of one of these parties shall be severally responsible for the port dues. If several shipowners, shipping companies, charterers, timecharterers, masters or their representatives operate during the time the vessel is in port, those who initially acted in that capacity shall remain liable for the payment of the port dues.

If a «declaration of transfer» was submitted, the shipowner, shipping company, charterer, timecharterer, master or their representative who takes over shall be liable for payment of the specific share of the berthing dues that relates to activities executed after the transfer. The transfer must be in accordance with the Port Authority's instructions. In the event of a transfer, the formalities must be accomplished by the party which is liable for payment.

### **3.2    FORMALITIES**

Each shipping agent will provide to the Port Authority's Port Dues Department with all information and will provide access to all documents which may serve to support or verify the declaration. If several shipping agents act on behalf of the same sea-going vessel, without an actual transfer taking place, the shipping agent who submits the application must complete all formalities required to define the tonnage and berthing dues.

### **3.3    CORRESPONDENCE WITH THE PORT AUTHORITY**

All correspondence relating to port dues must indicate the name and address of the shipping company on behalf of which the action is being undertaken.

## **article 4    Payment**

### **4.1    INVOICES**

#### **Electronic invoices**

Invoices can be obtained electronically upon request of the agent in the web application 'Portdues portal' by selecting the activity 'consulting invoices'.

#### **Invoicing to the principal**

In case invoices don't have to be made out to the agent, the agent has to inform electronically and in advance which principal should be invoiced to on the web application 'Portdues portal' by selecting the activity 'berthing dues and principals'.

### **4.2    DATE**

#### **Date of payment**

Invoices relating to these tariff regulations must be paid at the latest on the mentioned due date. The invoices will be paid by giro by setting up a direct debit with the Antwerp Port Authority. This direct debit needs to be able to be collected at a bank which is under the supervision of the Financial Services and Markets Authority (FSMA) in Belgium. Any further information can be obtained by email at [debiteuren@portofantwerp.com](mailto:debiteuren@portofantwerp.com) or by telephone at +32 (0) 3 205 21 06.

#### **Guarantees**

If the client does not wish to set up a direct debit or if the client is not a member of the relevant trade association a bank guarantee amounting to 1 month's turnover will need to be provided and the invoices will need to be paid by giro into one of the Port Authority's bank account numbers. This bank guarantee needs to be issued by a bank under the supervision of the Financial Services and Markets Authority (FSMA). From the moment the client has set up a direct debit a switch to the bank guarantee system (with cancellation of the direct debit) will not be allowed.

When the direct debit is cancelled or refused or when an invoice has not been paid the normal recovery process is initiated, whereby in accordance with the applicable procedures within the Port Authority the case file will be handed over to the Port Authority's legal department for further legal actions. If there is a problematic payment history the Port Authority immediately gains the right to demand a bank guarantee amounting to 2 months' turnover. Such an additional bank guarantee can also be demanded as a condition for allowing repayment schedules.

If for any reason a bank guarantee was imposed in addition to the direct debit, the bank guarantee can be waived at the request of the client if the direct debit is fully back in force and if the payments have been made without any problems for two full years.

The amount of the bank guarantee is reviewable every three years on the basis of the most recent turnover figures.

**Late payment**

Late payment shall by law, and without notice of default, incur interest. Interest shall be calculated on the basis of the special legal interest rate as published in the Belgian Official Bulletin. The executive committee shall define the actual implementation procedure for the application of interest in the event of late payment, whereby limited, motivated deviations from the strict and verbatim application of the above mentioned rules shall be feasible.

**Term of payment**

The due date of the invoices will be calculated on the basis of a term of payment of 15 calendar days.

**Foreign currency**

Costs associated with the exchange of foreign currency into Euro, or any other costs, shall be at the debtor's expense.

**Competent court of jurisdiction**

The courts of Antwerp shall have sole authority in the event of disputes. Only Belgian legislation shall apply.

**4.3 OUTSTANDING CLAIMS**

When paying credit notes and/or selfbill notes, the Port Authority shall verify whether the beneficiary still has outstanding accounts with the Port Authority. If so, the returns will officially be used to settle existing arrears.

**4.4 PAYMENT OF CREDIT NOTES AND / OR SELFBILL NOTES**

A credit note and/or a selfbill note will be paid to the concerned operator of the shipping line or bulk line, after it has been duly stamped and signed by the operator, with indication of the name and the function of the undersigned and has been handed over to the Port Dues Department. The credit note or selfbill note made out to a company which has a proxy from the involved operator and when this proxy has been sent to the Port Dues Department, can be paid directly.

This proxy must be supplied to the Port Dues Department with following formulation:

"The undersigned, ..... operator of the shipping line/bulk line in Antwerp, recognised under the name of ..... code-number ....., hereby authorises the company ....., to collect in our name the receipt (credit notes and/or the selfbill notes) relating to tonnage dues refunds on our behalf. These refunds relate to the tonnage dues of vessels declared in the above mentioned shipping line/ bulk line."

The authorizations which are handed over to the Port Authority must be renewed every two years. The Port Authority's Port Dues Department reserves the right to, for verification purposes, directly address the operator with a letter in which this mandate is acknowledged, possibly supplemented by a list of credit notes and/or a selfbill invoices that were paid to the authorized agent.

#### **4.5 CREDIT NOTE AND/OR SELFBILL NOTE PAYMENT TERMS**

Credit notes and/or the selfbill notes issued in relation to tonnage dues can be submitted for payment at the latest one year after the date of issue. The right for reimbursement expires after one year.

# Tonnage dues

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## article 5 Fixed fee

Each vessel calling at the port is charged with a fixed fee in addition to the tonnage dues. This fixed fee, for the establishment of electronic communications, amounts to 18.07 EUR.

## article 6 Principles of application

### 6.1 FORMALITIES

In order to determine the tonnage dues, the ship operator, the shipowner, the charterer, the timecharterer, the master or the authorised representative of any one of them, must submit the vessel's international tonnage certificate (1969) whenever a sea-going vessel calls the port. The Port Dues Department is able to grant a full or partial exemption to this submission.

The certificate must be submitted electronically within 3 working days of the vessel's arrival and at the latest before its departure.

In the event of an evasion or attempt to avoid payment of the tonnage dues a special additional fee amounting to the double of the evaded fee shall be levied in addition to the evaded amount, unless adequate evidence is submitted electronically to the Port Dues Department, as evidence that the customer acted in good faith.

### 6.2 CALCULATION BASIS FOR THE TONNAGE DUES

The calculation of the tonnage dues is exclusively based on the gross tonnage unit stipulated in the submitted tonnage certificate, in accordance with the definitions of the 1969 International Treaty on the measurement of sea-going vessels. For open-top container ships, the reduced gross tonnage is taken into account.

If the tonnage certificate (1969) is not submitted, the Port Dues Department shall make an official estimate. The tonnage dues can be levied under guarantee in accordance with this estimate.

### 6.3 TONNAGE DUES UNDER GUARANTEE

The tonnage dues imposed under guarantee amount to 1.55 EUR per GT. This charge will definitely be imposed unless sufficient proof to the contrary is submitted within 15 calendar days of the sea-going vessel's departure.

#### **6.4 DURATION OF STAY**

Payment of the tonnage dues entitles sea-going vessels to stay at the port for an uninterrupted period of twenty days starting from the day of arrival at the port. Upon expiry of the twenty-day period additional tonnage dues will be due whenever another 20 day period starts. These additional tonnage dues are calculated on the basis of the non-liner trade tariffs.

The time a sea-going vessel spends in a dry dock in the port of Antwerp shall not be included in the calculation of the tonnage dues.

From the moment sea-going vessels are placed under curatorship, the duration of stay of new tonnage dues will only count ten days.

#### **6.5 MEASURES TO PROTECT THE ENVIRONMENT**

##### **tankers**

For tankers without segregated ballast tanks and for single hull tankers, the tonnage dues for tankers is increased by 35%.

##### **ESI discount**

A discount on the tonnage dues is granted for each call of a ship with the following ESI score. Vessels with construction year after 2010, as mentioned in the tonnage certificate, can't benefit from the discount in the first category up to and including score 50.

ESI score	Discount percentage
31 to 50	4%
50.1 to 70	10%
70.1 to 100	15%

The discount is calculated based on the net invoiced tonnage dues, after deduction of any possible discounts. In order to get a discount, a ship must be registered and published on the public part of the ESI website.

## **article 7   Exemptions and reductions**

Exemption from or a reduction in the tonnage dues can be obtained subject to the following conditions:

- an application by e-mail is submitted to the Port Dues Department;
- no trade activities are executed during the stay in the port;
- the necessary substantiation is submitted electronically to the Port Dues Department.

The fixed fee remains due.

### **7.1   EXEMPTIONS SHALL APPLY FOR SEA-GOING VESSELS THAT:**

1. are school ships or war ships;
2. remain inactive at the roadstead;
3. call into port solely for tank cleaning and/or degassing purposes and
  - that deliver the residues to a recognised collector of such substances;
  - a certificate issued by the acquirer or an extract from the logbook indicating the start and completion of the operations has to be submitted;
  - the vessel has to leave port within 48 hours, the time for tank cleaning and/or degassing purposes, Sundays and holidays not included;
4. are cruise ships mooring at the river Scheldt quays;
5. are involved in operations on behalf of the City of Antwerp, the Flemish Region, the Belgian Government or the Port Authority, provided they are observing the procedures described in the tariff regulations for inland navigation;
6. are tugboats that have paid an inland navigation subscription.

### **7.2   A TARIFF OF 0.1732 EUR/GT WILL BE APPLIED FOR SEA-GOING VESSELS ENTERING THE PORT:**

1. because of perils at sea and that are not laid up in port. When depositing goods that need to be unloaded as a result of perils at sea, at a location appointed by the Port Authority, the berthing dues are not indebted, on condition that this cargo will be loaded back onto the same vessel;
2. in the context of a voyage for tourist purposes;
3. solely for bunkering with fuel or other ship's stores/supplies for own use and leaving the port within 48 hours (not including Sundays and public holidays);
4. solely for disinfection purposes and leaving within 48 hours (not including Sundays and public holidays);

5. empty-handed and leaving within 48 hours;

6. after they unloaded during a stay, subsequently degass at sea and conclusively call the port again to execute new trade activities. The initial stay however will be charged basis the tariff regulation and the applicable liner or non liner tariff;.

7. exclusively for repairs to be carried out by a ship repairer on condition that the vessel is not laid up in port;

8. to go into dry dock on condition that the vessel is not laid up in port;

9. exclusively for transit within 18 hours; time spent on Sundays and public holidays shall not be taken into account. Time spent on Sundays and public holidays will, however, be included when defining the length of stay in port if there is no injunction forbidding the use of the waterway to commercial shipping on the Albert Canal during this time.

## **article 8 Non-liner trade tariffs**

Vessels not sailing in a regular sea shipping line shall be subject to non-liner trade tariffs.

<b>NON-LINER TRADE</b>	<b>EUR/GT</b>
container ship on the River Scheldt	0.6534
container ship behind the locks	0.6169
roll-on/roll-off carrier / car carrier / vehicle carrier	0.5051
tanker	0.7557
Reefer	0.6169
bulk carrier or general cargo ship*	0.6169
other vessels	0.7557

\* Applicable when the total loaded and unloaded general cargo weight, not including containers, exceeds 30% of the total loaded and unloaded quantity and this is reported to the Port Dues Department at the latest upon arrival of the vessel. These ships are not eligible to be cleared in a bulk line.

## **article 9 Liner trade tariffs**

### **9.1 GEOGRAPHICAL SHIPPING AREAS**

- **Short sea shipping area:** the ports of Gibraltar in the south to the Gulf of Yenisei in the north, including the ports of Great Britain, Ireland, Iceland and Greenland.
- **Deep sea shipping area:** all sea ports throughout the world except those in the short sea shipping area.

### **9.2 SHIPPING LINES**

Regular shipping lines are classified into:

- short sea shipping lines within the short sea shipping area
- deep sea shipping lines within the deep sea shipping area

### **9.3 NEEDED DATA FOR THE ELECTRONIC APPLICATION FOR RECOGNITION OF A REGULAR SHIPPING LINE**

- the name of the shipping line;
- the type of the shipping line;
- the name and address of the operator, i.e. the shipowner, charterer who is establishing the shipping line;
- e-mail address and telephone number of the contact at the operator;
- authorisation to the local agent to apply for recognition;
- the voyages completed or to be completed by vessels in that shipping line.

### **9.4 REQUIREMENTS FOR RECOGNITION**

- the shipping line must be established by a single operator, including companies that are proven to be 100% owned by the operator;
- the shipping line must be organised to ensure that at least one voyage is completed every 30 days;
- the voyages must be completed either by non-chartered vessels that are owned by, or vessels at the disposal of, the shipowner or charterer who is establishing the shipping line;
- the voyages must be completed in the shipping area of the shipping line;
- In order to register voyages in a short sea shipping line, the ships and their cargo must originate from or be destined for a port within the short sea shipping area;
- In order to register voyages in a deep sea shipping line, the ships and their cargo must originate from or be destined for a port within the deep sea shipping area;

- the date of arrival of the call into port shall be the effective start date;
- the shipping line must have passed a 2 month regularity test before recognition as a regular shipping line can be obtained. The recognition takes effect from the first regular vessel of the successful 2 month test period;
- New shipping lines have to opt for electronic invoicing;
- Existing shipping lines that have undergone changes must opt for electronic invoicing.

## **9.5 VOYAGES**

Regular voyages are voyages completed along the usual travel route and within 30 days of the previous 'date counting' voyage in the line.

Journeys of vessels, for which the total weight of their non-containerised conventional cargo has been demonstrated to amount to at least 50% of the total loading and unloading weight, shall be considered as regular voyages and charged at the liner trade tariff. Voyages of container ships registered by a shipping company in its regular shipping line and for which proof is supplied that these container ships call at Antwerp under a cooperation agreement with other shipping companies, are considered to be regular.

'Date counting' voyages are applied to calculate the 30 day period.

The following are considered 'date counting' voyages:

- regular voyages;
- voyages completed outside the 30 day period with respect to the previous regular voyage in the line.

## **9.6 PROOF OF CHARTERING AND OWNERSHIP**

### **Proof of chartering**

Proof that a vessel was chartered by or made available to the operator of a recognised shipping line must be submitted electronically with one of the following documents:

- the charter party between the owner of the vessel and the operator of the shipping line, where applicable with appendices; proof of authenticity must be submitted every 2 years for long term charter parties;
- An overview list signed by the operator, containing long-term vessel charters with starting date and final date of the charter period;
- in the absence of a charter party for the vessel in question, a long term chartering contract in the name of the operator of the recognised shipping line with a nomination for each vessel that is utilised;
- if the above is not possible, any kind of proof that can be submitted to the satisfaction of the Port Dues Department;
- a charter statement made by the agent in a manner prescribed by the Port Dues Department, in which case the charter parties in principle no longer have to be supplied. The charter parties do have to be supplied if the Port Dues Department asks for them.

### **Proof of ownership of the vessel**

Proof that a vessel sailing in a recognised shipping line is the property of the operator of the line must be submitted electronically with one of the following documents:

- the vessel's declaration of ownership;
- an overview list, signed by the operator and containing the own vessels.

Every change to the document data concerning the period of chartering or property shall be submitted electronically as soon as possible to the Port Authority's Port Dues Department.

### **9.7 CHARGE OF THE LINER TRADE TARIFF**

#### **Immediate charge of the liner trade tariff**

The tonnage dues at liner trade tariff shall be applied for regular voyages completed by vessels for which proof is submitted within 2 months of the day of arrival that

- they are owned by the operator and have not been chartered to a third party;
- they can be included in the shipping line as a time charter by the operator.

#### **Deferred charge of the liner trade tariff by means of credit notes and/or selfbill notes**

Voyages which are not immediately charged with the liner trade tariff are always charged with the non-liner trade tariff. If proof is given at the latest 2 months after the day of their arrival in the port that the vessels can be included in the shipping line by an operator by means of a voyage charter, contract of affreightment or to be nominated, a credit note and/or selfbill note liner trade is granted.

If the above mentioned proof is submitted after the 2 months period, but at the latest 4 months after the date of the vessel's arrival, the voyage will be considered as a 'date counting', providing all other relevant conditions have been complied with.

### **9.8 RECTIFICATIONS**

Negligence on the part of the shipping agent or the operator resulting in the liner trade and bulk shipping tariffs not being applied, gives the shipping agent or the operator the option to be charged the liner trade tariff subject to payment of a special additional fee of 636 EUR.

If submitting the charter party does not generate a liner trade tariff, the shipping agent or the operator has the option to submit an electronic request for rectification to the Port Dues Department within 2 months of the notification received from the Port Dues Department.

If, as a result of incomplete or incorrect information, the liner trade tariff was obtained unfairly,

- the shipping agent must settle the evaded amount immediately;
- in addition, the shipping agent must pay a special additional fee to the Port Authority equal to the evaded amount or the amount involved in the evasion attempt based on incorrect information or documentation, unless the opposite can be proven to the full satisfaction of the Port Authority.

The Port Dues Department shall be entitled to request information from any of the parties involved in the operation of the shipping line recognised as regular.

### **9.9 REVOCATION OF THE RECOGNITION OF A SHIPPING LINE**

The executive committee or its authorised representative shall be entitled to revoke the recognition when the applicable conditions are no longer being met or when the shipping line has been irregular for a period of 4 months.

### **9.10 LINER TRADE TARIFFS**

Vessels sailing in a regular sea shipping line shall be subject to liner trade tariffs.

	deepsea	shortsea **
	EUR/GT	EUR/GT
container ship on the River Scheldt	0.2647	0.2124
container ship behind the locks	0.2316	0.2124
roll on/roll off carrier/car carrier/vehicle carrier	0.1806	0.1806
tanker	0.3844	0.3844
reefer	0.2927	0.2927
bulk carrier or general cargo ship*	0.2927	0.2927
other vessels	0.4306	0.4306

\* Applicable when the total loaded and unloaded general cargo weight, not including containers, exceeds 30% of the total loaded and unloaded quantity and this is reported to the Port Dues Department at the latest upon arrival of the vessel. These ships are not eligible to be cleared in a bulk line. If they don't live up to these conditions, the tariff 'other vessels' will be charged.

**\*\* shortsea tariff applicable when the total loaded and unloaded container weight exceeds 70% of the total loaded and unloaded quantity; a container vessel not living up to these conditions, is charged at the tariff of other vessels.**

**Credit notes and/or selfbill notes liner trade**

Vessels operating in a recognised sea shipping line on the basis of a voyage charter, contract of affreightment or to be nominated, will be charged at non-liner tariff, followed by a credit note and/or a selfbill note.

<b>CREDIT NOTE AND/OR SELFBILL NOTE</b>	<b>EUR/GT</b>
vessels charged at bulk carrier or general cargo ship trade tariff	0.2529
other vessels	0.2469
vessels charged at the shortsea tariff for container vessels	0.3352

**9.11 FREQUENCY REDUCTION**

The frequency reduction on the tonnage dues is granted on the basis of the frequency number of a vessel in a shipping line. This frequency number is granted based on the order of calls in that line. Vessels which do not qualify for a frequency reduction are not counted for the granting of the frequency number. For deep sea lines the frequency reduction applies for all vessels, for short sea lines the frequency reduction only applies for: tankers with GT of maximum 4,500, bulk carriers or general cargo ships with over 30% general cargo, roll on/roll off and vehicle carriers and vessels charged at the shortsea tariff for container vessels.

<b>DEEP SEA LINE</b>			
frequency number	53-150	151-200	>200
reduction per call	10%	20%	30%

<b>SHORT SEA LINE</b>		
frequency number	27-52	>52
reduction per call	25%	50%

Credit notes and/or selfbill notes for voyages that have been included in a shipping line by means of a voyage charter, contract of affreightment or to be nominated and that qualify for frequency reductions, are calculated as follows: the basic credit notes and/or selfbill notes are increased with the respective frequency reduction percentages.

#### **9.12 REDUCTION PROJECT CARGO**

Vessels transporting project cargo can benefit from the liner trade tariff if:

- these vessels are operating within the framework of one or more approved projects for the same operator;
- it has been demonstrated to the full satisfaction of the Port Dues Department that the vessels are transporting project goods to be unloaded/loaded in the port of Antwerp.

The liner trade tariff is charged whether or not the voyages are made in a shipping line.

#### **9.13 REDUCTION FOR SECOND CALL**

The tonnage dues will be reduced by 50 % when a sea-going vessel calls the port again within the framework of the same recognised deep sea shipping line, after having called one or more ports situated within the short sea shipping area and before starting its deep sea return voyage. This reduction does not apply for sea-going vessels that load and unload the same goods within the short sea shipping area.

## **article 10 Bulk shipping tariffs**

### **10.1 DRY AND LIQUID BULK LINE**

Bulk lines are intended for vessels carrying a minimum of 70% dry or liquid bulk cargo with respect to the total loading and unloading whatever their origin or destination.

Voyages covered within the framework of one or more purchasing/sales contracts or a declaration of intent to buy and/or sell and involving the unloading/loading in the port of Antwerp in bulk lines will be charged at non-liner trade tariff, followed by a credit note and/or a selfbill note.

Credit note and/or selfbill note bulk line	loaded / discharged tons bulk cargo		
	from	to / incl.	EUR/GT
general cargo ship bulk carriers tanker	1	200,000	0.2020
	200,001	400,000	0.2139
	400,001	600,000	0.2181
	600,001	1,000,000	0.2301
	1,000,001		0.3251

Credit note and/or selfbill note based on the one hand on the vessel's GT and on the other hand on the total amount of loaded/unloaded tons of dry bulk cargo in a current calendar year.

## 10.2 GEOGRAPHICAL SHIPPING AREA

The bulk shipping area contains all sea ports throughout the world.

## 10.3 NEEDED DATA FOR THE ELECTRONIC APPLICATION FOR RECOGNITION OF A BULK LINE

- the name of the bulk line;
- the indication of the type bulk line;
- the name and address of the operator, i.e. the purchasing or selling party to a contract who is establishing the bulk line;
- mail address and telephone number of the contact person with the operator;
- authorisation to the local agent to apply for recognition;
- the voyages completed or to be completed by vessels in that bulk line;
- one or more purchase/sales contracts or the declaration of intent to purchase and/or sell, made out in the name of the operator and signed by same.

## 10.4 REQUIREMENTS FOR RECOGNITION

- The bulk line can only be established by a single operator, including those companies of which has been proven they're 100% owned by the operator, who buys or sells a minimum of 100,000 ton dry bulk cargo or 300,000 tons liquid bulk cargo, with unloading/loading in the port of Antwerp:
  - either on the basis of one or more purchasing/sales contracts;
  - either on the basis of a provisional declaration of intent to buy and/or sell;
- voyages must be completed within the framework of the tonnage listed in one or more purchasing/sales contracts or a provisional declaration of intent to buy and/or sell;

- prior to recognition as a bulk line, the bulk line operator must have loaded/unloaded 100,000 ton of dry bulk or 300,000 ton of liquid bulk cargo in the port of Antwerp. Recognition shall not be awarded with retrospective effect. Recognition shall take effect from the 100,001st ton of dry bulk or 300,001st ton liquid bulk cargo loaded/unloaded in the port of Antwerp;
- new shipping lines have to opt for electronic invoicing;
- existing bulk lines that have undergone changes must opt for electronic invoicing.

#### **10.5 PROOF OF TRANSPORT**

Proof that a vessel was utilised by a bulk line operator for a voyage to unload/load bulk cargo in the port of Antwerp must be submitted with a bill of lading in the name of the bulk line operator, with an indication of the transported quantity and nature of the bulk cargo. If no bill of lading is available the Port Dues Department may accept other proof.

The evidence must be submitted at the latest 1 month after the day the vessel arrives in the port.

#### **10.6 CREDIT NOTES AND/OR SELFBILL NOTES BULK LINES**

- Credit notes and/or selfbill notes, for voyages completed in a bulk line during which one or more part cargos were unloaded/loaded from/onto the same vessel in the port of Antwerp, are calculated as follows: the maximum credit note and/or selfbill note amount is the tariff multiplied by the vessel's GT. This amount is reduced by the percentage ratio of the non-proven share with respect to the total quantity of loaded/unloaded goods. The remaining amount is distributed per operator in function of his proven share of loaded/unloaded tons of bulk cargo.
- Bulk cargo unloaded/loaded in the port of Antwerp prior to the recognition shall not be taken into account in the above mentioned credit note and/or selfbill note. However, they do qualify for the definition of the total unloaded/loaded tons of bulk cargo in the port of Antwerp in the current calendar year.

#### **10.7 REVOCATION OF THE RECOGNITION OF A BULK LINE**

The executive committee or its authorised representative shall be entitled to revoke the recognition when the applicable conditions are no longer being met. This revocation shall take effect if the recognised bulk line has been inactive for a period of 4 months.

# Berthing dues

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## article 11 Tariffs

goods handled	EUR/ton
containers	0.1740
general cargo	0.0385
other	0.1670

Containers: both loaded and empty containers

General cargo: wood, fruit, iron and steel, paper, cars and other non-containerised general cargo.

### 11.1 FORMALITIES

In order to determine the indebted berthing dues, the shipowner, shipping company, charterer, master or representative authorised to act on behalf of any of these parties, must submit an electronic declaration via <https://apps.portofantwerp.com/portdues>, unless the Port Authority grants exemption.

### 11.2 THE ELECTRONIC DECLARATION

For each unloading and loading, the number of tons handled must be submitted separately. This includes the weight of the packaging, containers, trailers, self-powered loading platforms or other means that are part of the goods during unloading or loading, except for mafi's and cassettes. The weight of the empty containers, trailers etc. must also be indicated. Measures and weights not expressed in tons must be converted into tons.

The declaration must be submitted at the latest 10 working days both after loading and unloading.

The weight used to determine the berthing dues must always be rounded up to the higher ton, for each individual group of goods. In the case of direct transshipment from one sea-going vessel to another, the berthing dues will be charged to both the unloading and loading sea-going vessel. For the transfer of bunkers, berthing dues will only be levied on the unloading of the bunkership.

### **11.3 DOCUMENTARY EVIDENCE**

In the event of doubt, the loading and unloading report or any other document must be submitted electronically on request of the Port Authority.

### **11.4 CHARGE**

- Berthing dues shall be charged at a minimum rate of 33 EUR per declaration, if electronic invoicing has not been opted for.
- The berthing dues tariff for containers includes the scanning fee. The scanning fee is the compensation due for containers that are scanned by the customs department.

### **11.5 BASIS**

The calculation of the berthing dues is based on the number of loaded or unloaded tons.

When the inspection carried out by the Port Dues Department establishes that the number of unloaded and/or loaded tons indicated on the electronic declaration differs from the actual situation, a new declaration must be made for the share that has not been declared.

When the electronic declaration is not made within the period of 10 working days both after loading and unloading, the berthing dues will be calculated officially. This calculation shall be based on the highest berthing dues tariff on the sea-going vessel's deadweight tonnage before unloading, increased by the highest berthing dues tariff on the sea-going vessel's deadweight tonnage before loading.

# Disputes

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## article 12

### **12.1 DISPUTES REGULAR SHIPPING LINES**

- 1) If several operators want to claim the same credit note and/or selfbill note, and it concerns the whole or a part of the same loaded/unloaded goods, the Port Dues Department can distribute the credit note and/or selfbill note on a pro rata basis and to the extent of the demonstrated chartering. The call is cleared in the line of the operator of the incoming voyage.
- 2) When several operators wishing to use a credit note and/or selfbill note, one for the unloaded and the other for the loaded cargo claim, then the credit note and/or selfbillnote will be due to the operator of the incoming voyage. The call will be cleared in the line of the latter.

### **12.2 DISPUTES BULK LINES**

When in bulk lines dry bulk cargo is bought or sold by the operator of this line and transported by the operator of a shipping line, the liner trade credit note and/or selfbill note shall be made out to the bulk line operator, providing all conditions have been met.

When during the call in addition to the dry bulk other goods are transported by an operator of a shipping line, then the credit note and/or selfbill note is due to the operator of the incoming voyage, providing all conditions have been met.

When in liquid bulk lines liquid cargo is bought or sold by the operator of this line and transported by an operator of a regular shipping line, the liner discount will be granted to the operator of the regular shipping line, provided all conditions have been met.

In case of dispute between two bulk lines the operator mentioned as 'consignee' on the 'bill of lading' is entitled to the credit note and/or selfbill note.

### **12.3 RECOVERY OF DISCOUNTS AND REDUCTIONS**

When it has been established that the discounts and reductions mentioned in these regulations have been wrongly granted, they can always be recovered.

### **12.4 REQUESTED CHANGES**

If the Port Authority makes any rectifications at the request of the client, it will charge an amount of 33 EUR for the extra administration. These rectifications do not apply to the late submission of the charter parties.

Such requests can be made up until two months after the invoice date.



## **12.5 FORCE MAJEURE, UNFORESEEN AND EXCEPTIONAL CIRCUMSTANCES**

In case of force majeure, unforeseen and exceptional circumstances the Executive Committee will decide.

All earlier decrees in conflict with these regulations no longer apply.

# Ship's waste

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## article 13 Glossary

### **13.1 REGISTRATION**

Notification made by the ship's captain.

### **13.2 WASTE CONTRIBUTION FOR SHIP'S WASTE**

A contribution to be paid by any ship when calling at the port.

### **13.3 APICS**

Antwerp Port Information and Control System, port information system in Antwerp.

### **13.4 EER**

European Economic Area: members of European Union + Iceland, Liechtenstein and Norway.

### **13.5 EU**

Belgium, Bulgaria, Croatia, Cyprus (Greek part), Denmark, Germany, Estonia, Finland, France, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Austria, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Czech Republic, United Kingdom, Sweden.

### **13.6 FINANCIAL COMPENSATION**

The total compensation the Antwerp Port Authority grants in order to reduce the costs for and made by seagoing ships for the collection and disposal of ship-generated waste. This compensation depends on the nature and volume of the delivered ship's waste.

### **13.7 PORT RECEPTION FACILITY**

Fixed, floating or mobile facility which carries out reception of ship's waste or cargo residues.

### **13.8 HELCOM**

EU + part of Russia (at the Baltic Sea).

### **13.9 NOTIFICATION**

Notification made by the port reception facility.

### **13.10 CARGO RESIDUES**

The remnants of any cargo material on board in cargo holds or tanks which remain after unloading procedures and/or cleaning operations, including loading/unloading excesses and spillage.

### **13.11 OILY WASTE (MARPOL ANNEX I)**

Includes: sludge, bilge water, used lubricating oil, dirty ballast water and contaminated washing water originating from the cleaning of cargo holds and tanks.

### **13.12 OVAM**

Openbare Vlaamse Afvalstoffen Maatschappij (Flemish Public Waste Agency), afdeling afvalstoffenbeheer, Dienst Selectief Ingezamelde Stroom (Department of Waste Management), Stationsstraat 110, 2800 Mechelen.

### **13.13 SHIP'S GARBAGE (MARPOL ANNEX V)**

includes: food waste of the crew, domestic waste or similar (such as i.e. plastics, cardboard, paper), maintenance waste from the engine room such as soot, machine parts, paint residues and cleaning cloths (rags)

## **article 14 Scope of application**

All seagoing vessels calling at the Port of Antwerp must deliver their waste to a port reception facility before leaving the port, unless there is sufficient storage capacity on board allowing these vessels to call at a next port and deliver their waste at another licensed port reception facility.

All seagoing vessels that call at the Port of Antwerp have to pay a waste fee to the Port Authority.

## **article 15 Registration procedure**

### **15.1 PROCEDURE FOR REGISTRATION**

All vessels calling at the Port of Antwerp must comply with the registration requirements for each call:

- at least 24 hours before arrival unless the port of call is known less than 24 hours before arrival;
- not later than at departure from the previous port, if the voyage takes less than 24 hours.

The registration details must be reported electronically via APICS to the harbour master's administration.

### **15.2 EXEMPTION OF REGISTRATION**

Following vessels are exempt of registration:

- war vessels, naval auxiliary vessels and other vessels owned or operated by a State on the condition that they are used exclusively in service of a government and for non-commercial activities;
- non-self-propelled vessels, such as pontoons;
- vessels that have been granted an exemption by the OVAM;
- fishing vessels or recreational vessels authorized to carry no more than 12 passengers.

## **article 16 Fees for ship's waste**

For each call a mandatory waste fee must be paid to the Port Authority irrespective of the use of a port reception facility. As an incentive to deliver the ship's waste at port reception facilities, the disposal of the waste will be partly covered through the collection of these fees.

The mandatory waste fee consists of a fixed and a variable fee.

- Fixed fee
  - For ships up to 3,000 GT: 75 EUR
  - For ships from 3,001 GT: 110 EUR
- The variable fee amounts to 0.005 EUR multiplied by the ship's GT.

The maximum waste fee is 480 EUR.

Following vessels are exempt of the payment of a waste fee:

- war vessels, naval auxiliary vessels and other vessels owned or operated by a State on the condition that they are used exclusively in service of a government and for other than trading purposes activities;
- non-self-propelled vessels, such as pontoons;
- vessels that have been granted an exemption by the OVAM;
- fishing vessels and recreational vessels authorized to carry no more than 12 passengers.

## **article 17 Procedure for application for exemption from the mandatory registration and waste delivery and payment of the waste fee**

Seagoing vessels in scheduled traffic with frequent and regular port calls may have the waste fee waived or refunded if they are granted an exemption by the OVAM.

Vessels are exempted from mandatory registration, waste delivery and waste fee if they meet the following conditions:

- the vessel is sailing in a liner service with frequent and regular calls (at least 1 call every 14 calendar days for at least 4 consecutive months;
- evidence can be delivered that the vessel has made an arrangement for the delivery of her waste;
- evidence can be delivered that the vessel has arranged the payment of its waste fee in an EU, EER or HELCOM port at which it will call during its voyage.

Furthermore the exemption is only valid for the period of the provided service schedule.

The OVAM offers the use of a digital e-service

<https://services.ovam.be/scheepvaart/> for the application for exemptions.

## **article 18 Procedure for application for reduced contribution for environmentally friendly ships**

Ships which do not produce any slops and sludges such as ships fuelled exclusively by LNG can be granted a 50% reduction on the waste fee.

An application for reduction of the waste fee must be sent to the OVAM. The following documents need to be included in the official application:

- name and IMO number of the vessel;
- sufficient evidence that the vessel in question does not produce any slops and sludges and a copy of the International Oil Pollution Prevention Certificate (IOPP) including supplement.

The OVAM offers the use of a digital e-service

<https://services.ovam.be/scheepvaart/> for the application for reductions.

## article 19 Basic principles for financial compensation

In order to encourage waste deliveries at a port reception facility, the collected waste fees are used to reduce the costs of each waste delivery significantly.

Only ships which pay a waste fee may obtain financial compensation for the delivery of their oily waste or ship's garbage in the Port of Antwerp.

The maximum compensation = invoice amount of the port reception facility

The financial compensation to the ship through the port reception facility consists of a fixed and a variable compensation.

- Per call, the fixed compensation will be granted no more than once for annex I and once for annex V:
  - oily waste: 300 EUR
    - environmentally-friendly collection vessel: 350 EUR
  - ship's garbage: 200 EUR

The request for an environmentally-friendly collection vessel must be submitted at OVAM.

- Variable compensation
  - oily waste: 25 EUR/m<sup>3</sup>
  - ship's garbage: 25 EUR/m<sup>3</sup>

The Port Authority limits the variable compensation in each of the following situations when:

- the collected amount exceeds the storage capacity of the waste tanks listed in the International Oil Pollution Prevention Certificate (IOPP);
- ships stay in the port for more than 20 calendar days.

The Port Authority does not offer financial compensation:

- when Port State Control forces a ship to make a delivery;
- for ballast water, washing water and cargo residues originating from cargo holds or tanks;
- for cargo-related waste such as dunnage, packaging material, tire iron, cargo residues, washing water with cargo residues... .

If the Port Authority asks for additional information, the port reception facility must supply it.

In case of misuse or attempted misuse of the compensation, it will be claimed back and the port reception facility will not be able to apply for any compensation during one month. In case of repeated misuse or attempted misuse, the port reception facility will never again be able to apply for any compensation of collecting costs;

The port reception facility has the opportunity to link its website to the website of the Port Authority only if it publishes its tariffs of waste collection on its website. For this purpose it can apply to the Port Dues Department.

## **article 20 Conditions for financial compensation to vessels via the port reception facilities**

- The port reception facility must be authorized by the harbour master's office of the Port Authority;
- the collecting cost must be in accordance with market prices;
- the port reception facility must keep clear, transparent accounts for the Port Authority;
- the port reception facility's invoice to the ship must state the full amount for collection and processing as well as the amount of the financial compensation that is being deducted and that the Port Authority acts as 'third payer' for this;
- all details on the collection and processing of waste materials including those for which no compensation is offered, are delivered electronically in m<sup>3</sup> to the Port Authority through the web application 'Portdues portal' under the activity 'collection of waste';
- the collection of oily waste must be notified not later than 1 working day after departure of the vessel. For the collection of garbage, the notification is expected not later than 4 working days after departure of the seagoing vessel;
- after the Port Authority has approved the waste delivery registration, the financial compensation will be paid immediately.

## **article 21 Summary table**

All vessels have to deliver their waste to a port reception facility before leaving the port unless in case of sufficient storage capacity on board.

<b>type of vessel</b>	<b>mandatory registration</b>	<b>waste fee</b>	<b>financial compensation</b>
non-self propelling pontoon	no	no	no
fishing boat	no	no	no
pleasure boat ≤ 12 passengers	no	no	no
war vessel, navy vessel and public vessels (non-commercial use)	no	no	no
vessel exempted by the OVAM	no	no	no
vessel that delivered ship's waste in Antwerp	yes	yes	yes
environmentally-friendly vessel that delivered ship's waste in Antwerp	yes	reduction 50%	yes
other vessel	yes	yes	no

## **article 22 Reporting inadequacies of a port reception facility**

The reporting form for reporting inadequacies of a port reception facility can be downloaded via [www.portofantwerp.com](http://www.portofantwerp.com).

This reporting form shall be submitted to:

Federal Public service of Transport  
General Managership of maritime transport  
Navigation Control Department

Franklinbuilding  
Posthoflei 5  
B-2600 Antwerp  
Tel. +32-3-229.00.30  
Fax. +32 3 229 00 31  
E-mail: [sc.antwerpen@mobilit.fgov.be](mailto:sc.antwerpen@mobilit.fgov.be)

Havenbedrijf Antwerpen NV van publiek recht (Antwerp Port Authority)  
Attn. Mr Jacques Vandermeiren, CEO  
Havenhuis, Zaha Hadidplein 1, 2030 Antwerp  
tel. +32-3-205.20.11  
e-mail: [info@portofantwerp.com](mailto:info@portofantwerp.com)



## Priority procedure

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### article 23 Tariffs

Each applied for and granted priority shall be subject to the following charges:

- |   |         |
|---|---------|
| • for vessels up to 4,999 GT:                 | 123 EUR |
| • for vessels between 5,000 GT and 14,999 GT: | 370 EUR |
| • for vessels of 15,000 GT and above:         | 613 EUR |

The priority procedure for seagoing vessels is regulated in the Port Instructions.

# Inspection fees

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## article 24 Tariffs

Fee for the use of the border inspection centre's facilities.

### **24.1 HUMAN CONSUMPTION**

Applicants who use the facilities of the border inspection centre shall be liable for payment of a fee of 47 EUR for every container containing products that need to be inspected in accordance with EU guidelines, including among others meat, fish and products derived from them for human consumption.

### **24.2 OTHER INSPECTIONS**

Applicants who use the facilities of the border inspection centre shall be liable for payment of a fee of 14 EUR for every container containing products that need to be inspected in accordance with EU guidelines, including among others meat, fish, plants and products derived from them for animal consumption among others.

### **24.3 ELECTRICITY CONSUMPTION**

Applicants shall be charged a fee for the electricity consumed on site by containers parked on the inspection centre's site whilst awaiting inspection or inspection results. Applicants shall pay a fixed fee of 19 EUR per calendar day for the first 3 calendar days and 56 euro per calendar day from the fourth day onwards. Both the day of connection and the day of disconnection will be counted as a complete calendar day.

### **24.4 USE OF THE SITE**

When the result of the inspection is known but goods or containers remain on the terrain of the Border Inspection Post, then the applicant must pay a compensation of 0.19 EUR/m<sup>2</sup>/day chargeable as from the next working day that the goods or containers may leave the Border Inspection Post. The minimum amount for each invoice is 33 EUR, unless electronic invoicing had been opted for.

# Selfbill notes

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## article 25 Administrative processing

### **25.1 METHOD**

The selfbill note is drawn up by the Port Authority on paper or electronically in duplicate, the original being intended for the Port Authority, the double for the third party, who has to retain it. The third party records the received selfbill note in its book for outgoing invoices, while the Port Authority records these documents in its book for incoming invoices.

### **25.2 AGREEMENT/DISAGREEMENT**

Unless the third party announces explicitly and in writing to the Port Authority his disagreement with the selfbill note, this selfbill note is implicitly considered as accepted. Disagreement will be explicitly announced at last two months after date of issue by means of an acceptance piece. The third party draws up this acceptance piece in two copies and provides it to the Port Authority electronically.

The acceptance piece mentions at least:

- date of issue
- coordinates of the third party
- reference date and - number of the selfbill note
- reason of disagreement
- signature

Both parties must retain their copy of the acceptance piece.

### **25.3 TAX LEVY**

The Port Authority will apply the deflection of tax levy at the elaboration of a selfbill note.

The regulations are based on the individual agreement under reference number ET 120.551 and applicable according to circular AAFisc no. 53/2013 of December 16, 2013 with respect to selfbilling.