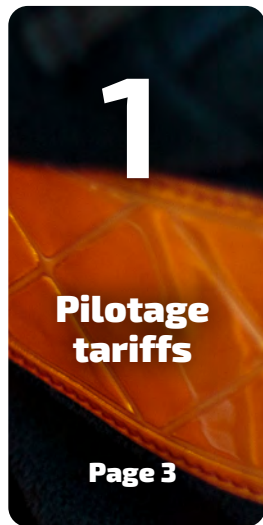


Pilotage Tariffs 2025

Region North

Contents



Pilotage tariffs consist of a fixed part, the S tariff (starting tariff), and a variable part, the T tariff (route-dependent tariff).

Part 1 gives an explanation on the pilotage tariff structure.



Each of the Dutch seaport areas is subdivided into a number of tariff areas.

This part gives general as well as detailed maps.



There are different tariff tables for [pilotage voyages to and from the pilot station](#), and for [berth shift voyages](#).

Pilotage tariffs are expressed in euro, exclusive of Dutch VAT.



In specific cases there will be a surcharge on the T tariff.

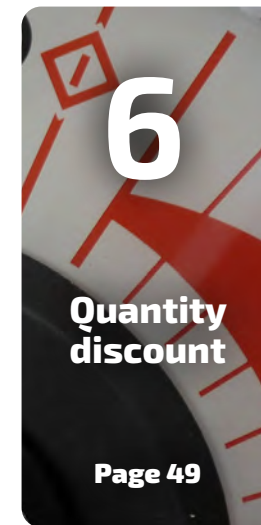
In other situations a pilot expense reimbursement is payable.

Part 4 gives an explanation of these additional tariffs.

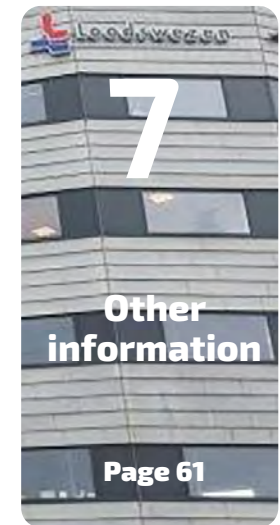
You may be eligible to a payment discount by using direct debit.



In this scheme you will find the tariffs for the transport of persons.



This part gives the quantity discount scheme including the graduated scale to calculate the discount per sea port area.



Information about ordering a pilot and contact information.

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Pilotage tariffs

1

Pilotage tariffs consist of a fixed part, the S tariff (starting tariff), and a variable part, the T tariff (route-dependent tariff).

Part 1 gives an explanation on the pilotage tariff structure.

1. Pilotage tariffs

Dutch Pilotage

The coast of the Netherlands is shaped by rivers, currents and wind, and is subject to constant and unpredictable change. No one is capable of knowing the entire coast and all the estuaries inside out and at the same time keeping that knowledge continuously up to date. For this reason the Dutch maritime pilot specialises in one particular region or port area only. From south to north we distinguish the following regions: River Scheldt, Rotterdam-Rijnmond, Amsterdam-IJmond and North.

Pilots offer their services to all ingoing and outgoing vessels irrespective of type and size. It is their aim to ensure a safe and quick passage of vessels to, through and from the various Dutch and Belgian ports, as well as to safeguard the interests of the environment.

By offering these services on a 24/7 basis, the pilots are able to meet the demands for permanent access and "just in time" delivery of vessels to the various ports. Pilot vessels at sea are manned on a permanent basis and fast launches and a helicopter are used to embark and disembark pilots round the clock. When normal pilotage is suspended, "Shore Based Pilotage" will be offered to smaller vessels and pilots for larger vessels will embark and disembark by helicopter as an extra service. In other words, by making use of the services offered by the Dutch Pilots' Organization, an undisturbed approach of the Dutch Ports will be guaranteed.

Tariff structure

This booklet contains the pilotage tariffs for 2025 applicable to Region North (Delfzijl and Eemshaven areas, Harlingen and Terschelling areas).

These tariffs are in euros. Pilotage tariffs are established by the ACM (Authority for Consumers & Markets), according to a fixed tariff structure. Should you have any questions concerning these tariffs, please contact our offices. The addresses can be found in part 6 of this booklet.

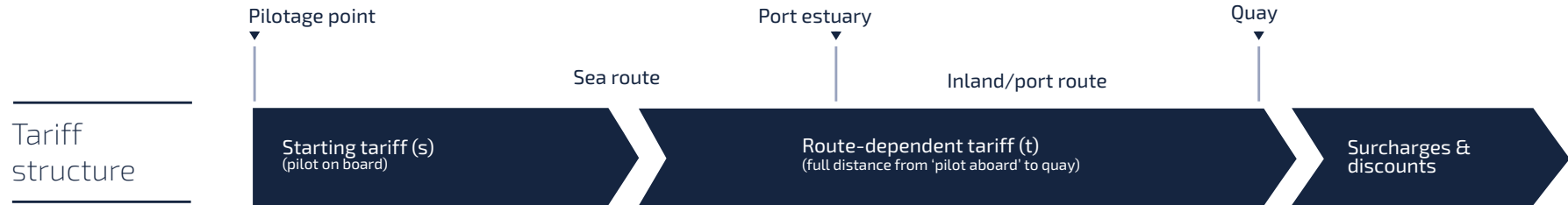
The tariff structure consists of a starting rate (S), the basic, fixed tariff for taking the pilot to and from the ship and for covering the fixed costs of Loodswezen.

This tariff is based on the actual draught¹ and is differentiated on the basis of the pilot boarding location (pilot station, berth shifts or rendezvous).

The route-dependent tariff (T) commences from the moment the pilot boards the vessel until the ship has arrived at its berth; the tariffs are calculated for the average duration of a pilotage service, based on historic data.

¹ Please note the following: the tariff applies to the deepest actual draught during the pilotage voyage, as determined by the pilot. The guiding principle for invoicing will be the draught as recorded on the pilot certificate.

Tariff components



Start tariff

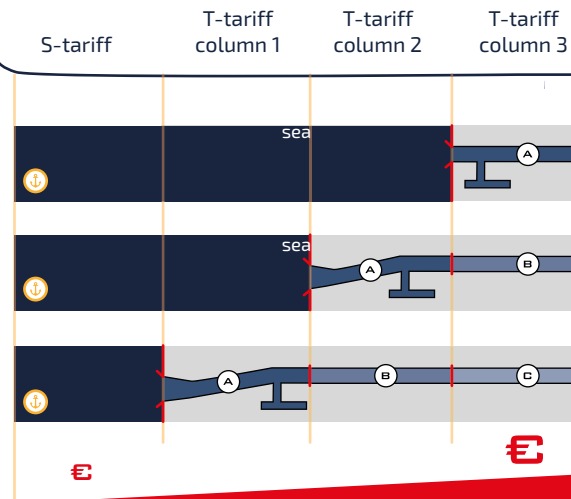
- 1 Rendezvous (trench ships and LNG Rijnmond)
- 2 Pilot station (Inbound and outbound trips)
- 3 Trips for shifting vessels

Note: The above methodology for calculating the pilotage tariffs applies to both inbound and outbound trips and the shifting of vessels.

The port areas of Delfzijl and Eemshaven have been divided into tariff areas A and B. The port areas of Harlingen and Terschelling have been divided into tariff areas A to C. All tariff areas have been divided into uniform national tariff columns.

An additional tariff (A) is applicable for special trips, e.g. special transports, navigation in ice or the simultaneous use of more than one pilot.

Example situations



Tariff areas

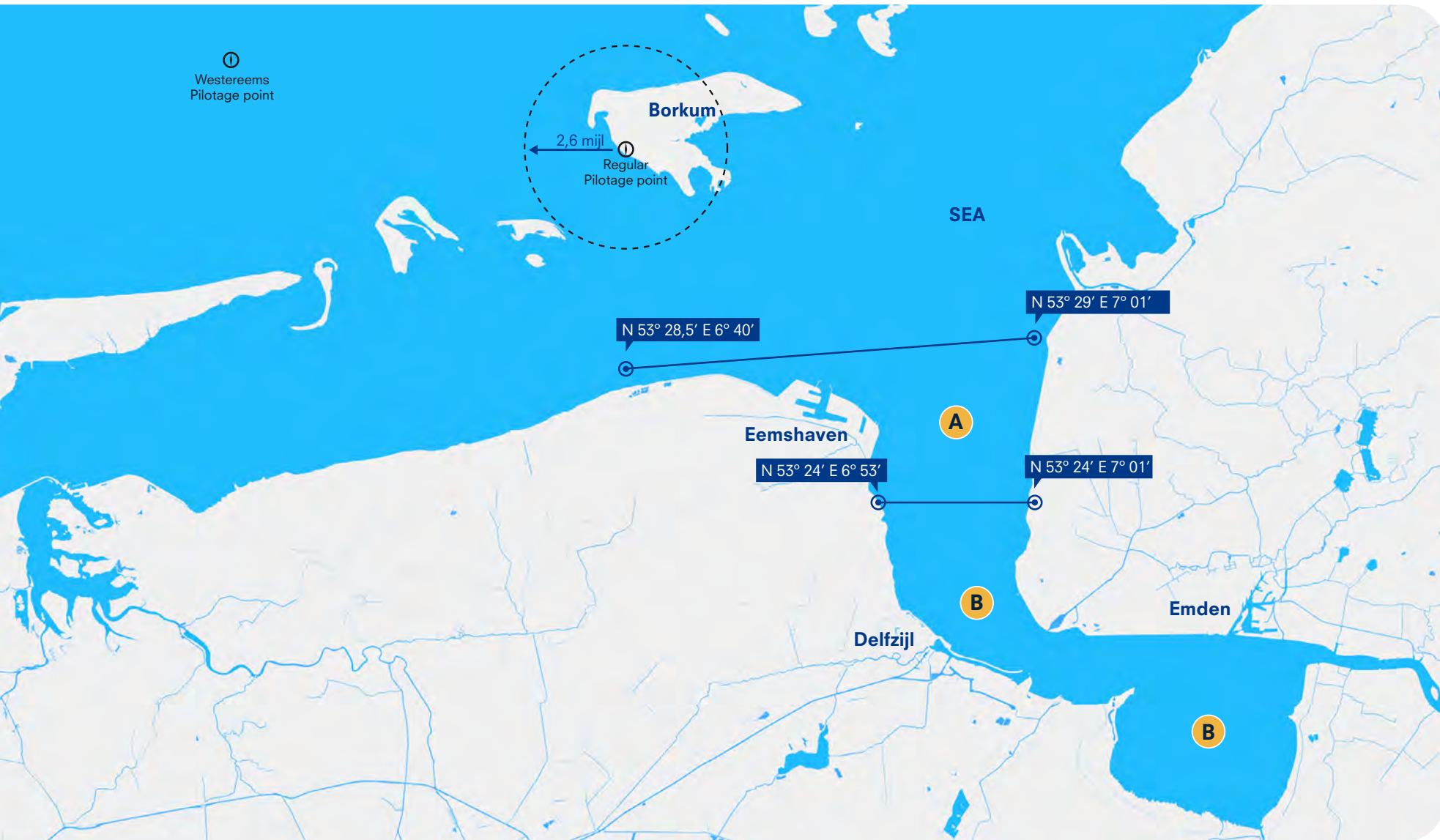
2

Each of the Dutch seaport areas is subdivided into a number of tariff areas.

This part gives general as well as detailed maps.



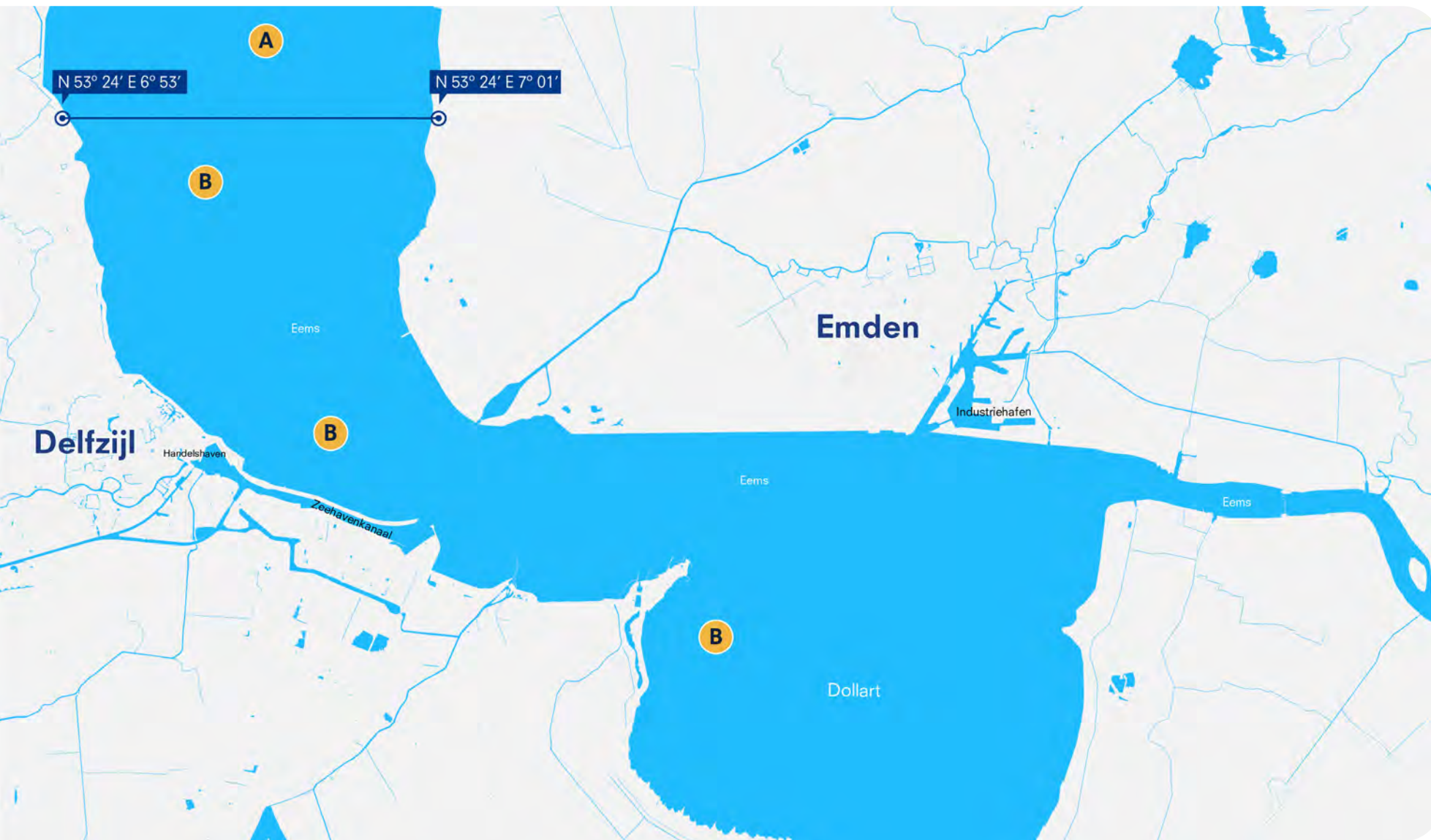
Tariff area overview Delfzijl/Eemshaven



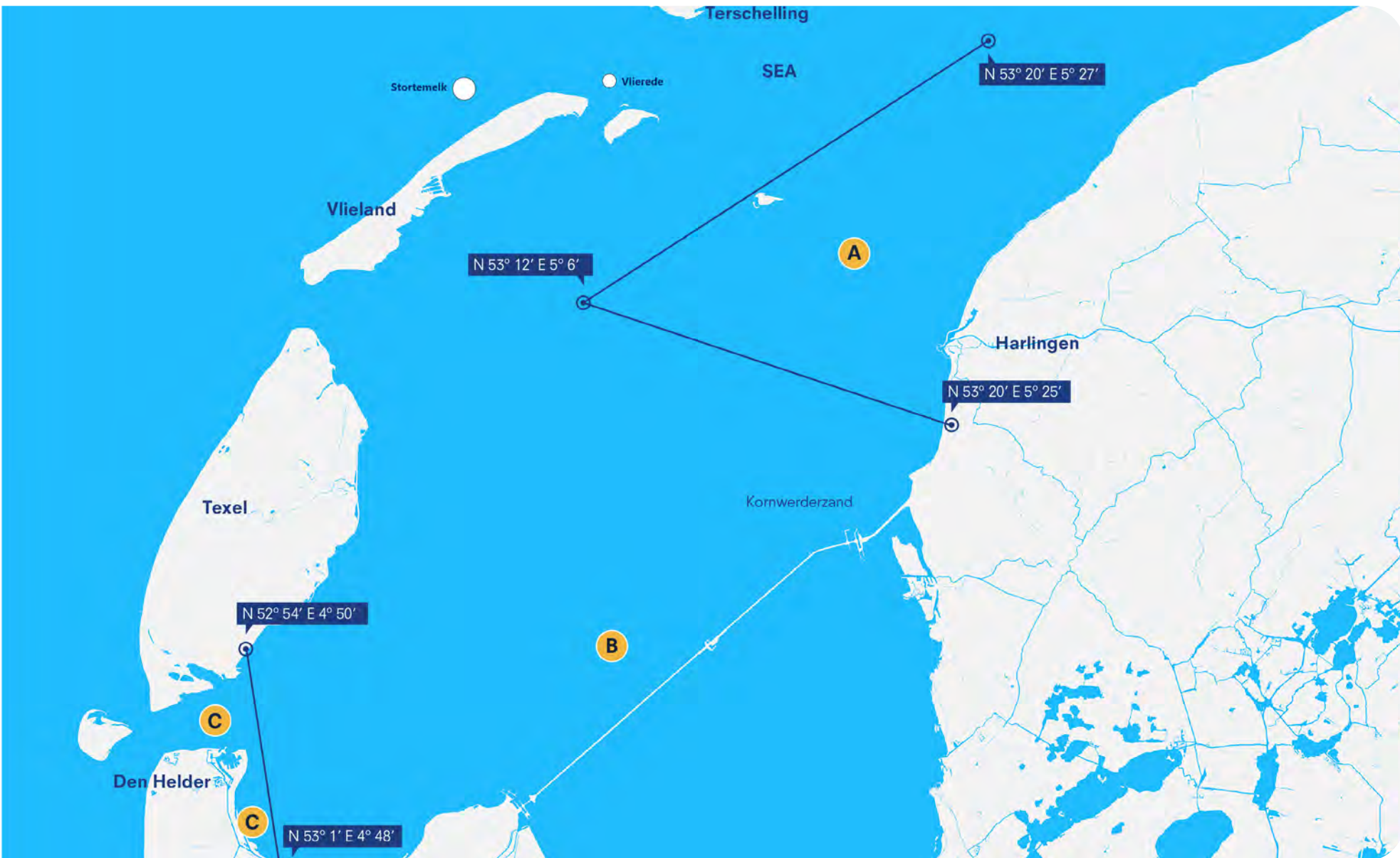
Tariff area A - detail



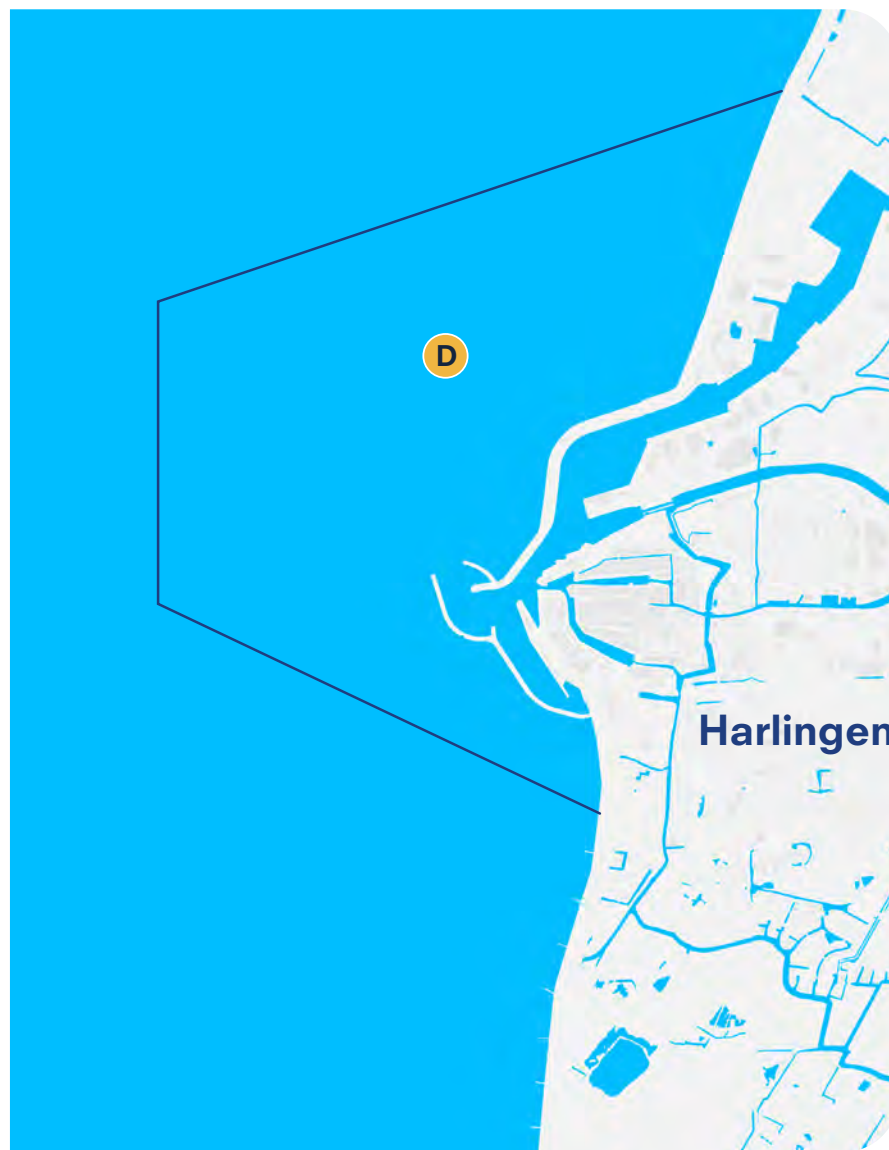
Tariff area B - detail



Tariff area overview Terschelling/Harlingen/Den Helder



Tariff area A and D - detail



part 1

part 2

part 3

part 4

part 5

part 6

part 7

contents

Tariff tables

3

There are different tariff tables for pilotage voyages to and from the pilot station, for berth shifts, and for rendezvous voyages.

Pilotage tariffs are expressed in euro, exclusive of Dutch VAT.



3. Tariff tables North

This matrix explains the tariff structure for regular routes for region North. It shows which tariff table, which S tariff and which T tariff column will be charged.

| Sea port area Delfzijl/ Eemshaven | | | Sea | Sea | A | B |
|---|--|--|------------|------------|-----------|----------|
| | | | Westereems | Borkumrede | Eemshaven | Delfzijl |
| | | | | | 3 | 6 |

| Sea | Westereems | S-IN/OUT + TC3 | | | | |
|-----|------------|----------------|--------------------------|----------------|------------|------------|
| Sea | Borkumrede | S-IN/OUT + TC3 | S-IN/OUT + TC3 | | | |
| A | Eemshaven | 3 | S-IN/OUT + TC3 + TC2 (A) | S-IN/OUT + TC3 | S-BS + TC1 | |
| B | Delfzijl | 6 | S-IN/OUT + TC6 + TC2 (A) | S-IN/OUT + TC6 | S-BS + TC4 | S-BS + TC1 |

| Sea port area Harlingen/ Terschelling | | | Sea | A | B | C | |
|---|--|--|-----|-----------|----------------|------------|----|
| | | | | Harlingen | Kornwerderzand | Den Helder | |
| | | | | | 5 | 7 | 16 |

| Sea | S-IN/OUT + TC5 | | | | | |
|-----|----------------|----|-----------------|-------------|-------------|------------|
| A | Harlingen | 5 | S-IN/OUT + TC5 | S-BS + TC1 | | |
| B | Kornwerderzand | 7 | S-IN/OUT + TC7 | S-BS + TC3 | S-BS + TC1 | |
| C | Den Helder | 16 | S-IN/OUT + TC16 | S-BS + TC12 | S-BS + TC10 | S-BS + TC1 |

Explanation of colour scheme and used abbreviations:

Ingoing and outgoing voyages (Pilot Station)

Berth Shift

S tariff = Start tariff

T tariff = Route dependent tariff

RV = Rendezvous voyages

IN/OUT = Ingoing and outgoing voyages (Pilot Station)

BS = Berth Shift

TC = Tariff Column T tariff

For voyages where the pilot or the pilots embark or disembark at pilot station Westereems, which lies further away, an additional A tariff consisting of 4 extra tariff columns will be charged. This equals to the amount of the second tariff column of the T tariff (based on article 4.5.f of the Registered Pilots Market Supervision Decree).

Calculation examples

Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Berth shift

- From Julianahaven Tariff area A tariff column 3
- To Nieuwe Handelskade Tariff area B tariff column 6
- Actual Draught 55 dm.

Calculation:

| | |
|---|---------|
| S tariff Berth shift 55 dm. | € 270,- |
| Calculation T-tariff: (TC6 - TC3) + TC1 = TC4 | |
| T tariff column 4 55 dm. | € 289,- |
| <hr/> | |
| Total: | € 559,- |

Pilot station (ingoing via Borkum Roads)

- From Sea Borkum roads to Julianahaven
- Tariff area A Tariff column 3
- Actual Draught 55 dm.

Calculation:

| | |
|-------------------------------|-----------|
| S tariff Pilot Station 55 dm. | € 1.684,- |
| T tariff column 3 55 dm. | € 181,- |
| <hr/> | |
| Total: | € 1.865,- |

Pilot station (ingoing via Westereems)

- From Sea Westereems to Julianahaven
- Tariff area A Tariff column 3
- Actual Draught 70 dm.

Calculation:

| | |
|--|-----------|
| S tariff Pilot Station 70 dm. | € 3.275,- |
| T tariff column 3 70 dm. | € 351,- |
| A tariff art. 4.5.f BMR longer route (TC2) | € 279,- |
| <hr/> | |
| Total: | € 3.905,- |

Tariff tables

To and from the pilot station



Sea port area Delfzijl/Eemshaven Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B | | | A | | | B | | | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| ≤27 | 415 | 26 | 36 | 44 | 55 | 63 | 71 | 79 | 90 | 97 | 107 | 117 | 124 | 133 | 141 | 153 | 162 |
| 28 | 443 | 29 | 39 | 49 | 57 | 66 | 76 | 85 | 94 | 105 | 114 | 123 | 132 | 141 | 153 | 162 | 171 |
| 29 | 472 | 31 | 41 | 52 | 62 | 71 | 79 | 92 | 101 | 110 | 120 | 132 | 138 | 153 | 162 | 172 | 181 |
| 30 | 500 | 32 | 42 | 55 | 64 | 76 | 85 | 96 | 107 | 118 | 127 | 138 | 149 | 162 | 171 | 182 | 191 |
| 31 | 513 | 35 | 43 | 56 | 66 | 78 | 89 | 100 | 109 | 121 | 132 | 141 | 154 | 165 | 176 | 187 | 198 |
| 32 | 527 | 35 | 44 | 56 | 69 | 79 | 91 | 101 | 114 | 124 | 134 | 147 | 159 | 170 | 180 | 193 | 202 |
| 33 | 539 | 35 | 45 | 57 | 71 | 81 | 93 | 104 | 117 | 127 | 137 | 149 | 163 | 175 | 185 | 199 | 209 |
| 34 | 552 | 36 | 48 | 58 | 72 | 84 | 94 | 106 | 120 | 132 | 140 | 154 | 168 | 178 | 188 | 206 | 214 |
| 35 | 566 | 38 | 49 | 60 | 76 | 87 | 96 | 108 | 123 | 134 | 146 | 157 | 172 | 184 | 193 | 211 | 221 |
| 36 | 581 | 38 | 50 | 63 | 77 | 89 | 101 | 111 | 124 | 136 | 149 | 162 | 175 | 186 | 200 | 213 | 225 |
| 37 | 618 | 40 | 53 | 65 | 79 | 94 | 106 | 119 | 132 | 146 | 159 | 172 | 185 | 198 | 213 | 225 | 238 |
| 38 | 652 | 41 | 56 | 69 | 84 | 100 | 110 | 124 | 138 | 154 | 168 | 182 | 194 | 209 | 225 | 238 | 252 |
| 39 | 688 | 43 | 60 | 71 | 90 | 105 | 117 | 132 | 148 | 162 | 176 | 191 | 206 | 221 | 238 | 249 | 267 |
| 40 | 722 | 45 | 64 | 76 | 94 | 109 | 122 | 138 | 157 | 170 | 185 | 201 | 214 | 230 | 249 | 262 | 279 |
| 41 | 757 | 49 | 66 | 79 | 97 | 117 | 127 | 147 | 164 | 176 | 194 | 213 | 225 | 242 | 262 | 275 | 292 |
| 42 | 790 | 50 | 67 | 84 | 101 | 118 | 134 | 154 | 170 | 186 | 202 | 221 | 238 | 254 | 271 | 288 | 304 |
| 43 | 852 | 56 | 72 | 92 | 109 | 125 | 147 | 165 | 184 | 200 | 220 | 238 | 256 | 275 | 292 | 310 | 329 |
| 44 | 916 | 60 | 79 | 97 | 117 | 135 | 158 | 177 | 197 | 215 | 235 | 256 | 275 | 294 | 313 | 333 | 354 |
| 45 | 979 | 64 | 84 | 105 | 124 | 146 | 170 | 190 | 211 | 229 | 250 | 275 | 294 | 314 | 335 | 356 | 380 |
| 46 | 1.044 | 69 | 91 | 110 | 132 | 154 | 180 | 201 | 223 | 244 | 267 | 292 | 313 | 335 | 357 | 377 | 403 |
| 47 | 1.106 | 72 | 95 | 118 | 138 | 163 | 191 | 214 | 238 | 260 | 282 | 310 | 333 | 356 | 377 | 399 | 426 |
| 48 | 1.164 | 76 | 101 | 124 | 149 | 175 | 200 | 225 | 249 | 275 | 299 | 326 | 349 | 374 | 398 | 423 | 449 |
| 49 | 1.232 | 79 | 106 | 132 | 159 | 185 | 213 | 238 | 265 | 290 | 316 | 343 | 371 | 396 | 422 | 449 | 477 |
| 50 | 1.302 | 84 | 110 | 138 | 168 | 194 | 225 | 252 | 279 | 307 | 335 | 363 | 393 | 419 | 447 | 475 | 503 |
| 51 | 1.370 | 90 | 117 | 148 | 176 | 206 | 238 | 267 | 293 | 326 | 351 | 382 | 412 | 441 | 470 | 501 | 530 |
| 52 | 1.441 | 94 | 122 | 157 | 185 | 214 | 249 | 279 | 307 | 342 | 371 | 402 | 434 | 464 | 492 | 527 | 558 |
| 53 | 1.508 | 97 | 127 | 164 | 194 | 225 | 262 | 292 | 322 | 358 | 389 | 420 | 456 | 486 | 516 | 554 | 584 |
| 54 | 1.580 | 101 | 134 | 170 | 202 | 238 | 271 | 304 | 337 | 372 | 406 | 441 | 474 | 507 | 541 | 575 | 608 |
| 55 | 1.684 | 108 | 144 | 181 | 216 | 253 | 289 | 326 | 361 | 396 | 433 | 470 | 505 | 541 | 578 | 613 | 649 |
| 56 | 1.790 | 116 | 154 | 191 | 229 | 269 | 306 | 344 | 383 | 421 | 460 | 500 | 537 | 575 | 613 | 651 | 690 |
| 57 | 1.893 | 121 | 162 | 202 | 243 | 284 | 326 | 366 | 406 | 447 | 486 | 528 | 569 | 608 | 649 | 690 | 730 |
| 58 | 1.995 | 127 | 171 | 214 | 257 | 300 | 342 | 387 | 426 | 470 | 514 | 558 | 599 | 642 | 686 | 728 | 771 |

Sea port area Delfzijl/Eemshaven Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B | | A | | B | | | | | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 59 | 2.101 | 134 | 180 | 226 | 271 | 315 | 361 | 406 | 450 | 496 | 540 | 586 | 632 | 677 | 720 | 767 | 811 |
| 60 | 2.205 | 140 | 188 | 236 | 283 | 330 | 377 | 424 | 472 | 518 | 567 | 613 | 661 | 707 | 755 | 801 | 849 |
| 61 | 2.308 | 148 | 198 | 246 | 297 | 346 | 395 | 444 | 495 | 543 | 593 | 642 | 692 | 742 | 791 | 839 | 890 |
| 62 | 2.412 | 155 | 207 | 258 | 310 | 362 | 412 | 465 | 516 | 569 | 621 | 673 | 722 | 774 | 826 | 878 | 930 |
| 63 | 2.518 | 162 | 215 | 270 | 323 | 377 | 432 | 486 | 539 | 593 | 647 | 701 | 755 | 809 | 863 | 917 | 971 |
| 64 | 2.623 | 170 | 225 | 282 | 336 | 394 | 449 | 505 | 561 | 619 | 675 | 730 | 786 | 843 | 899 | 953 | 1.011 |
| 65 | 2.725 | 176 | 233 | 292 | 350 | 409 | 468 | 526 | 584 | 642 | 701 | 759 | 817 | 877 | 934 | 993 | 1.051 |
| 66 | 2.827 | 182 | 242 | 303 | 363 | 423 | 485 | 544 | 606 | 666 | 727 | 787 | 848 | 908 | 970 | 1.029 | 1.089 |
| 67 | 2.940 | 188 | 252 | 315 | 377 | 441 | 503 | 567 | 628 | 692 | 755 | 818 | 881 | 945 | 1.007 | 1.070 | 1.132 |
| 68 | 3.051 | 195 | 260 | 328 | 393 | 457 | 523 | 587 | 651 | 718 | 783 | 850 | 916 | 981 | 1.045 | 1.110 | 1.176 |
| 69 | 3.162 | 201 | 270 | 341 | 407 | 474 | 541 | 608 | 677 | 743 | 811 | 881 | 949 | 1.016 | 1.085 | 1.150 | 1.218 |
| 70 | 3.275 | 209 | 279 | 351 | 421 | 491 | 560 | 629 | 700 | 770 | 839 | 913 | 983 | 1.052 | 1.122 | 1.192 | 1.261 |
| 71 | 3.387 | 215 | 288 | 366 | 436 | 507 | 580 | 651 | 722 | 796 | 867 | 945 | 1.016 | 1.088 | 1.162 | 1.231 | 1.302 |
| 72 | 3.494 | 225 | 299 | 374 | 449 | 523 | 598 | 674 | 748 | 822 | 897 | 973 | 1.046 | 1.122 | 1.196 | 1.272 | 1.345 |
| 73 | 3.596 | 230 | 307 | 387 | 463 | 539 | 618 | 693 | 771 | 846 | 924 | 1.001 | 1.079 | 1.155 | 1.232 | 1.311 | 1.388 |
| 74 | 3.702 | 238 | 316 | 396 | 477 | 556 | 635 | 713 | 795 | 872 | 951 | 1.031 | 1.110 | 1.190 | 1.269 | 1.347 | 1.428 |
| 75 | 3.806 | 244 | 327 | 408 | 489 | 571 | 651 | 733 | 815 | 896 | 979 | 1.060 | 1.141 | 1.223 | 1.303 | 1.387 | 1.468 |
| 76 | 3.911 | 252 | 335 | 419 | 503 | 586 | 672 | 754 | 838 | 921 | 1.005 | 1.089 | 1.173 | 1.257 | 1.340 | 1.424 | 1.509 |
| 77 | 4.014 | 258 | 343 | 429 | 516 | 601 | 689 | 773 | 862 | 945 | 1.032 | 1.117 | 1.205 | 1.290 | 1.377 | 1.463 | 1.549 |
| 78 | 4.116 | 265 | 351 | 441 | 529 | 618 | 705 | 795 | 881 | 970 | 1.058 | 1.146 | 1.234 | 1.323 | 1.410 | 1.499 | 1.587 |
| 79 | 4.205 | 270 | 361 | 450 | 540 | 629 | 720 | 811 | 902 | 991 | 1.083 | 1.170 | 1.262 | 1.351 | 1.442 | 1.530 | 1.622 |
| 80 | 4.297 | 275 | 368 | 462 | 553 | 642 | 737 | 828 | 920 | 1.012 | 1.105 | 1.195 | 1.288 | 1.381 | 1.474 | 1.564 | 1.657 |
| 81 | 4.384 | 282 | 376 | 470 | 563 | 659 | 753 | 846 | 938 | 1.033 | 1.128 | 1.220 | 1.315 | 1.409 | 1.505 | 1.596 | 1.691 |
| 82 | 4.474 | 287 | 384 | 480 | 574 | 672 | 769 | 865 | 958 | 1.054 | 1.152 | 1.244 | 1.342 | 1.438 | 1.536 | 1.629 | 1.726 |
| 83 | 4.564 | 292 | 393 | 491 | 585 | 685 | 785 | 883 | 978 | 1.076 | 1.177 | 1.270 | 1.370 | 1.468 | 1.569 | 1.662 | 1.761 |
| 84 | 4.656 | 299 | 398 | 500 | 598 | 699 | 798 | 897 | 997 | 1.098 | 1.196 | 1.297 | 1.396 | 1.496 | 1.596 | 1.695 | 1.794 |
| 85 | 4.754 | 304 | 408 | 509 | 611 | 713 | 814 | 917 | 1.019 | 1.119 | 1.221 | 1.324 | 1.425 | 1.527 | 1.629 | 1.732 | 1.832 |
| 86 | 4.851 | 313 | 417 | 518 | 623 | 728 | 831 | 936 | 1.040 | 1.142 | 1.246 | 1.350 | 1.454 | 1.558 | 1.664 | 1.766 | 1.870 |
| 87 | 4.948 | 319 | 425 | 529 | 636 | 742 | 848 | 953 | 1.061 | 1.165 | 1.271 | 1.378 | 1.485 | 1.590 | 1.697 | 1.803 | 1.907 |
| 88 | 5.043 | 327 | 434 | 539 | 648 | 757 | 865 | 974 | 1.084 | 1.187 | 1.296 | 1.404 | 1.513 | 1.622 | 1.732 | 1.840 | 1.942 |
| 89 | 5.142 | 333 | 443 | 547 | 661 | 771 | 881 | 993 | 1.103 | 1.209 | 1.319 | 1.432 | 1.542 | 1.653 | 1.765 | 1.874 | 1.980 |
| 90 | 5.239 | 336 | 449 | 560 | 674 | 786 | 897 | 1.010 | 1.122 | 1.234 | 1.345 | 1.459 | 1.570 | 1.682 | 1.794 | 1.908 | 2.020 |

Sea port area Delfzijl/Eemshaven Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | A, B | | A | B | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 91 | 5.336 | 343 | 457 | 571 | 686 | 800 | 915 | 1.029 | 1.143 | 1.257 | 1.372 | 1.487 | 1.600 | 1.715 | 1.828 | 1.942 | 2.056 |
| 92 | 5.433 | 350 | 465 | 581 | 697 | 814 | 931 | 1.047 | 1.165 | 1.279 | 1.396 | 1.513 | 1.629 | 1.746 | 1.861 | 1.979 | 2.095 |
| 93 | 5.530 | 357 | 473 | 592 | 710 | 828 | 947 | 1.067 | 1.186 | 1.301 | 1.420 | 1.540 | 1.658 | 1.778 | 1.897 | 2.015 | 2.131 |
| 94 | 5.626 | 364 | 480 | 600 | 721 | 844 | 966 | 1.087 | 1.208 | 1.325 | 1.446 | 1.568 | 1.688 | 1.808 | 1.929 | 2.051 | 2.168 |
| 95 | 5.722 | 371 | 488 | 611 | 734 | 859 | 983 | 1.105 | 1.229 | 1.345 | 1.471 | 1.594 | 1.717 | 1.841 | 1.964 | 2.087 | 2.205 |
| 96 | 5.821 | 374 | 500 | 623 | 748 | 873 | 997 | 1.122 | 1.246 | 1.372 | 1.496 | 1.621 | 1.746 | 1.870 | 1.994 | 2.119 | 2.245 |
| 97 | 5.925 | 381 | 507 | 635 | 761 | 889 | 1.014 | 1.142 | 1.270 | 1.396 | 1.523 | 1.649 | 1.778 | 1.905 | 2.031 | 2.157 | 2.284 |
| 98 | 6.028 | 388 | 516 | 646 | 774 | 905 | 1.033 | 1.163 | 1.291 | 1.420 | 1.550 | 1.680 | 1.808 | 1.937 | 2.068 | 2.196 | 2.325 |
| 99 | 6.134 | 395 | 526 | 659 | 788 | 920 | 1.051 | 1.182 | 1.314 | 1.446 | 1.577 | 1.708 | 1.841 | 1.973 | 2.103 | 2.233 | 2.367 |
| 100 | 6.236 | 402 | 533 | 668 | 801 | 936 | 1.070 | 1.204 | 1.337 | 1.471 | 1.604 | 1.737 | 1.871 | 2.005 | 2.139 | 2.273 | 2.404 |
| 101 | 6.342 | 408 | 543 | 680 | 815 | 951 | 1.087 | 1.223 | 1.358 | 1.495 | 1.630 | 1.766 | 1.902 | 2.038 | 2.175 | 2.311 | 2.446 |
| 102 | 6.446 | 414 | 553 | 690 | 827 | 967 | 1.103 | 1.242 | 1.381 | 1.518 | 1.656 | 1.794 | 1.932 | 2.071 | 2.208 | 2.345 | 2.485 |
| 103 | 6.494 | 417 | 557 | 695 | 834 | 974 | 1.112 | 1.251 | 1.391 | 1.529 | 1.668 | 1.807 | 1.947 | 2.086 | 2.224 | 2.365 | 2.504 |
| 104 | 6.541 | 421 | 560 | 701 | 840 | 983 | 1.119 | 1.261 | 1.401 | 1.541 | 1.681 | 1.820 | 1.961 | 2.101 | 2.243 | 2.383 | 2.522 |
| 105 | 6.590 | 424 | 566 | 706 | 848 | 990 | 1.127 | 1.270 | 1.410 | 1.553 | 1.693 | 1.833 | 1.976 | 2.117 | 2.259 | 2.400 | 2.542 |
| 106 | 6.637 | 426 | 570 | 712 | 854 | 997 | 1.136 | 1.278 | 1.420 | 1.564 | 1.704 | 1.847 | 1.991 | 2.133 | 2.277 | 2.419 | 2.561 |
| 107 | 6.688 | 432 | 574 | 718 | 862 | 1.005 | 1.143 | 1.287 | 1.432 | 1.575 | 1.719 | 1.860 | 2.005 | 2.149 | 2.292 | 2.436 | 2.579 |
| 108 | 6.735 | 433 | 578 | 720 | 866 | 1.010 | 1.153 | 1.299 | 1.442 | 1.587 | 1.732 | 1.875 | 2.020 | 2.163 | 2.308 | 2.451 | 2.598 |
| 109 | 6.791 | 436 | 583 | 727 | 873 | 1.018 | 1.164 | 1.311 | 1.454 | 1.601 | 1.746 | 1.893 | 2.035 | 2.181 | 2.327 | 2.473 | 2.617 |
| 110 | 6.846 | 439 | 586 | 733 | 879 | 1.026 | 1.175 | 1.322 | 1.467 | 1.615 | 1.760 | 1.908 | 2.053 | 2.200 | 2.345 | 2.493 | 2.639 |
| 111 | 6.903 | 442 | 592 | 739 | 886 | 1.033 | 1.183 | 1.331 | 1.478 | 1.628 | 1.776 | 1.923 | 2.071 | 2.217 | 2.367 | 2.511 | 2.661 |
| 112 | 6.960 | 447 | 595 | 743 | 892 | 1.041 | 1.194 | 1.343 | 1.493 | 1.641 | 1.790 | 1.938 | 2.087 | 2.234 | 2.385 | 2.533 | 2.683 |
| 113 | 7.014 | 449 | 599 | 748 | 899 | 1.048 | 1.205 | 1.354 | 1.504 | 1.654 | 1.803 | 1.953 | 2.104 | 2.253 | 2.403 | 2.552 | 2.705 |
| 114 | 7.069 | 455 | 606 | 757 | 908 | 1.059 | 1.210 | 1.363 | 1.514 | 1.666 | 1.816 | 1.967 | 2.119 | 2.270 | 2.422 | 2.573 | 2.724 |
| 115 | 7.125 | 457 | 609 | 764 | 916 | 1.069 | 1.221 | 1.374 | 1.526 | 1.679 | 1.831 | 1.982 | 2.137 | 2.289 | 2.441 | 2.595 | 2.746 |
| 116 | 7.181 | 462 | 614 | 769 | 921 | 1.078 | 1.231 | 1.385 | 1.539 | 1.691 | 1.845 | 1.999 | 2.153 | 2.307 | 2.458 | 2.614 | 2.767 |
| 117 | 7.237 | 464 | 620 | 773 | 930 | 1.087 | 1.239 | 1.396 | 1.552 | 1.704 | 1.859 | 2.015 | 2.171 | 2.324 | 2.480 | 2.632 | 2.789 |
| 118 | 7.291 | 468 | 623 | 780 | 936 | 1.096 | 1.251 | 1.407 | 1.564 | 1.720 | 1.874 | 2.031 | 2.187 | 2.341 | 2.497 | 2.654 | 2.810 |
| 119 | 7.348 | 470 | 628 | 786 | 941 | 1.103 | 1.262 | 1.419 | 1.576 | 1.733 | 1.889 | 2.046 | 2.204 | 2.359 | 2.518 | 2.675 | 2.833 |
| 120 | 7.400 | 475 | 634 | 795 | 951 | 1.110 | 1.269 | 1.425 | 1.584 | 1.742 | 1.901 | 2.058 | 2.219 | 2.379 | 2.536 | 2.694 | 2.853 |
| 121 | 7.456 | 478 | 637 | 799 | 958 | 1.117 | 1.278 | 1.437 | 1.598 | 1.756 | 1.915 | 2.075 | 2.237 | 2.397 | 2.556 | 2.715 | 2.874 |
| 122 | 7.513 | 482 | 642 | 804 | 966 | 1.125 | 1.288 | 1.449 | 1.610 | 1.770 | 1.929 | 2.092 | 2.253 | 2.414 | 2.575 | 2.735 | 2.896 |

Sea port area Delfzijl/Eemshaven Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B | | A | | B | | | | | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 123 | 7.567 | 486 | 647 | 810 | 972 | 1.133 | 1.299 | 1.461 | 1.622 | 1.784 | 1.946 | 2.108 | 2.270 | 2.431 | 2.595 | 2.755 | 2.916 |
| 124 | 7.624 | 488 | 651 | 815 | 979 | 1.141 | 1.310 | 1.472 | 1.634 | 1.797 | 1.961 | 2.124 | 2.286 | 2.450 | 2.613 | 2.776 | 2.940 |
| 125 | 7.679 | 492 | 655 | 821 | 985 | 1.149 | 1.318 | 1.484 | 1.645 | 1.810 | 1.976 | 2.139 | 2.305 | 2.467 | 2.630 | 2.796 | 2.959 |
| 126 | 7.735 | 497 | 663 | 827 | 994 | 1.160 | 1.326 | 1.491 | 1.656 | 1.821 | 1.988 | 2.153 | 2.319 | 2.485 | 2.651 | 2.816 | 2.981 |
| 127 | 7.790 | 501 | 666 | 832 | 1.000 | 1.168 | 1.335 | 1.501 | 1.668 | 1.835 | 2.002 | 2.170 | 2.335 | 2.503 | 2.669 | 2.836 | 3.003 |
| 128 | 7.846 | 503 | 673 | 839 | 1.007 | 1.178 | 1.343 | 1.513 | 1.681 | 1.847 | 2.017 | 2.186 | 2.352 | 2.520 | 2.688 | 2.856 | 3.023 |
| 129 | 7.901 | 507 | 677 | 845 | 1.013 | 1.186 | 1.352 | 1.525 | 1.693 | 1.861 | 2.031 | 2.202 | 2.370 | 2.538 | 2.707 | 2.878 | 3.044 |
| 130 | 7.957 | 510 | 681 | 850 | 1.021 | 1.195 | 1.362 | 1.535 | 1.704 | 1.875 | 2.044 | 2.217 | 2.386 | 2.556 | 2.727 | 2.897 | 3.066 |
| 131 | 8.014 | 514 | 686 | 857 | 1.027 | 1.205 | 1.371 | 1.547 | 1.719 | 1.889 | 2.058 | 2.232 | 2.402 | 2.575 | 2.745 | 2.916 | 3.089 |
| 132 | 8.065 | 517 | 691 | 864 | 1.037 | 1.209 | 1.382 | 1.554 | 1.728 | 1.900 | 2.073 | 2.246 | 2.419 | 2.592 | 2.764 | 2.936 | 3.110 |
| 133 | 8.148 | 523 | 697 | 873 | 1.047 | 1.222 | 1.396 | 1.570 | 1.746 | 1.920 | 2.095 | 2.270 | 2.442 | 2.617 | 2.793 | 2.966 | 3.142 |
| 134 | 8.234 | 529 | 704 | 881 | 1.059 | 1.234 | 1.410 | 1.586 | 1.764 | 1.938 | 2.114 | 2.292 | 2.467 | 2.645 | 2.821 | 2.997 | 3.174 |
| 135 | 8.317 | 533 | 712 | 891 | 1.071 | 1.246 | 1.425 | 1.602 | 1.782 | 1.959 | 2.137 | 2.316 | 2.493 | 2.672 | 2.849 | 3.027 | 3.207 |
| 136 | 8.401 | 540 | 718 | 899 | 1.083 | 1.260 | 1.440 | 1.617 | 1.800 | 1.977 | 2.157 | 2.339 | 2.518 | 2.698 | 2.878 | 3.059 | 3.240 |
| 137 | 8.484 | 545 | 724 | 908 | 1.093 | 1.272 | 1.454 | 1.633 | 1.817 | 1.995 | 2.179 | 2.363 | 2.542 | 2.727 | 2.904 | 3.089 | 3.271 |
| 138 | 8.565 | 548 | 733 | 918 | 1.101 | 1.284 | 1.467 | 1.650 | 1.833 | 2.018 | 2.202 | 2.385 | 2.569 | 2.750 | 2.935 | 3.119 | 3.302 |
| 139 | 8.662 | 558 | 742 | 927 | 1.113 | 1.299 | 1.485 | 1.671 | 1.855 | 2.040 | 2.225 | 2.412 | 2.598 | 2.783 | 2.969 | 3.154 | 3.338 |
| 140 | 8.759 | 565 | 751 | 937 | 1.125 | 1.313 | 1.501 | 1.690 | 1.877 | 2.062 | 2.251 | 2.439 | 2.626 | 2.814 | 3.003 | 3.189 | 3.375 |
| 141 | 8.857 | 571 | 760 | 947 | 1.138 | 1.328 | 1.517 | 1.708 | 1.899 | 2.085 | 2.277 | 2.465 | 2.655 | 2.847 | 3.036 | 3.226 | 3.413 |
| 142 | 8.954 | 578 | 770 | 958 | 1.150 | 1.342 | 1.534 | 1.728 | 1.920 | 2.108 | 2.300 | 2.493 | 2.684 | 2.878 | 3.069 | 3.262 | 3.449 |
| 143 | 9.050 | 584 | 780 | 968 | 1.163 | 1.356 | 1.552 | 1.747 | 1.940 | 2.130 | 2.325 | 2.519 | 2.714 | 2.909 | 3.104 | 3.298 | 3.487 |
| 144 | 9.149 | 587 | 785 | 980 | 1.176 | 1.372 | 1.568 | 1.764 | 1.960 | 2.154 | 2.351 | 2.547 | 2.744 | 2.940 | 3.134 | 3.330 | 3.526 |
| 145 | 9.233 | 593 | 791 | 989 | 1.186 | 1.384 | 1.582 | 1.779 | 1.977 | 2.175 | 2.373 | 2.571 | 2.767 | 2.964 | 3.162 | 3.360 | 3.558 |
| 146 | 9.316 | 598 | 798 | 997 | 1.197 | 1.396 | 1.596 | 1.794 | 1.994 | 2.194 | 2.394 | 2.595 | 2.793 | 2.993 | 3.193 | 3.391 | 3.592 |
| 147 | 9.398 | 605 | 804 | 1.006 | 1.208 | 1.408 | 1.611 | 1.810 | 2.014 | 2.216 | 2.415 | 2.616 | 2.818 | 3.020 | 3.221 | 3.422 | 3.623 |
| 148 | 9.483 | 609 | 811 | 1.014 | 1.220 | 1.420 | 1.626 | 1.826 | 2.031 | 2.234 | 2.436 | 2.640 | 2.841 | 3.046 | 3.250 | 3.451 | 3.656 |
| 149 | 9.567 | 615 | 817 | 1.025 | 1.231 | 1.434 | 1.640 | 1.842 | 2.048 | 2.254 | 2.457 | 2.664 | 2.866 | 3.075 | 3.279 | 3.483 | 3.689 |
| 150 | 9.647 | 621 | 826 | 1.033 | 1.237 | 1.446 | 1.651 | 1.858 | 2.067 | 2.273 | 2.480 | 2.685 | 2.894 | 3.099 | 3.306 | 3.512 | 3.717 |
| 151 | 9.731 | 625 | 832 | 1.043 | 1.250 | 1.458 | 1.667 | 1.874 | 2.084 | 2.292 | 2.502 | 2.709 | 2.916 | 3.127 | 3.333 | 3.542 | 3.751 |
| 152 | 9.814 | 632 | 839 | 1.051 | 1.262 | 1.471 | 1.682 | 1.892 | 2.101 | 2.313 | 2.521 | 2.733 | 2.942 | 3.153 | 3.361 | 3.573 | 3.783 |
| 153 | 9.898 | 636 | 846 | 1.060 | 1.273 | 1.484 | 1.696 | 1.907 | 2.119 | 2.333 | 2.543 | 2.756 | 2.966 | 3.181 | 3.391 | 3.604 | 3.817 |
| 154 | 9.982 | 642 | 854 | 1.070 | 1.284 | 1.495 | 1.710 | 1.922 | 2.138 | 2.353 | 2.563 | 2.781 | 2.991 | 3.207 | 3.418 | 3.634 | 3.848 |

Sea port area Delfzijl/Eemshaven Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B | | A | | B | | | | | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 155 | 10.066 | 648 | 862 | 1.079 | 1.296 | 1.508 | 1.725 | 1.937 | 2.155 | 2.374 | 2.586 | 2.803 | 3.016 | 3.234 | 3.445 | 3.663 | 3.882 |
| 156 | 10.146 | 651 | 870 | 1.087 | 1.303 | 1.521 | 1.737 | 1.955 | 2.172 | 2.389 | 2.609 | 2.826 | 3.040 | 3.259 | 3.477 | 3.694 | 3.911 |
| 157 | 10.229 | 659 | 877 | 1.096 | 1.315 | 1.533 | 1.751 | 1.973 | 2.191 | 2.410 | 2.628 | 2.849 | 3.066 | 3.287 | 3.504 | 3.724 | 3.943 |
| 158 | 10.312 | 663 | 883 | 1.103 | 1.327 | 1.546 | 1.766 | 1.988 | 2.208 | 2.428 | 2.651 | 2.871 | 3.091 | 3.313 | 3.533 | 3.754 | 3.975 |
| 159 | 10.396 | 668 | 890 | 1.113 | 1.338 | 1.557 | 1.782 | 2.003 | 2.225 | 2.447 | 2.671 | 2.896 | 3.116 | 3.338 | 3.560 | 3.784 | 4.009 |
| 160 | 10.481 | 675 | 896 | 1.122 | 1.349 | 1.570 | 1.796 | 2.019 | 2.245 | 2.465 | 2.692 | 2.918 | 3.141 | 3.367 | 3.590 | 3.816 | 4.042 |
| 161 | 10.563 | 680 | 904 | 1.130 | 1.360 | 1.583 | 1.810 | 2.034 | 2.261 | 2.487 | 2.714 | 2.943 | 3.166 | 3.393 | 3.617 | 3.845 | 4.074 |
| 162 | 10.644 | 685 | 912 | 1.140 | 1.369 | 1.596 | 1.825 | 2.051 | 2.279 | 2.507 | 2.735 | 2.962 | 3.192 | 3.419 | 3.647 | 3.875 | 4.104 |
| 163 | 10.729 | 690 | 919 | 1.149 | 1.380 | 1.609 | 1.840 | 2.068 | 2.298 | 2.526 | 2.756 | 2.986 | 3.215 | 3.445 | 3.674 | 3.905 | 4.136 |
| 164 | 10.811 | 695 | 925 | 1.159 | 1.391 | 1.621 | 1.854 | 2.083 | 2.314 | 2.548 | 2.778 | 3.010 | 3.240 | 3.473 | 3.703 | 3.937 | 4.168 |
| 165 | 10.894 | 701 | 932 | 1.167 | 1.403 | 1.633 | 1.869 | 2.098 | 2.333 | 2.569 | 2.799 | 3.034 | 3.264 | 3.500 | 3.730 | 3.966 | 4.201 |
| 166 | 10.979 | 706 | 938 | 1.177 | 1.412 | 1.644 | 1.883 | 2.113 | 2.351 | 2.588 | 2.821 | 3.059 | 3.291 | 3.527 | 3.758 | 3.997 | 4.234 |
| 167 | 11.064 | 712 | 945 | 1.184 | 1.424 | 1.658 | 1.898 | 2.130 | 2.370 | 2.609 | 2.841 | 3.081 | 3.316 | 3.553 | 3.789 | 4.027 | 4.266 |
| 168 | 11.145 | 715 | 953 | 1.193 | 1.433 | 1.671 | 1.909 | 2.148 | 2.387 | 2.625 | 2.863 | 3.102 | 3.341 | 3.580 | 3.819 | 4.058 | 4.296 |
| 169 | 11.227 | 720 | 963 | 1.203 | 1.444 | 1.682 | 1.923 | 2.163 | 2.404 | 2.645 | 2.886 | 3.127 | 3.365 | 3.607 | 3.846 | 4.088 | 4.329 |
| 170 | 11.311 | 727 | 968 | 1.210 | 1.454 | 1.695 | 1.938 | 2.179 | 2.423 | 2.666 | 2.905 | 3.149 | 3.391 | 3.634 | 3.874 | 4.118 | 4.361 |
| 171 | 11.395 | 733 | 976 | 1.220 | 1.465 | 1.707 | 1.953 | 2.194 | 2.441 | 2.685 | 2.927 | 3.173 | 3.414 | 3.660 | 3.902 | 4.148 | 4.393 |
| 172 | 11.478 | 739 | 983 | 1.229 | 1.477 | 1.720 | 1.967 | 2.210 | 2.457 | 2.706 | 2.948 | 3.197 | 3.439 | 3.687 | 3.930 | 4.180 | 4.426 |
| 173 | 11.563 | 743 | 989 | 1.237 | 1.489 | 1.733 | 1.982 | 2.225 | 2.478 | 2.727 | 2.969 | 3.220 | 3.464 | 3.714 | 3.957 | 4.209 | 4.458 |
| 174 | 11.642 | 748 | 997 | 1.246 | 1.496 | 1.746 | 1.994 | 2.245 | 2.494 | 2.744 | 2.993 | 3.241 | 3.491 | 3.740 | 3.989 | 4.238 | 4.487 |
| 175 | 11.726 | 754 | 1.005 | 1.256 | 1.508 | 1.757 | 2.010 | 2.260 | 2.510 | 2.762 | 3.015 | 3.264 | 3.517 | 3.767 | 4.018 | 4.268 | 4.520 |
| 176 | 11.811 | 759 | 1.011 | 1.265 | 1.518 | 1.770 | 2.024 | 2.277 | 2.531 | 2.781 | 3.035 | 3.290 | 3.541 | 3.794 | 4.047 | 4.299 | 4.552 |
| 177 | 11.895 | 766 | 1.018 | 1.274 | 1.529 | 1.783 | 2.038 | 2.292 | 2.548 | 2.800 | 3.056 | 3.313 | 3.564 | 3.821 | 4.075 | 4.330 | 4.587 |
| 178 | 11.978 | 771 | 1.025 | 1.284 | 1.541 | 1.794 | 2.053 | 2.307 | 2.564 | 2.820 | 3.078 | 3.335 | 3.591 | 3.848 | 4.105 | 4.360 | 4.618 |
| 179 | 12.061 | 775 | 1.031 | 1.291 | 1.553 | 1.807 | 2.069 | 2.322 | 2.584 | 2.839 | 3.099 | 3.360 | 3.614 | 3.875 | 4.135 | 4.391 | 4.650 |
| 180 | 12.141 | 780 | 1.040 | 1.299 | 1.560 | 1.819 | 2.082 | 2.339 | 2.600 | 2.858 | 3.120 | 3.381 | 3.640 | 3.900 | 4.161 | 4.420 | 4.680 |
| 181 | 12.225 | 786 | 1.046 | 1.310 | 1.571 | 1.832 | 2.096 | 2.356 | 2.617 | 2.881 | 3.142 | 3.404 | 3.665 | 3.927 | 4.188 | 4.452 | 4.713 |
| 182 | 12.311 | 791 | 1.053 | 1.317 | 1.583 | 1.844 | 2.110 | 2.372 | 2.637 | 2.901 | 3.162 | 3.427 | 3.690 | 3.954 | 4.217 | 4.482 | 4.745 |
| 183 | 12.393 | 797 | 1.060 | 1.327 | 1.594 | 1.856 | 2.125 | 2.387 | 2.654 | 2.920 | 3.185 | 3.451 | 3.714 | 3.982 | 4.244 | 4.512 | 4.777 |
| 184 | 12.476 | 801 | 1.067 | 1.336 | 1.606 | 1.870 | 2.139 | 2.402 | 2.672 | 2.941 | 3.206 | 3.474 | 3.739 | 4.008 | 4.272 | 4.541 | 4.812 |
| 185 | 12.559 | 808 | 1.073 | 1.343 | 1.616 | 1.882 | 2.153 | 2.419 | 2.691 | 2.961 | 3.227 | 3.498 | 3.764 | 4.034 | 4.302 | 4.573 | 4.844 |
| 186 | 12.639 | 812 | 1.084 | 1.353 | 1.624 | 1.896 | 2.165 | 2.436 | 2.707 | 2.977 | 3.248 | 3.519 | 3.790 | 4.061 | 4.331 | 4.603 | 4.873 |

Sea port area Delfzijl/Eemshaven Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 187 | 12.724 | 817 | 1.089 | 1.363 | 1.635 | 1.908 | 2.180 | 2.451 | 2.724 | 2.999 | 3.269 | 3.542 | 3.816 | 4.088 | 4.360 | 4.632 | 4.905 |
| 188 | 12.807 | 824 | 1.097 | 1.372 | 1.645 | 1.920 | 2.194 | 2.467 | 2.744 | 3.019 | 3.292 | 3.565 | 3.838 | 4.115 | 4.389 | 4.662 | 4.937 |
| 189 | 12.892 | 828 | 1.102 | 1.381 | 1.658 | 1.932 | 2.208 | 2.483 | 2.761 | 3.037 | 3.313 | 3.591 | 3.864 | 4.141 | 4.415 | 4.693 | 4.971 |
| 190 | 12.975 | 834 | 1.110 | 1.390 | 1.670 | 1.945 | 2.224 | 2.500 | 2.780 | 3.060 | 3.333 | 3.613 | 3.889 | 4.168 | 4.444 | 4.723 | 5.002 |
| 191 | 13.058 | 839 | 1.116 | 1.398 | 1.681 | 1.957 | 2.239 | 2.516 | 2.796 | 3.079 | 3.355 | 3.638 | 3.913 | 4.196 | 4.471 | 4.753 | 5.037 |
| 192 | 13.139 | 845 | 1.125 | 1.407 | 1.689 | 1.969 | 2.251 | 2.533 | 2.813 | 3.095 | 3.377 | 3.658 | 3.940 | 4.222 | 4.502 | 4.784 | 5.064 |
| 193 | 13.304 | 857 | 1.140 | 1.425 | 1.709 | 1.994 | 2.280 | 2.564 | 2.849 | 3.134 | 3.419 | 3.704 | 3.991 | 4.275 | 4.558 | 4.844 | 5.130 |
| 194 | 13.470 | 867 | 1.154 | 1.444 | 1.732 | 2.020 | 2.309 | 2.599 | 2.887 | 3.174 | 3.462 | 3.751 | 4.041 | 4.330 | 4.617 | 4.905 | 5.192 |
| 195 | 13.638 | 878 | 1.169 | 1.462 | 1.751 | 2.044 | 2.338 | 2.630 | 2.922 | 3.213 | 3.504 | 3.796 | 4.090 | 4.383 | 4.673 | 4.966 | 5.257 |
| ≥196 | 13.805 | 888 | 1.182 | 1.478 | 1.774 | 2.070 | 2.367 | 2.661 | 2.956 | 3.251 | 3.547 | 3.843 | 4.138 | 4.434 | 4.730 | 5.026 | 5.321 |

Sea port area Harlingen/Terschelling Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
| | | A | | | | B | | | | C | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| ≤27 | 415 | 26 | 36 | 44 | 55 | 63 | 71 | 79 | 90 | 97 | 107 | 117 | 124 | 133 | 141 | 153 | 162 |
| 28 | 443 | 29 | 39 | 49 | 57 | 66 | 76 | 85 | 94 | 105 | 114 | 123 | 132 | 141 | 153 | 162 | 171 |
| 29 | 472 | 31 | 41 | 52 | 62 | 71 | 79 | 92 | 101 | 110 | 120 | 132 | 138 | 153 | 162 | 172 | 181 |
| 30 | 500 | 32 | 42 | 55 | 64 | 76 | 85 | 96 | 107 | 118 | 127 | 138 | 149 | 162 | 171 | 182 | 191 |
| 31 | 513 | 35 | 43 | 56 | 66 | 78 | 89 | 100 | 109 | 121 | 132 | 141 | 154 | 165 | 176 | 187 | 198 |
| 32 | 527 | 35 | 44 | 56 | 69 | 79 | 91 | 101 | 114 | 124 | 134 | 147 | 159 | 170 | 180 | 193 | 202 |
| 33 | 539 | 35 | 45 | 57 | 71 | 81 | 93 | 104 | 117 | 127 | 137 | 149 | 163 | 175 | 185 | 199 | 209 |
| 34 | 552 | 36 | 48 | 58 | 72 | 84 | 94 | 106 | 120 | 132 | 140 | 154 | 168 | 178 | 188 | 206 | 214 |
| 35 | 566 | 38 | 49 | 60 | 76 | 87 | 96 | 108 | 123 | 134 | 146 | 157 | 172 | 184 | 193 | 211 | 221 |
| 36 | 581 | 38 | 50 | 63 | 77 | 89 | 101 | 111 | 124 | 136 | 149 | 162 | 175 | 186 | 200 | 213 | 225 |
| 37 | 618 | 40 | 53 | 65 | 79 | 94 | 106 | 119 | 132 | 146 | 159 | 172 | 185 | 198 | 213 | 225 | 238 |
| 38 | 652 | 41 | 56 | 69 | 84 | 100 | 110 | 124 | 138 | 154 | 168 | 182 | 194 | 209 | 225 | 238 | 252 |
| 39 | 688 | 43 | 60 | 71 | 90 | 105 | 117 | 132 | 148 | 162 | 176 | 191 | 206 | 221 | 238 | 249 | 267 |
| 40 | 722 | 45 | 64 | 76 | 94 | 109 | 122 | 138 | 157 | 170 | 185 | 201 | 214 | 230 | 249 | 262 | 279 |
| 41 | 757 | 49 | 66 | 79 | 97 | 117 | 127 | 147 | 164 | 176 | 194 | 213 | 225 | 242 | 262 | 275 | 292 |
| 42 | 790 | 50 | 67 | 84 | 101 | 118 | 134 | 154 | 170 | 186 | 202 | 221 | 238 | 254 | 271 | 288 | 304 |
| 43 | 852 | 56 | 72 | 92 | 109 | 125 | 147 | 165 | 184 | 200 | 220 | 238 | 256 | 275 | 292 | 310 | 329 |
| 44 | 916 | 60 | 79 | 97 | 117 | 135 | 158 | 177 | 197 | 215 | 235 | 256 | 275 | 294 | 313 | 333 | 354 |
| 45 | 979 | 64 | 84 | 105 | 124 | 146 | 170 | 190 | 211 | 229 | 250 | 275 | 294 | 314 | 335 | 356 | 380 |
| 46 | 1.044 | 69 | 91 | 110 | 132 | 154 | 180 | 201 | 223 | 244 | 267 | 292 | 313 | 335 | 357 | 377 | 403 |
| 47 | 1.106 | 72 | 95 | 118 | 138 | 163 | 191 | 214 | 238 | 260 | 282 | 310 | 333 | 356 | 377 | 399 | 426 |
| 48 | 1.164 | 76 | 101 | 124 | 149 | 175 | 200 | 225 | 249 | 275 | 299 | 326 | 349 | 374 | 398 | 423 | 449 |
| 49 | 1.232 | 79 | 106 | 132 | 159 | 185 | 213 | 238 | 265 | 290 | 316 | 343 | 371 | 396 | 422 | 449 | 477 |
| 50 | 1.302 | 84 | 110 | 138 | 168 | 194 | 225 | 252 | 279 | 307 | 335 | 363 | 393 | 419 | 447 | 475 | 503 |
| 51 | 1.370 | 90 | 117 | 148 | 176 | 206 | 238 | 267 | 293 | 326 | 351 | 382 | 412 | 441 | 470 | 501 | 530 |
| 52 | 1.441 | 94 | 122 | 157 | 185 | 214 | 249 | 279 | 307 | 342 | 371 | 402 | 434 | 464 | 492 | 527 | 558 |
| 53 | 1.508 | 97 | 127 | 164 | 194 | 225 | 262 | 292 | 322 | 358 | 389 | 420 | 456 | 486 | 516 | 554 | 584 |
| 54 | 1.580 | 101 | 134 | 170 | 202 | 238 | 271 | 304 | 337 | 372 | 406 | 441 | 474 | 507 | 541 | 575 | 608 |
| 55 | 1.684 | 108 | 144 | 181 | 216 | 253 | 289 | 326 | 361 | 396 | 433 | 470 | 505 | 541 | 578 | 613 | 649 |
| 56 | 1.790 | 116 | 154 | 191 | 229 | 269 | 306 | 344 | 383 | 421 | 460 | 500 | 537 | 575 | 613 | 651 | 690 |
| 57 | 1.893 | 121 | 162 | 202 | 243 | 284 | 326 | 366 | 406 | 447 | 486 | 528 | 569 | 608 | 649 | 690 | 730 |
| 58 | 1.995 | 127 | 171 | 214 | 257 | 300 | 342 | 387 | 426 | 470 | 514 | 558 | 599 | 642 | 686 | 728 | 771 |

Sea port area Harlingen/Terschelling Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A | | | | B | | | | C | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 59 | 2.101 | 134 | 180 | 226 | 271 | 315 | 361 | 406 | 450 | 496 | 540 | 586 | 632 | 677 | 720 | 767 | 811 |
| 60 | 2.205 | 140 | 188 | 236 | 283 | 330 | 377 | 424 | 472 | 518 | 567 | 613 | 661 | 707 | 755 | 801 | 849 |
| 61 | 2.308 | 148 | 198 | 246 | 297 | 346 | 395 | 444 | 495 | 543 | 593 | 642 | 692 | 742 | 791 | 839 | 890 |
| 62 | 2.412 | 155 | 207 | 258 | 310 | 362 | 412 | 465 | 516 | 569 | 621 | 673 | 722 | 774 | 826 | 878 | 930 |
| 63 | 2.518 | 162 | 215 | 270 | 323 | 377 | 432 | 486 | 539 | 593 | 647 | 701 | 755 | 809 | 863 | 917 | 971 |
| 64 | 2.623 | 170 | 225 | 282 | 336 | 394 | 449 | 505 | 561 | 619 | 675 | 730 | 786 | 843 | 899 | 953 | 1.011 |
| 65 | 2.725 | 176 | 233 | 292 | 350 | 409 | 468 | 526 | 584 | 642 | 701 | 759 | 817 | 877 | 934 | 993 | 1.051 |
| 66 | 2.827 | 182 | 242 | 303 | 363 | 423 | 485 | 544 | 606 | 666 | 727 | 787 | 848 | 908 | 970 | 1.029 | 1.089 |
| 67 | 2.940 | 188 | 252 | 315 | 377 | 441 | 503 | 567 | 628 | 692 | 755 | 818 | 881 | 945 | 1.007 | 1.070 | 1.132 |
| 68 | 3.051 | 195 | 260 | 328 | 393 | 457 | 523 | 587 | 651 | 718 | 783 | 850 | 916 | 981 | 1.045 | 1.110 | 1.176 |
| 69 | 3.162 | 201 | 270 | 341 | 407 | 474 | 541 | 608 | 677 | 743 | 811 | 881 | 949 | 1.016 | 1.085 | 1.150 | 1.218 |
| 70 | 3.275 | 209 | 279 | 351 | 421 | 491 | 560 | 629 | 700 | 770 | 839 | 913 | 983 | 1.052 | 1.122 | 1.192 | 1.261 |
| 71 | 3.387 | 215 | 288 | 366 | 436 | 507 | 580 | 651 | 722 | 796 | 867 | 945 | 1.016 | 1.088 | 1.162 | 1.231 | 1.302 |
| 72 | 3.494 | 225 | 299 | 374 | 449 | 523 | 598 | 674 | 748 | 822 | 897 | 973 | 1.046 | 1.122 | 1.196 | 1.272 | 1.345 |
| 73 | 3.596 | 230 | 307 | 387 | 463 | 539 | 618 | 693 | 771 | 846 | 924 | 1.001 | 1.079 | 1.155 | 1.232 | 1.311 | 1.388 |
| 74 | 3.702 | 238 | 316 | 396 | 477 | 556 | 635 | 713 | 795 | 872 | 951 | 1.031 | 1.110 | 1.190 | 1.269 | 1.347 | 1.428 |
| 75 | 3.806 | 244 | 327 | 408 | 489 | 571 | 651 | 733 | 815 | 896 | 979 | 1.060 | 1.141 | 1.223 | 1.303 | 1.387 | 1.468 |
| 76 | 3.911 | 252 | 335 | 419 | 503 | 586 | 672 | 754 | 838 | 921 | 1.005 | 1.089 | 1.173 | 1.257 | 1.340 | 1.424 | 1.509 |
| 77 | 4.014 | 258 | 343 | 429 | 516 | 601 | 689 | 773 | 862 | 945 | 1.032 | 1.117 | 1.205 | 1.290 | 1.377 | 1.463 | 1.549 |
| 78 | 4.116 | 265 | 351 | 441 | 529 | 618 | 705 | 795 | 881 | 970 | 1.058 | 1.146 | 1.234 | 1.323 | 1.410 | 1.499 | 1.587 |
| 79 | 4.205 | 270 | 361 | 450 | 540 | 629 | 720 | 811 | 902 | 991 | 1.083 | 1.170 | 1.262 | 1.351 | 1.442 | 1.530 | 1.622 |
| 80 | 4.297 | 275 | 368 | 462 | 553 | 642 | 737 | 828 | 920 | 1.012 | 1.105 | 1.195 | 1.288 | 1.381 | 1.474 | 1.564 | 1.657 |
| 81 | 4.384 | 282 | 376 | 470 | 563 | 659 | 753 | 846 | 938 | 1.033 | 1.128 | 1.220 | 1.315 | 1.409 | 1.505 | 1.596 | 1.691 |
| 82 | 4.474 | 287 | 384 | 480 | 574 | 672 | 769 | 865 | 958 | 1.054 | 1.152 | 1.244 | 1.342 | 1.438 | 1.536 | 1.629 | 1.726 |
| 83 | 4.564 | 292 | 393 | 491 | 585 | 685 | 785 | 883 | 978 | 1.076 | 1.177 | 1.270 | 1.370 | 1.468 | 1.569 | 1.662 | 1.761 |
| 84 | 4.656 | 299 | 398 | 500 | 598 | 699 | 798 | 897 | 997 | 1.098 | 1.196 | 1.297 | 1.396 | 1.496 | 1.596 | 1.695 | 1.794 |
| 85 | 4.754 | 304 | 408 | 509 | 611 | 713 | 814 | 917 | 1.019 | 1.119 | 1.221 | 1.324 | 1.425 | 1.527 | 1.629 | 1.732 | 1.832 |
| 86 | 4.851 | 313 | 417 | 518 | 623 | 728 | 831 | 936 | 1.040 | 1.142 | 1.246 | 1.350 | 1.454 | 1.558 | 1.664 | 1.766 | 1.870 |
| 87 | 4.948 | 319 | 425 | 529 | 636 | 742 | 848 | 953 | 1.061 | 1.165 | 1.271 | 1.378 | 1.485 | 1.590 | 1.697 | 1.803 | 1.907 |
| 88 | 5.043 | 327 | 434 | 539 | 648 | 757 | 865 | 974 | 1.084 | 1.187 | 1.296 | 1.404 | 1.513 | 1.622 | 1.732 | 1.840 | 1.942 |
| 89 | 5.142 | 333 | 443 | 547 | 661 | 771 | 881 | 993 | 1.103 | 1.209 | 1.319 | 1.432 | 1.542 | 1.653 | 1.765 | 1.874 | 1.980 |
| 90 | 5.239 | 336 | 449 | 560 | 674 | 786 | 897 | 1.010 | 1.122 | 1.234 | 1.345 | 1.459 | 1.570 | 1.682 | 1.794 | 1.908 | 2.020 |

Sea port area Harlingen/Terschelling Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 91 | 5.336 | 343 | 457 | 571 | 686 | 800 | 915 | 1.029 | 1.143 | 1.257 | 1.372 | 1.487 | 1.600 | 1.715 | 1.828 | 1.942 | 2.056 |
| 92 | 5.433 | 350 | 465 | 581 | 697 | 814 | 931 | 1.047 | 1.165 | 1.279 | 1.396 | 1.513 | 1.629 | 1.746 | 1.861 | 1.979 | 2.095 |
| 93 | 5.530 | 357 | 473 | 592 | 710 | 828 | 947 | 1.067 | 1.186 | 1.301 | 1.420 | 1.540 | 1.658 | 1.778 | 1.897 | 2.015 | 2.131 |
| 94 | 5.626 | 364 | 480 | 600 | 721 | 844 | 966 | 1.087 | 1.208 | 1.325 | 1.446 | 1.568 | 1.688 | 1.808 | 1.929 | 2.051 | 2.168 |
| 95 | 5.722 | 371 | 488 | 611 | 734 | 859 | 983 | 1.105 | 1.229 | 1.345 | 1.471 | 1.594 | 1.717 | 1.841 | 1.964 | 2.087 | 2.205 |
| 96 | 5.821 | 374 | 500 | 623 | 748 | 873 | 997 | 1.122 | 1.246 | 1.372 | 1.496 | 1.621 | 1.746 | 1.870 | 1.994 | 2.119 | 2.245 |
| 97 | 5.925 | 381 | 507 | 635 | 761 | 889 | 1.014 | 1.142 | 1.270 | 1.396 | 1.523 | 1.649 | 1.778 | 1.905 | 2.031 | 2.157 | 2.284 |
| 98 | 6.028 | 388 | 516 | 646 | 774 | 905 | 1.033 | 1.163 | 1.291 | 1.420 | 1.550 | 1.680 | 1.808 | 1.937 | 2.068 | 2.196 | 2.325 |
| 99 | 6.134 | 395 | 526 | 659 | 788 | 920 | 1.051 | 1.182 | 1.314 | 1.446 | 1.577 | 1.708 | 1.841 | 1.973 | 2.103 | 2.233 | 2.367 |
| 100 | 6.236 | 402 | 533 | 668 | 801 | 936 | 1.070 | 1.204 | 1.337 | 1.471 | 1.604 | 1.737 | 1.871 | 2.005 | 2.139 | 2.273 | 2.404 |
| 101 | 6.342 | 408 | 543 | 680 | 815 | 951 | 1.087 | 1.223 | 1.358 | 1.495 | 1.630 | 1.766 | 1.902 | 2.038 | 2.175 | 2.311 | 2.446 |
| 102 | 6.446 | 414 | 553 | 690 | 827 | 967 | 1.103 | 1.242 | 1.381 | 1.518 | 1.656 | 1.794 | 1.932 | 2.071 | 2.208 | 2.345 | 2.485 |
| 103 | 6.494 | 417 | 557 | 695 | 834 | 974 | 1.112 | 1.251 | 1.391 | 1.529 | 1.668 | 1.807 | 1.947 | 2.086 | 2.224 | 2.365 | 2.504 |
| 104 | 6.541 | 421 | 560 | 701 | 840 | 983 | 1.119 | 1.261 | 1.401 | 1.541 | 1.681 | 1.820 | 1.961 | 2.101 | 2.243 | 2.383 | 2.522 |
| 105 | 6.590 | 424 | 566 | 706 | 848 | 990 | 1.127 | 1.270 | 1.410 | 1.553 | 1.693 | 1.833 | 1.976 | 2.117 | 2.259 | 2.400 | 2.542 |
| 106 | 6.637 | 426 | 570 | 712 | 854 | 997 | 1.136 | 1.278 | 1.420 | 1.564 | 1.704 | 1.847 | 1.991 | 2.133 | 2.277 | 2.419 | 2.561 |
| 107 | 6.688 | 432 | 574 | 718 | 862 | 1.005 | 1.143 | 1.287 | 1.432 | 1.575 | 1.719 | 1.860 | 2.005 | 2.149 | 2.292 | 2.436 | 2.579 |
| 108 | 6.735 | 433 | 578 | 720 | 866 | 1.010 | 1.153 | 1.299 | 1.442 | 1.587 | 1.732 | 1.875 | 2.020 | 2.163 | 2.308 | 2.451 | 2.598 |
| 109 | 6.791 | 436 | 583 | 727 | 873 | 1.018 | 1.164 | 1.311 | 1.454 | 1.601 | 1.746 | 1.893 | 2.035 | 2.181 | 2.327 | 2.473 | 2.617 |
| 110 | 6.846 | 439 | 586 | 733 | 879 | 1.026 | 1.175 | 1.322 | 1.467 | 1.615 | 1.760 | 1.908 | 2.053 | 2.200 | 2.345 | 2.493 | 2.639 |
| 111 | 6.903 | 442 | 592 | 739 | 886 | 1.033 | 1.183 | 1.331 | 1.478 | 1.628 | 1.776 | 1.923 | 2.071 | 2.217 | 2.367 | 2.511 | 2.661 |
| 112 | 6.960 | 447 | 595 | 743 | 892 | 1.041 | 1.194 | 1.343 | 1.493 | 1.641 | 1.790 | 1.938 | 2.087 | 2.234 | 2.385 | 2.533 | 2.683 |
| 113 | 7.014 | 449 | 599 | 748 | 899 | 1.048 | 1.205 | 1.354 | 1.504 | 1.654 | 1.803 | 1.953 | 2.104 | 2.253 | 2.403 | 2.552 | 2.705 |
| 114 | 7.069 | 455 | 606 | 757 | 908 | 1.059 | 1.210 | 1.363 | 1.514 | 1.666 | 1.816 | 1.967 | 2.119 | 2.270 | 2.422 | 2.573 | 2.724 |
| 115 | 7.125 | 457 | 609 | 764 | 916 | 1.069 | 1.221 | 1.374 | 1.526 | 1.679 | 1.831 | 1.982 | 2.137 | 2.289 | 2.441 | 2.595 | 2.746 |
| 116 | 7.181 | 462 | 614 | 769 | 921 | 1.078 | 1.231 | 1.385 | 1.539 | 1.691 | 1.845 | 1.999 | 2.153 | 2.307 | 2.458 | 2.614 | 2.767 |
| 117 | 7.237 | 464 | 620 | 773 | 930 | 1.087 | 1.239 | 1.396 | 1.552 | 1.704 | 1.859 | 2.015 | 2.171 | 2.324 | 2.480 | 2.632 | 2.789 |
| 118 | 7.291 | 468 | 623 | 780 | 936 | 1.096 | 1.251 | 1.407 | 1.564 | 1.720 | 1.874 | 2.031 | 2.187 | 2.341 | 2.497 | 2.654 | 2.810 |
| 119 | 7.348 | 470 | 628 | 786 | 941 | 1.103 | 1.262 | 1.419 | 1.576 | 1.733 | 1.889 | 2.046 | 2.204 | 2.359 | 2.518 | 2.675 | 2.833 |
| 120 | 7.400 | 475 | 634 | 795 | 951 | 1.110 | 1.269 | 1.425 | 1.584 | 1.742 | 1.901 | 2.058 | 2.219 | 2.379 | 2.536 | 2.694 | 2.853 |
| 121 | 7.456 | 478 | 637 | 799 | 958 | 1.117 | 1.278 | 1.437 | 1.598 | 1.756 | 1.915 | 2.075 | 2.237 | 2.397 | 2.556 | 2.715 | 2.874 |
| 122 | 7.513 | 482 | 642 | 804 | 966 | 1.125 | 1.288 | 1.449 | 1.610 | 1.770 | 1.929 | 2.092 | 2.253 | 2.414 | 2.575 | 2.735 | 2.896 |

Sea port area Harlingen/Terschelling Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A | | | | B | | | | C | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 123 | 7.567 | 486 | 647 | 810 | 972 | 1.133 | 1.299 | 1.461 | 1.622 | 1.784 | 1.946 | 2.108 | 2.270 | 2.431 | 2.595 | 2.755 | 2.916 |
| 124 | 7.624 | 488 | 651 | 815 | 979 | 1.141 | 1.310 | 1.472 | 1.634 | 1.797 | 1.961 | 2.124 | 2.286 | 2.450 | 2.613 | 2.776 | 2.940 |
| 125 | 7.679 | 492 | 655 | 821 | 985 | 1.149 | 1.318 | 1.484 | 1.645 | 1.810 | 1.976 | 2.139 | 2.305 | 2.467 | 2.630 | 2.796 | 2.959 |
| 126 | 7.735 | 497 | 663 | 827 | 994 | 1.160 | 1.326 | 1.491 | 1.656 | 1.821 | 1.988 | 2.153 | 2.319 | 2.485 | 2.651 | 2.816 | 2.981 |
| 127 | 7.790 | 501 | 666 | 832 | 1.000 | 1.168 | 1.335 | 1.501 | 1.668 | 1.835 | 2.002 | 2.170 | 2.335 | 2.503 | 2.669 | 2.836 | 3.003 |
| 128 | 7.846 | 503 | 673 | 839 | 1.007 | 1.178 | 1.343 | 1.513 | 1.681 | 1.847 | 2.017 | 2.186 | 2.352 | 2.520 | 2.688 | 2.856 | 3.023 |
| 129 | 7.901 | 507 | 677 | 845 | 1.013 | 1.186 | 1.352 | 1.525 | 1.693 | 1.861 | 2.031 | 2.202 | 2.370 | 2.538 | 2.707 | 2.878 | 3.044 |
| 130 | 7.957 | 510 | 681 | 850 | 1.021 | 1.195 | 1.362 | 1.535 | 1.704 | 1.875 | 2.044 | 2.217 | 2.386 | 2.556 | 2.727 | 2.897 | 3.066 |
| 131 | 8.014 | 514 | 686 | 857 | 1.027 | 1.205 | 1.371 | 1.547 | 1.719 | 1.889 | 2.058 | 2.232 | 2.402 | 2.575 | 2.745 | 2.916 | 3.089 |
| 132 | 8.065 | 517 | 691 | 864 | 1.037 | 1.209 | 1.382 | 1.554 | 1.728 | 1.900 | 2.073 | 2.246 | 2.419 | 2.592 | 2.764 | 2.936 | 3.110 |
| 133 | 8.148 | 523 | 697 | 873 | 1.047 | 1.222 | 1.396 | 1.570 | 1.746 | 1.920 | 2.095 | 2.270 | 2.442 | 2.617 | 2.793 | 2.966 | 3.142 |
| 134 | 8.234 | 529 | 704 | 881 | 1.059 | 1.234 | 1.410 | 1.586 | 1.764 | 1.938 | 2.114 | 2.292 | 2.467 | 2.645 | 2.821 | 2.997 | 3.174 |
| 135 | 8.317 | 533 | 712 | 891 | 1.071 | 1.246 | 1.425 | 1.602 | 1.782 | 1.959 | 2.137 | 2.316 | 2.493 | 2.672 | 2.849 | 3.027 | 3.207 |
| 136 | 8.401 | 540 | 718 | 899 | 1.083 | 1.260 | 1.440 | 1.617 | 1.800 | 1.977 | 2.157 | 2.339 | 2.518 | 2.698 | 2.878 | 3.059 | 3.240 |
| 137 | 8.484 | 545 | 724 | 908 | 1.093 | 1.272 | 1.454 | 1.633 | 1.817 | 1.995 | 2.179 | 2.363 | 2.542 | 2.727 | 2.904 | 3.089 | 3.271 |
| 138 | 8.565 | 548 | 733 | 918 | 1.101 | 1.284 | 1.467 | 1.650 | 1.833 | 2.018 | 2.202 | 2.385 | 2.569 | 2.750 | 2.935 | 3.119 | 3.302 |
| 139 | 8.662 | 558 | 742 | 927 | 1.113 | 1.299 | 1.485 | 1.671 | 1.855 | 2.040 | 2.225 | 2.412 | 2.598 | 2.783 | 2.969 | 3.154 | 3.338 |
| 140 | 8.759 | 565 | 751 | 937 | 1.125 | 1.313 | 1.501 | 1.690 | 1.877 | 2.062 | 2.251 | 2.439 | 2.626 | 2.814 | 3.003 | 3.189 | 3.375 |
| 141 | 8.857 | 571 | 760 | 947 | 1.138 | 1.328 | 1.517 | 1.708 | 1.899 | 2.085 | 2.277 | 2.465 | 2.655 | 2.847 | 3.036 | 3.226 | 3.413 |
| 142 | 8.954 | 578 | 770 | 958 | 1.150 | 1.342 | 1.534 | 1.728 | 1.920 | 2.108 | 2.300 | 2.493 | 2.684 | 2.878 | 3.069 | 3.262 | 3.449 |
| 143 | 9.050 | 584 | 780 | 968 | 1.163 | 1.356 | 1.552 | 1.747 | 1.940 | 2.130 | 2.325 | 2.519 | 2.714 | 2.909 | 3.104 | 3.298 | 3.487 |
| 144 | 9.149 | 587 | 785 | 980 | 1.176 | 1.372 | 1.568 | 1.764 | 1.960 | 2.154 | 2.351 | 2.547 | 2.744 | 2.940 | 3.134 | 3.330 | 3.526 |
| 145 | 9.233 | 593 | 791 | 989 | 1.186 | 1.384 | 1.582 | 1.779 | 1.977 | 2.175 | 2.373 | 2.571 | 2.767 | 2.964 | 3.162 | 3.360 | 3.558 |
| 146 | 9.316 | 598 | 798 | 997 | 1.197 | 1.396 | 1.596 | 1.794 | 1.994 | 2.194 | 2.394 | 2.595 | 2.793 | 2.993 | 3.193 | 3.391 | 3.592 |
| 147 | 9.398 | 605 | 804 | 1.006 | 1.208 | 1.408 | 1.611 | 1.810 | 2.014 | 2.216 | 2.415 | 2.616 | 2.818 | 3.020 | 3.221 | 3.422 | 3.623 |
| 148 | 9.483 | 609 | 811 | 1.014 | 1.220 | 1.420 | 1.626 | 1.826 | 2.031 | 2.234 | 2.436 | 2.640 | 2.841 | 3.046 | 3.250 | 3.451 | 3.656 |
| 149 | 9.567 | 615 | 817 | 1.025 | 1.231 | 1.434 | 1.640 | 1.842 | 2.048 | 2.254 | 2.457 | 2.664 | 2.866 | 3.075 | 3.279 | 3.483 | 3.689 |
| 150 | 9.647 | 621 | 826 | 1.033 | 1.237 | 1.446 | 1.651 | 1.858 | 2.067 | 2.273 | 2.480 | 2.685 | 2.894 | 3.099 | 3.306 | 3.512 | 3.717 |
| 151 | 9.731 | 625 | 832 | 1.043 | 1.250 | 1.458 | 1.667 | 1.874 | 2.084 | 2.292 | 2.502 | 2.709 | 2.916 | 3.127 | 3.333 | 3.542 | 3.751 |
| 152 | 9.814 | 632 | 839 | 1.051 | 1.262 | 1.471 | 1.682 | 1.892 | 2.101 | 2.313 | 2.521 | 2.733 | 2.942 | 3.153 | 3.361 | 3.573 | 3.783 |
| 153 | 9.898 | 636 | 846 | 1.060 | 1.273 | 1.484 | 1.696 | 1.907 | 2.119 | 2.333 | 2.543 | 2.756 | 2.966 | 3.181 | 3.391 | 3.604 | 3.817 |
| 154 | 9.982 | 642 | 854 | 1.070 | 1.284 | 1.495 | 1.710 | 1.922 | 2.138 | 2.353 | 2.563 | 2.781 | 2.991 | 3.207 | 3.418 | 3.634 | 3.848 |

Sea port area Harlingen/Terschelling Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A | | | | B | | | | C | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 155 | 10.066 | 648 | 862 | 1.079 | 1.296 | 1.508 | 1.725 | 1.937 | 2.155 | 2.374 | 2.586 | 2.803 | 3.016 | 3.234 | 3.445 | 3.663 | 3.882 |
| 156 | 10.146 | 651 | 870 | 1.087 | 1.303 | 1.521 | 1.737 | 1.955 | 2.172 | 2.389 | 2.609 | 2.826 | 3.040 | 3.259 | 3.477 | 3.694 | 3.911 |
| 157 | 10.229 | 659 | 877 | 1.096 | 1.315 | 1.533 | 1.751 | 1.973 | 2.191 | 2.410 | 2.628 | 2.849 | 3.066 | 3.287 | 3.504 | 3.724 | 3.943 |
| 158 | 10.312 | 663 | 883 | 1.103 | 1.327 | 1.546 | 1.766 | 1.988 | 2.208 | 2.428 | 2.651 | 2.871 | 3.091 | 3.313 | 3.533 | 3.754 | 3.975 |
| 159 | 10.396 | 668 | 890 | 1.113 | 1.338 | 1.557 | 1.782 | 2.003 | 2.225 | 2.447 | 2.671 | 2.896 | 3.116 | 3.338 | 3.560 | 3.784 | 4.009 |
| 160 | 10.481 | 675 | 896 | 1.122 | 1.349 | 1.570 | 1.796 | 2.019 | 2.245 | 2.465 | 2.692 | 2.918 | 3.141 | 3.367 | 3.590 | 3.816 | 4.042 |
| 161 | 10.563 | 680 | 904 | 1.130 | 1.360 | 1.583 | 1.810 | 2.034 | 2.261 | 2.487 | 2.714 | 2.943 | 3.166 | 3.393 | 3.617 | 3.845 | 4.074 |
| 162 | 10.644 | 685 | 912 | 1.140 | 1.369 | 1.596 | 1.825 | 2.051 | 2.279 | 2.507 | 2.735 | 2.962 | 3.192 | 3.419 | 3.647 | 3.875 | 4.104 |
| 163 | 10.729 | 690 | 919 | 1.149 | 1.380 | 1.609 | 1.840 | 2.068 | 2.298 | 2.526 | 2.756 | 2.986 | 3.215 | 3.445 | 3.674 | 3.905 | 4.136 |
| 164 | 10.811 | 695 | 925 | 1.159 | 1.391 | 1.621 | 1.854 | 2.083 | 2.314 | 2.548 | 2.778 | 3.010 | 3.240 | 3.473 | 3.703 | 3.937 | 4.168 |
| 165 | 10.894 | 701 | 932 | 1.167 | 1.403 | 1.633 | 1.869 | 2.098 | 2.333 | 2.569 | 2.799 | 3.034 | 3.264 | 3.500 | 3.730 | 3.966 | 4.201 |
| 166 | 10.979 | 706 | 938 | 1.177 | 1.412 | 1.644 | 1.883 | 2.113 | 2.351 | 2.588 | 2.821 | 3.059 | 3.291 | 3.527 | 3.758 | 3.997 | 4.234 |
| 167 | 11.064 | 712 | 945 | 1.184 | 1.424 | 1.658 | 1.898 | 2.130 | 2.370 | 2.609 | 2.841 | 3.081 | 3.316 | 3.553 | 3.789 | 4.027 | 4.266 |
| 168 | 11.145 | 715 | 953 | 1.193 | 1.433 | 1.671 | 1.909 | 2.148 | 2.387 | 2.625 | 2.863 | 3.102 | 3.341 | 3.580 | 3.819 | 4.058 | 4.296 |
| 169 | 11.227 | 720 | 963 | 1.203 | 1.444 | 1.682 | 1.923 | 2.163 | 2.404 | 2.645 | 2.886 | 3.127 | 3.365 | 3.607 | 3.846 | 4.088 | 4.329 |
| 170 | 11.311 | 727 | 968 | 1.210 | 1.454 | 1.695 | 1.938 | 2.179 | 2.423 | 2.666 | 2.905 | 3.149 | 3.391 | 3.634 | 3.874 | 4.118 | 4.361 |
| 171 | 11.395 | 733 | 976 | 1.220 | 1.465 | 1.707 | 1.953 | 2.194 | 2.441 | 2.685 | 2.927 | 3.173 | 3.414 | 3.660 | 3.902 | 4.148 | 4.393 |
| 172 | 11.478 | 739 | 983 | 1.229 | 1.477 | 1.720 | 1.967 | 2.210 | 2.457 | 2.706 | 2.948 | 3.197 | 3.439 | 3.687 | 3.930 | 4.180 | 4.426 |
| 173 | 11.563 | 743 | 989 | 1.237 | 1.489 | 1.733 | 1.982 | 2.225 | 2.478 | 2.727 | 2.969 | 3.220 | 3.464 | 3.714 | 3.957 | 4.209 | 4.458 |
| 174 | 11.642 | 748 | 997 | 1.246 | 1.496 | 1.746 | 1.994 | 2.245 | 2.494 | 2.744 | 2.993 | 3.241 | 3.491 | 3.740 | 3.989 | 4.238 | 4.487 |
| 175 | 11.726 | 754 | 1.005 | 1.256 | 1.508 | 1.757 | 2.010 | 2.260 | 2.510 | 2.762 | 3.015 | 3.264 | 3.517 | 3.767 | 4.018 | 4.268 | 4.520 |
| 176 | 11.811 | 759 | 1.011 | 1.265 | 1.518 | 1.770 | 2.024 | 2.277 | 2.531 | 2.781 | 3.035 | 3.290 | 3.541 | 3.794 | 4.047 | 4.299 | 4.552 |
| 177 | 11.895 | 766 | 1.018 | 1.274 | 1.529 | 1.783 | 2.038 | 2.292 | 2.548 | 2.800 | 3.056 | 3.313 | 3.564 | 3.821 | 4.075 | 4.330 | 4.587 |
| 178 | 11.978 | 771 | 1.025 | 1.284 | 1.541 | 1.794 | 2.053 | 2.307 | 2.564 | 2.820 | 3.078 | 3.335 | 3.591 | 3.848 | 4.105 | 4.360 | 4.618 |
| 179 | 12.061 | 775 | 1.031 | 1.291 | 1.553 | 1.807 | 2.069 | 2.322 | 2.584 | 2.839 | 3.099 | 3.360 | 3.614 | 3.875 | 4.135 | 4.391 | 4.650 |
| 180 | 12.141 | 780 | 1.040 | 1.299 | 1.560 | 1.819 | 2.082 | 2.339 | 2.600 | 2.858 | 3.120 | 3.381 | 3.640 | 3.900 | 4.161 | 4.420 | 4.680 |
| 181 | 12.225 | 786 | 1.046 | 1.310 | 1.571 | 1.832 | 2.096 | 2.356 | 2.617 | 2.881 | 3.142 | 3.404 | 3.665 | 3.927 | 4.188 | 4.452 | 4.713 |
| 182 | 12.311 | 791 | 1.053 | 1.317 | 1.583 | 1.844 | 2.110 | 2.372 | 2.637 | 2.901 | 3.162 | 3.427 | 3.690 | 3.954 | 4.217 | 4.482 | 4.745 |
| 183 | 12.393 | 797 | 1.060 | 1.327 | 1.594 | 1.856 | 2.125 | 2.387 | 2.654 | 2.920 | 3.185 | 3.451 | 3.714 | 3.982 | 4.244 | 4.512 | 4.777 |
| 184 | 12.476 | 801 | 1.067 | 1.336 | 1.606 | 1.870 | 2.139 | 2.402 | 2.672 | 2.941 | 3.206 | 3.474 | 3.739 | 4.008 | 4.272 | 4.541 | 4.812 |
| 185 | 12.559 | 808 | 1.073 | 1.343 | 1.616 | 1.882 | 2.153 | 2.419 | 2.691 | 2.961 | 3.227 | 3.498 | 3.764 | 4.034 | 4.302 | 4.573 | 4.844 |
| 186 | 12.639 | 812 | 1.084 | 1.353 | 1.624 | 1.896 | 2.165 | 2.436 | 2.707 | 2.977 | 3.248 | 3.519 | 3.790 | 4.061 | 4.331 | 4.603 | 4.873 |

Sea port area Harlingen/Terschelling Ingoing and outgoing voyages (pilot station)

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 187 | 12.724 | 817 | 1.089 | 1.363 | 1.635 | 1.908 | 2.180 | 2.451 | 2.724 | 2.999 | 3.269 | 3.542 | 3.816 | 4.088 | 4.360 | 4.632 | 4.905 |
| 188 | 12.807 | 824 | 1.097 | 1.372 | 1.645 | 1.920 | 2.194 | 2.467 | 2.744 | 3.019 | 3.292 | 3.565 | 3.838 | 4.115 | 4.389 | 4.662 | 4.937 |
| 189 | 12.892 | 828 | 1.102 | 1.381 | 1.658 | 1.932 | 2.208 | 2.483 | 2.761 | 3.037 | 3.313 | 3.591 | 3.864 | 4.141 | 4.415 | 4.693 | 4.971 |
| 190 | 12.975 | 834 | 1.110 | 1.390 | 1.670 | 1.945 | 2.224 | 2.500 | 2.780 | 3.060 | 3.333 | 3.613 | 3.889 | 4.168 | 4.444 | 4.723 | 5.002 |
| 191 | 13.058 | 839 | 1.116 | 1.398 | 1.681 | 1.957 | 2.239 | 2.516 | 2.796 | 3.079 | 3.355 | 3.638 | 3.913 | 4.196 | 4.471 | 4.753 | 5.037 |
| 192 | 13.139 | 845 | 1.125 | 1.407 | 1.689 | 1.969 | 2.251 | 2.533 | 2.813 | 3.095 | 3.377 | 3.658 | 3.940 | 4.222 | 4.502 | 4.784 | 5.064 |
| 193 | 13.304 | 857 | 1.140 | 1.425 | 1.709 | 1.994 | 2.280 | 2.564 | 2.849 | 3.134 | 3.419 | 3.704 | 3.991 | 4.275 | 4.558 | 4.844 | 5.130 |
| 194 | 13.470 | 867 | 1.154 | 1.444 | 1.732 | 2.020 | 2.309 | 2.599 | 2.887 | 3.174 | 3.462 | 3.751 | 4.041 | 4.330 | 4.617 | 4.905 | 5.192 |
| 195 | 13.638 | 878 | 1.169 | 1.462 | 1.751 | 2.044 | 2.338 | 2.630 | 2.922 | 3.213 | 3.504 | 3.796 | 4.090 | 4.383 | 4.673 | 4.966 | 5.257 |
| ≥196 | 13.805 | 888 | 1.182 | 1.478 | 1.774 | 2.070 | 2.367 | 2.661 | 2.956 | 3.251 | 3.547 | 3.843 | 4.138 | 4.434 | 4.730 | 5.026 | 5.321 |

Tariff tables

Berth shift voyages



Sea port area Delfzijl/Eemshaven Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B | | | | | | | | B | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| ≤27 | 67 | 44 | 55 | 63 | 71 | 79 | 90 | 97 | 107 | 117 | 124 | 133 | 141 | 153 | 162 | 170 | 178 |
| 28 | 70 | 49 | 57 | 66 | 76 | 85 | 94 | 105 | 114 | 123 | 132 | 141 | 153 | 162 | 171 | 181 | 190 |
| 29 | 74 | 52 | 62 | 71 | 79 | 92 | 101 | 110 | 120 | 132 | 138 | 153 | 162 | 172 | 181 | 191 | 200 |
| 30 | 79 | 55 | 64 | 76 | 85 | 96 | 107 | 118 | 127 | 138 | 149 | 162 | 171 | 182 | 191 | 202 | 214 |
| 31 | 80 | 56 | 66 | 78 | 89 | 100 | 109 | 121 | 132 | 141 | 154 | 165 | 176 | 187 | 198 | 209 | 220 |
| 32 | 83 | 56 | 69 | 79 | 91 | 101 | 114 | 124 | 134 | 147 | 159 | 170 | 180 | 193 | 202 | 214 | 225 |
| 33 | 85 | 57 | 71 | 81 | 93 | 104 | 117 | 127 | 137 | 149 | 163 | 175 | 185 | 199 | 209 | 221 | 229 |
| 34 | 89 | 58 | 72 | 84 | 94 | 106 | 120 | 132 | 140 | 154 | 168 | 178 | 188 | 206 | 214 | 226 | 236 |
| 35 | 91 | 60 | 76 | 87 | 96 | 108 | 123 | 134 | 146 | 157 | 172 | 184 | 193 | 211 | 221 | 230 | 241 |
| 36 | 95 | 63 | 77 | 89 | 101 | 111 | 124 | 136 | 149 | 162 | 175 | 186 | 200 | 213 | 225 | 238 | 249 |
| 37 | 100 | 65 | 79 | 94 | 106 | 119 | 132 | 146 | 159 | 172 | 185 | 198 | 213 | 225 | 238 | 252 | 265 |
| 38 | 105 | 69 | 84 | 100 | 110 | 124 | 138 | 154 | 168 | 182 | 194 | 209 | 225 | 238 | 252 | 267 | 279 |
| 39 | 111 | 71 | 90 | 105 | 117 | 132 | 148 | 162 | 176 | 191 | 206 | 221 | 238 | 249 | 267 | 282 | 293 |
| 40 | 117 | 76 | 94 | 109 | 122 | 138 | 157 | 170 | 185 | 201 | 214 | 230 | 249 | 262 | 279 | 296 | 307 |
| 41 | 121 | 79 | 97 | 117 | 127 | 147 | 164 | 176 | 194 | 213 | 225 | 242 | 262 | 275 | 292 | 310 | 322 |
| 42 | 127 | 84 | 101 | 118 | 134 | 154 | 170 | 186 | 202 | 221 | 238 | 254 | 271 | 288 | 304 | 321 | 337 |
| 43 | 137 | 92 | 109 | 125 | 147 | 165 | 184 | 200 | 220 | 238 | 256 | 275 | 292 | 310 | 329 | 347 | 366 |
| 44 | 149 | 97 | 117 | 135 | 158 | 177 | 197 | 215 | 235 | 256 | 275 | 294 | 313 | 333 | 354 | 372 | 393 |
| 45 | 161 | 105 | 124 | 146 | 170 | 190 | 211 | 229 | 250 | 275 | 294 | 314 | 335 | 356 | 380 | 398 | 419 |
| 46 | 171 | 110 | 132 | 154 | 180 | 201 | 223 | 244 | 267 | 292 | 313 | 335 | 357 | 377 | 403 | 424 | 447 |
| 47 | 181 | 118 | 138 | 163 | 191 | 214 | 238 | 260 | 282 | 310 | 333 | 356 | 377 | 399 | 426 | 450 | 473 |
| 48 | 187 | 124 | 149 | 175 | 200 | 225 | 249 | 275 | 299 | 326 | 349 | 374 | 398 | 423 | 449 | 474 | 500 |
| 49 | 198 | 132 | 159 | 185 | 213 | 238 | 265 | 290 | 316 | 343 | 371 | 396 | 422 | 449 | 477 | 502 | 528 |
| 50 | 208 | 138 | 168 | 194 | 225 | 252 | 279 | 307 | 335 | 363 | 393 | 419 | 447 | 475 | 503 | 530 | 558 |
| 51 | 218 | 148 | 176 | 206 | 238 | 267 | 293 | 326 | 351 | 382 | 412 | 441 | 470 | 501 | 530 | 559 | 586 |
| 52 | 228 | 157 | 185 | 214 | 249 | 279 | 307 | 342 | 371 | 402 | 434 | 464 | 492 | 527 | 558 | 586 | 615 |
| 53 | 241 | 164 | 194 | 225 | 262 | 292 | 322 | 358 | 389 | 420 | 456 | 486 | 516 | 554 | 584 | 614 | 645 |
| 54 | 254 | 170 | 202 | 238 | 271 | 304 | 337 | 372 | 406 | 441 | 474 | 507 | 541 | 575 | 608 | 642 | 677 |
| 55 | 270 | 181 | 216 | 253 | 289 | 326 | 361 | 396 | 433 | 470 | 505 | 541 | 578 | 613 | 649 | 686 | 720 |
| 56 | 287 | 191 | 229 | 269 | 306 | 344 | 383 | 421 | 460 | 500 | 537 | 575 | 613 | 651 | 690 | 728 | 767 |
| 57 | 302 | 202 | 243 | 284 | 326 | 366 | 406 | 447 | 486 | 528 | 569 | 608 | 649 | 690 | 730 | 771 | 811 |
| 58 | 319 | 214 | 257 | 300 | 342 | 387 | 426 | 470 | 514 | 558 | 599 | 642 | 686 | 728 | 771 | 813 | 857 |

Sea port area Delfzijl/Eemshaven Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | A, B | | B | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 59 | 336 | 226 | 271 | 315 | 361 | 406 | 450 | 496 | 540 | 586 | 632 | 677 | 720 | 767 | 811 | 857 | 902 |
| 60 | 355 | 236 | 283 | 330 | 377 | 424 | 472 | 518 | 567 | 613 | 661 | 707 | 755 | 801 | 849 | 896 | 943 |
| 61 | 369 | 246 | 297 | 346 | 395 | 444 | 495 | 543 | 593 | 642 | 692 | 742 | 791 | 839 | 890 | 938 | 989 |
| 62 | 385 | 258 | 310 | 362 | 412 | 465 | 516 | 569 | 621 | 673 | 722 | 774 | 826 | 878 | 930 | 983 | 1.033 |
| 63 | 402 | 270 | 323 | 377 | 432 | 486 | 539 | 593 | 647 | 701 | 755 | 809 | 863 | 917 | 971 | 1.025 | 1.079 |
| 64 | 419 | 282 | 336 | 394 | 449 | 505 | 561 | 619 | 675 | 730 | 786 | 843 | 899 | 953 | 1.011 | 1.067 | 1.123 |
| 65 | 436 | 292 | 350 | 409 | 468 | 526 | 584 | 642 | 701 | 759 | 817 | 877 | 934 | 993 | 1.051 | 1.110 | 1.168 |
| 66 | 455 | 303 | 363 | 423 | 485 | 544 | 606 | 666 | 727 | 787 | 848 | 908 | 970 | 1.029 | 1.089 | 1.150 | 1.210 |
| 67 | 472 | 315 | 377 | 441 | 503 | 567 | 628 | 692 | 755 | 818 | 881 | 945 | 1.007 | 1.070 | 1.132 | 1.195 | 1.258 |
| 68 | 489 | 328 | 393 | 457 | 523 | 587 | 651 | 718 | 783 | 850 | 916 | 981 | 1.045 | 1.110 | 1.176 | 1.238 | 1.304 |
| 69 | 506 | 341 | 407 | 474 | 541 | 608 | 677 | 743 | 811 | 881 | 949 | 1.016 | 1.085 | 1.150 | 1.218 | 1.285 | 1.352 |
| 70 | 527 | 351 | 421 | 491 | 560 | 629 | 700 | 770 | 839 | 913 | 983 | 1.052 | 1.122 | 1.192 | 1.261 | 1.329 | 1.400 |
| 71 | 543 | 366 | 436 | 507 | 580 | 651 | 722 | 796 | 867 | 945 | 1.016 | 1.088 | 1.162 | 1.231 | 1.302 | 1.376 | 1.447 |
| 72 | 559 | 374 | 449 | 523 | 598 | 674 | 748 | 822 | 897 | 973 | 1.046 | 1.122 | 1.196 | 1.272 | 1.345 | 1.420 | 1.496 |
| 73 | 579 | 387 | 463 | 539 | 618 | 693 | 771 | 846 | 924 | 1.001 | 1.079 | 1.155 | 1.232 | 1.311 | 1.388 | 1.463 | 1.541 |
| 74 | 593 | 396 | 477 | 556 | 635 | 713 | 795 | 872 | 951 | 1.031 | 1.110 | 1.190 | 1.269 | 1.347 | 1.428 | 1.507 | 1.586 |
| 75 | 609 | 408 | 489 | 571 | 651 | 733 | 815 | 896 | 979 | 1.060 | 1.141 | 1.223 | 1.303 | 1.387 | 1.468 | 1.549 | 1.630 |
| 76 | 626 | 419 | 503 | 586 | 672 | 754 | 838 | 921 | 1.005 | 1.089 | 1.173 | 1.257 | 1.340 | 1.424 | 1.509 | 1.591 | 1.676 |
| 77 | 641 | 429 | 516 | 601 | 689 | 773 | 862 | 945 | 1.032 | 1.117 | 1.205 | 1.290 | 1.377 | 1.463 | 1.549 | 1.634 | 1.721 |
| 78 | 660 | 441 | 529 | 618 | 705 | 795 | 881 | 970 | 1.058 | 1.146 | 1.234 | 1.323 | 1.410 | 1.499 | 1.587 | 1.675 | 1.764 |
| 79 | 675 | 450 | 540 | 629 | 720 | 811 | 902 | 991 | 1.083 | 1.170 | 1.262 | 1.351 | 1.442 | 1.530 | 1.622 | 1.711 | 1.802 |
| 80 | 688 | 462 | 553 | 642 | 737 | 828 | 920 | 1.012 | 1.105 | 1.195 | 1.288 | 1.381 | 1.474 | 1.564 | 1.657 | 1.749 | 1.841 |
| 81 | 704 | 470 | 563 | 659 | 753 | 846 | 938 | 1.033 | 1.128 | 1.220 | 1.315 | 1.409 | 1.505 | 1.596 | 1.691 | 1.787 | 1.879 |
| 82 | 717 | 480 | 574 | 672 | 769 | 865 | 958 | 1.054 | 1.152 | 1.244 | 1.342 | 1.438 | 1.536 | 1.629 | 1.726 | 1.823 | 1.915 |
| 83 | 733 | 491 | 585 | 685 | 785 | 883 | 978 | 1.076 | 1.177 | 1.270 | 1.370 | 1.468 | 1.569 | 1.662 | 1.761 | 1.859 | 1.953 |
| 84 | 748 | 500 | 598 | 699 | 798 | 897 | 997 | 1.098 | 1.196 | 1.297 | 1.396 | 1.496 | 1.596 | 1.695 | 1.794 | 1.896 | 1.994 |
| 85 | 763 | 509 | 611 | 713 | 814 | 917 | 1.019 | 1.119 | 1.221 | 1.324 | 1.425 | 1.527 | 1.629 | 1.732 | 1.832 | 1.934 | 2.035 |
| 86 | 780 | 518 | 623 | 728 | 831 | 936 | 1.040 | 1.142 | 1.246 | 1.350 | 1.454 | 1.558 | 1.664 | 1.766 | 1.870 | 1.975 | 2.080 |
| 87 | 796 | 529 | 636 | 742 | 848 | 953 | 1.061 | 1.165 | 1.271 | 1.378 | 1.485 | 1.590 | 1.697 | 1.803 | 1.907 | 2.014 | 2.119 |
| 88 | 812 | 539 | 648 | 757 | 865 | 974 | 1.084 | 1.187 | 1.296 | 1.404 | 1.513 | 1.622 | 1.732 | 1.840 | 1.942 | 2.051 | 2.160 |
| 89 | 828 | 547 | 661 | 771 | 881 | 993 | 1.103 | 1.209 | 1.319 | 1.432 | 1.542 | 1.653 | 1.765 | 1.874 | 1.980 | 2.092 | 2.203 |
| 90 | 841 | 560 | 674 | 786 | 897 | 1.010 | 1.122 | 1.234 | 1.345 | 1.459 | 1.570 | 1.682 | 1.794 | 1.908 | 2.020 | 2.132 | 2.245 |

Sea port area Delfzijl/Eemshaven Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | A, B | | B | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 91 | 857 | 571 | 686 | 800 | 915 | 1.029 | 1.143 | 1.257 | 1.372 | 1.487 | 1.600 | 1.715 | 1.828 | 1.942 | 2.056 | 2.171 | 2.285 |
| 92 | 873 | 581 | 697 | 814 | 931 | 1.047 | 1.165 | 1.279 | 1.396 | 1.513 | 1.629 | 1.746 | 1.861 | 1.979 | 2.095 | 2.210 | 2.327 |
| 93 | 891 | 592 | 710 | 828 | 947 | 1.067 | 1.186 | 1.301 | 1.420 | 1.540 | 1.658 | 1.778 | 1.897 | 2.015 | 2.131 | 2.250 | 2.370 |
| 94 | 907 | 600 | 721 | 844 | 966 | 1.087 | 1.208 | 1.325 | 1.446 | 1.568 | 1.688 | 1.808 | 1.929 | 2.051 | 2.168 | 2.290 | 2.412 |
| 95 | 924 | 611 | 734 | 859 | 983 | 1.105 | 1.229 | 1.345 | 1.471 | 1.594 | 1.717 | 1.841 | 1.964 | 2.087 | 2.205 | 2.329 | 2.451 |
| 96 | 934 | 623 | 748 | 873 | 997 | 1.122 | 1.246 | 1.372 | 1.496 | 1.621 | 1.746 | 1.870 | 1.994 | 2.119 | 2.245 | 2.370 | 2.494 |
| 97 | 950 | 635 | 761 | 889 | 1.014 | 1.142 | 1.270 | 1.396 | 1.523 | 1.649 | 1.778 | 1.905 | 2.031 | 2.157 | 2.284 | 2.412 | 2.538 |
| 98 | 966 | 646 | 774 | 905 | 1.033 | 1.163 | 1.291 | 1.420 | 1.550 | 1.680 | 1.808 | 1.937 | 2.068 | 2.196 | 2.325 | 2.454 | 2.584 |
| 99 | 981 | 659 | 788 | 920 | 1.051 | 1.182 | 1.314 | 1.446 | 1.577 | 1.708 | 1.841 | 1.973 | 2.103 | 2.233 | 2.367 | 2.496 | 2.628 |
| 100 | 999 | 668 | 801 | 936 | 1.070 | 1.204 | 1.337 | 1.471 | 1.604 | 1.737 | 1.871 | 2.005 | 2.139 | 2.273 | 2.404 | 2.539 | 2.674 |
| 101 | 1.016 | 680 | 815 | 951 | 1.087 | 1.223 | 1.358 | 1.495 | 1.630 | 1.766 | 1.902 | 2.038 | 2.175 | 2.311 | 2.446 | 2.583 | 2.719 |
| 102 | 1.034 | 690 | 827 | 967 | 1.103 | 1.242 | 1.381 | 1.518 | 1.656 | 1.794 | 1.932 | 2.071 | 2.208 | 2.345 | 2.485 | 2.624 | 2.760 |
| 103 | 1.043 | 695 | 834 | 974 | 1.112 | 1.251 | 1.391 | 1.529 | 1.668 | 1.807 | 1.947 | 2.086 | 2.224 | 2.365 | 2.504 | 2.643 | 2.781 |
| 104 | 1.048 | 701 | 840 | 983 | 1.119 | 1.261 | 1.401 | 1.541 | 1.681 | 1.820 | 1.961 | 2.101 | 2.243 | 2.383 | 2.522 | 2.663 | 2.803 |
| 105 | 1.056 | 706 | 848 | 990 | 1.127 | 1.270 | 1.410 | 1.553 | 1.693 | 1.833 | 1.976 | 2.117 | 2.259 | 2.400 | 2.542 | 2.683 | 2.824 |
| 106 | 1.065 | 712 | 854 | 997 | 1.136 | 1.278 | 1.420 | 1.564 | 1.704 | 1.847 | 1.991 | 2.133 | 2.277 | 2.419 | 2.561 | 2.705 | 2.844 |
| 107 | 1.072 | 718 | 862 | 1.005 | 1.143 | 1.287 | 1.432 | 1.575 | 1.719 | 1.860 | 2.005 | 2.149 | 2.292 | 2.436 | 2.579 | 2.723 | 2.866 |
| 108 | 1.082 | 720 | 866 | 1.010 | 1.153 | 1.299 | 1.442 | 1.587 | 1.732 | 1.875 | 2.020 | 2.163 | 2.308 | 2.451 | 2.598 | 2.741 | 2.886 |
| 109 | 1.092 | 727 | 873 | 1.018 | 1.164 | 1.311 | 1.454 | 1.601 | 1.746 | 1.893 | 2.035 | 2.181 | 2.327 | 2.473 | 2.617 | 2.763 | 2.909 |
| 110 | 1.100 | 733 | 879 | 1.026 | 1.175 | 1.322 | 1.467 | 1.615 | 1.760 | 1.908 | 2.053 | 2.200 | 2.345 | 2.493 | 2.639 | 2.787 | 2.931 |
| 111 | 1.109 | 739 | 886 | 1.033 | 1.183 | 1.331 | 1.478 | 1.628 | 1.776 | 1.923 | 2.071 | 2.217 | 2.367 | 2.511 | 2.661 | 2.808 | 2.955 |
| 112 | 1.117 | 743 | 892 | 1.041 | 1.194 | 1.343 | 1.493 | 1.641 | 1.790 | 1.938 | 2.087 | 2.234 | 2.385 | 2.533 | 2.683 | 2.830 | 2.979 |
| 113 | 1.126 | 748 | 899 | 1.048 | 1.205 | 1.354 | 1.504 | 1.654 | 1.803 | 1.953 | 2.104 | 2.253 | 2.403 | 2.552 | 2.705 | 2.853 | 3.003 |
| 114 | 1.136 | 757 | 908 | 1.059 | 1.210 | 1.363 | 1.514 | 1.666 | 1.816 | 1.967 | 2.119 | 2.270 | 2.422 | 2.573 | 2.724 | 2.878 | 3.027 |
| 115 | 1.143 | 764 | 916 | 1.069 | 1.221 | 1.374 | 1.526 | 1.679 | 1.831 | 1.982 | 2.137 | 2.289 | 2.441 | 2.595 | 2.746 | 2.900 | 3.051 |
| 116 | 1.152 | 769 | 921 | 1.078 | 1.231 | 1.385 | 1.539 | 1.691 | 1.845 | 1.999 | 2.153 | 2.307 | 2.458 | 2.614 | 2.767 | 2.922 | 3.075 |
| 117 | 1.163 | 773 | 930 | 1.087 | 1.239 | 1.396 | 1.552 | 1.704 | 1.859 | 2.015 | 2.171 | 2.324 | 2.480 | 2.632 | 2.789 | 2.944 | 3.097 |
| 118 | 1.170 | 780 | 936 | 1.096 | 1.251 | 1.407 | 1.564 | 1.720 | 1.874 | 2.031 | 2.187 | 2.341 | 2.497 | 2.654 | 2.810 | 2.966 | 3.121 |
| 119 | 1.180 | 786 | 941 | 1.103 | 1.262 | 1.419 | 1.576 | 1.733 | 1.889 | 2.046 | 2.204 | 2.359 | 2.518 | 2.675 | 2.833 | 2.989 | 3.144 |
| 120 | 1.189 | 795 | 951 | 1.110 | 1.269 | 1.425 | 1.584 | 1.742 | 1.901 | 2.058 | 2.219 | 2.379 | 2.536 | 2.694 | 2.853 | 3.011 | 3.170 |
| 121 | 1.196 | 799 | 958 | 1.117 | 1.278 | 1.437 | 1.598 | 1.756 | 1.915 | 2.075 | 2.237 | 2.397 | 2.556 | 2.715 | 2.874 | 3.034 | 3.195 |
| 122 | 1.205 | 804 | 966 | 1.125 | 1.288 | 1.449 | 1.610 | 1.770 | 1.929 | 2.092 | 2.253 | 2.414 | 2.575 | 2.735 | 2.896 | 3.056 | 3.216 |

Sea port area Delfzijl/Eemshaven Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B | | B | | | | | | | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 123 | 1.215 | 810 | 972 | 1.133 | 1.299 | 1.461 | 1.622 | 1.784 | 1.946 | 2.108 | 2.270 | 2.431 | 2.595 | 2.755 | 2.916 | 3.079 | 3.240 |
| 124 | 1.224 | 815 | 979 | 1.141 | 1.310 | 1.472 | 1.634 | 1.797 | 1.961 | 2.124 | 2.286 | 2.450 | 2.613 | 2.776 | 2.940 | 3.101 | 3.263 |
| 125 | 1.234 | 821 | 985 | 1.149 | 1.318 | 1.484 | 1.645 | 1.810 | 1.976 | 2.139 | 2.305 | 2.467 | 2.630 | 2.796 | 2.959 | 3.124 | 3.289 |
| 126 | 1.243 | 827 | 994 | 1.160 | 1.326 | 1.491 | 1.656 | 1.821 | 1.988 | 2.153 | 2.319 | 2.485 | 2.651 | 2.816 | 2.981 | 3.146 | 3.313 |
| 127 | 1.250 | 832 | 1.000 | 1.168 | 1.335 | 1.501 | 1.668 | 1.835 | 2.002 | 2.170 | 2.335 | 2.503 | 2.669 | 2.836 | 3.003 | 3.170 | 3.335 |
| 128 | 1.260 | 839 | 1.007 | 1.178 | 1.343 | 1.513 | 1.681 | 1.847 | 2.017 | 2.186 | 2.352 | 2.520 | 2.688 | 2.856 | 3.023 | 3.193 | 3.360 |
| 129 | 1.271 | 845 | 1.013 | 1.186 | 1.352 | 1.525 | 1.693 | 1.861 | 2.031 | 2.202 | 2.370 | 2.538 | 2.707 | 2.878 | 3.044 | 3.214 | 3.383 |
| 130 | 1.278 | 850 | 1.021 | 1.195 | 1.362 | 1.535 | 1.704 | 1.875 | 2.044 | 2.217 | 2.386 | 2.556 | 2.727 | 2.897 | 3.066 | 3.237 | 3.408 |
| 131 | 1.288 | 857 | 1.027 | 1.205 | 1.371 | 1.547 | 1.719 | 1.889 | 2.058 | 2.232 | 2.402 | 2.575 | 2.745 | 2.916 | 3.089 | 3.260 | 3.430 |
| 132 | 1.296 | 864 | 1.037 | 1.209 | 1.382 | 1.554 | 1.728 | 1.900 | 2.073 | 2.246 | 2.419 | 2.592 | 2.764 | 2.936 | 3.110 | 3.282 | 3.454 |
| 133 | 1.309 | 873 | 1.047 | 1.222 | 1.396 | 1.570 | 1.746 | 1.920 | 2.095 | 2.270 | 2.442 | 2.617 | 2.793 | 2.966 | 3.142 | 3.316 | 3.491 |
| 134 | 1.319 | 881 | 1.059 | 1.234 | 1.410 | 1.586 | 1.764 | 1.938 | 2.114 | 2.292 | 2.467 | 2.645 | 2.821 | 2.997 | 3.174 | 3.350 | 3.527 |
| 135 | 1.332 | 891 | 1.071 | 1.246 | 1.425 | 1.602 | 1.782 | 1.959 | 2.137 | 2.316 | 2.493 | 2.672 | 2.849 | 3.027 | 3.207 | 3.383 | 3.563 |
| 136 | 1.344 | 899 | 1.083 | 1.260 | 1.440 | 1.617 | 1.800 | 1.977 | 2.157 | 2.339 | 2.518 | 2.698 | 2.878 | 3.059 | 3.240 | 3.417 | 3.599 |
| 137 | 1.357 | 908 | 1.093 | 1.272 | 1.454 | 1.633 | 1.817 | 1.995 | 2.179 | 2.363 | 2.542 | 2.727 | 2.904 | 3.089 | 3.271 | 3.451 | 3.635 |
| 138 | 1.374 | 918 | 1.101 | 1.284 | 1.467 | 1.650 | 1.833 | 2.018 | 2.202 | 2.385 | 2.569 | 2.750 | 2.935 | 3.119 | 3.302 | 3.486 | 3.669 |
| 139 | 1.392 | 927 | 1.113 | 1.299 | 1.485 | 1.671 | 1.855 | 2.040 | 2.225 | 2.412 | 2.598 | 2.783 | 2.969 | 3.154 | 3.338 | 3.525 | 3.711 |
| 140 | 1.408 | 937 | 1.125 | 1.313 | 1.501 | 1.690 | 1.877 | 2.062 | 2.251 | 2.439 | 2.626 | 2.814 | 3.003 | 3.189 | 3.375 | 3.564 | 3.752 |
| 141 | 1.423 | 947 | 1.138 | 1.328 | 1.517 | 1.708 | 1.899 | 2.085 | 2.277 | 2.465 | 2.655 | 2.847 | 3.036 | 3.226 | 3.413 | 3.604 | 3.793 |
| 142 | 1.440 | 958 | 1.150 | 1.342 | 1.534 | 1.728 | 1.920 | 2.108 | 2.300 | 2.493 | 2.684 | 2.878 | 3.069 | 3.262 | 3.449 | 3.643 | 3.835 |
| 143 | 1.458 | 968 | 1.163 | 1.356 | 1.552 | 1.747 | 1.940 | 2.130 | 2.325 | 2.519 | 2.714 | 2.909 | 3.104 | 3.298 | 3.487 | 3.683 | 3.877 |
| 144 | 1.469 | 980 | 1.176 | 1.372 | 1.568 | 1.764 | 1.960 | 2.154 | 2.351 | 2.547 | 2.744 | 2.940 | 3.134 | 3.330 | 3.526 | 3.723 | 3.917 |
| 145 | 1.482 | 989 | 1.186 | 1.384 | 1.582 | 1.779 | 1.977 | 2.175 | 2.373 | 2.571 | 2.767 | 2.964 | 3.162 | 3.360 | 3.558 | 3.756 | 3.954 |
| 146 | 1.494 | 997 | 1.197 | 1.396 | 1.596 | 1.794 | 1.994 | 2.194 | 2.394 | 2.595 | 2.793 | 2.993 | 3.193 | 3.391 | 3.592 | 3.790 | 3.991 |
| 147 | 1.507 | 1.006 | 1.208 | 1.408 | 1.611 | 1.810 | 2.014 | 2.216 | 2.415 | 2.616 | 2.818 | 3.020 | 3.221 | 3.422 | 3.623 | 3.823 | 4.025 |
| 148 | 1.518 | 1.014 | 1.220 | 1.420 | 1.626 | 1.826 | 2.031 | 2.234 | 2.436 | 2.640 | 2.841 | 3.046 | 3.250 | 3.451 | 3.656 | 3.857 | 4.061 |
| 149 | 1.531 | 1.025 | 1.231 | 1.434 | 1.640 | 1.842 | 2.048 | 2.254 | 2.457 | 2.664 | 2.866 | 3.075 | 3.279 | 3.483 | 3.689 | 3.891 | 4.099 |
| 150 | 1.552 | 1.033 | 1.237 | 1.446 | 1.651 | 1.858 | 2.067 | 2.273 | 2.480 | 2.685 | 2.894 | 3.099 | 3.306 | 3.512 | 3.717 | 3.925 | 4.131 |
| 151 | 1.562 | 1.043 | 1.250 | 1.458 | 1.667 | 1.874 | 2.084 | 2.292 | 2.502 | 2.709 | 2.916 | 3.127 | 3.333 | 3.542 | 3.751 | 3.957 | 4.167 |
| 152 | 1.576 | 1.051 | 1.262 | 1.471 | 1.682 | 1.892 | 2.101 | 2.313 | 2.521 | 2.733 | 2.942 | 3.153 | 3.361 | 3.573 | 3.783 | 3.993 | 4.203 |
| 153 | 1.587 | 1.060 | 1.273 | 1.484 | 1.696 | 1.907 | 2.119 | 2.333 | 2.543 | 2.756 | 2.966 | 3.181 | 3.391 | 3.604 | 3.817 | 4.025 | 4.240 |
| 154 | 1.600 | 1.070 | 1.284 | 1.495 | 1.710 | 1.922 | 2.138 | 2.353 | 2.563 | 2.781 | 2.991 | 3.207 | 3.418 | 3.634 | 3.848 | 4.060 | 4.275 |

Sea port area Delfzijl/Eemshaven Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | A, B | | B | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 155 | 1.611 | 1.079 | 1.296 | 1.508 | 1.725 | 1.937 | 2.155 | 2.374 | 2.586 | 2.803 | 3.016 | 3.234 | 3.445 | 3.663 | 3.882 | 4.093 | 4.311 |
| 156 | 1.628 | 1.087 | 1.303 | 1.521 | 1.737 | 1.955 | 2.172 | 2.389 | 2.609 | 2.826 | 3.040 | 3.259 | 3.477 | 3.694 | 3.911 | 4.128 | 4.347 |
| 157 | 1.640 | 1.096 | 1.315 | 1.533 | 1.751 | 1.973 | 2.191 | 2.410 | 2.628 | 2.849 | 3.066 | 3.287 | 3.504 | 3.724 | 3.943 | 4.162 | 4.381 |
| 158 | 1.655 | 1.103 | 1.327 | 1.546 | 1.766 | 1.988 | 2.208 | 2.428 | 2.651 | 2.871 | 3.091 | 3.313 | 3.533 | 3.754 | 3.975 | 4.196 | 4.418 |
| 159 | 1.666 | 1.113 | 1.338 | 1.557 | 1.782 | 2.003 | 2.225 | 2.447 | 2.671 | 2.896 | 3.116 | 3.338 | 3.560 | 3.784 | 4.009 | 4.229 | 4.454 |
| 160 | 1.679 | 1.122 | 1.349 | 1.570 | 1.796 | 2.019 | 2.245 | 2.465 | 2.692 | 2.918 | 3.141 | 3.367 | 3.590 | 3.816 | 4.042 | 4.262 | 4.489 |
| 161 | 1.690 | 1.130 | 1.360 | 1.583 | 1.810 | 2.034 | 2.261 | 2.487 | 2.714 | 2.943 | 3.166 | 3.393 | 3.617 | 3.845 | 4.074 | 4.297 | 4.526 |
| 162 | 1.709 | 1.140 | 1.369 | 1.596 | 1.825 | 2.051 | 2.279 | 2.507 | 2.735 | 2.962 | 3.192 | 3.419 | 3.647 | 3.875 | 4.104 | 4.331 | 4.558 |
| 163 | 1.723 | 1.149 | 1.380 | 1.609 | 1.840 | 2.068 | 2.298 | 2.526 | 2.756 | 2.986 | 3.215 | 3.445 | 3.674 | 3.905 | 4.136 | 4.364 | 4.594 |
| 164 | 1.738 | 1.159 | 1.391 | 1.621 | 1.854 | 2.083 | 2.314 | 2.548 | 2.778 | 3.010 | 3.240 | 3.473 | 3.703 | 3.937 | 4.168 | 4.400 | 4.632 |
| 165 | 1.752 | 1.167 | 1.403 | 1.633 | 1.869 | 2.098 | 2.333 | 2.569 | 2.799 | 3.034 | 3.264 | 3.500 | 3.730 | 3.966 | 4.201 | 4.432 | 4.666 |
| 166 | 1.765 | 1.177 | 1.412 | 1.644 | 1.883 | 2.113 | 2.351 | 2.588 | 2.821 | 3.059 | 3.291 | 3.527 | 3.758 | 3.997 | 4.234 | 4.467 | 4.704 |
| 167 | 1.780 | 1.184 | 1.424 | 1.658 | 1.898 | 2.130 | 2.370 | 2.609 | 2.841 | 3.081 | 3.316 | 3.553 | 3.789 | 4.027 | 4.266 | 4.499 | 4.739 |
| 168 | 1.789 | 1.193 | 1.433 | 1.671 | 1.909 | 2.148 | 2.387 | 2.625 | 2.863 | 3.102 | 3.341 | 3.580 | 3.819 | 4.058 | 4.296 | 4.535 | 4.772 |
| 169 | 1.802 | 1.203 | 1.444 | 1.682 | 1.923 | 2.163 | 2.404 | 2.645 | 2.886 | 3.127 | 3.365 | 3.607 | 3.846 | 4.088 | 4.329 | 4.568 | 4.810 |
| 170 | 1.814 | 1.210 | 1.454 | 1.695 | 1.938 | 2.179 | 2.423 | 2.666 | 2.905 | 3.149 | 3.391 | 3.634 | 3.874 | 4.118 | 4.361 | 4.603 | 4.844 |
| 171 | 1.827 | 1.220 | 1.465 | 1.707 | 1.953 | 2.194 | 2.441 | 2.685 | 2.927 | 3.173 | 3.414 | 3.660 | 3.902 | 4.148 | 4.393 | 4.635 | 4.880 |
| 172 | 1.842 | 1.229 | 1.477 | 1.720 | 1.967 | 2.210 | 2.457 | 2.706 | 2.948 | 3.197 | 3.439 | 3.687 | 3.930 | 4.180 | 4.426 | 4.669 | 4.918 |
| 173 | 1.853 | 1.237 | 1.489 | 1.733 | 1.982 | 2.225 | 2.478 | 2.727 | 2.969 | 3.220 | 3.464 | 3.714 | 3.957 | 4.209 | 4.458 | 4.704 | 4.952 |
| 174 | 1.871 | 1.246 | 1.496 | 1.746 | 1.994 | 2.245 | 2.494 | 2.744 | 2.993 | 3.241 | 3.491 | 3.740 | 3.989 | 4.238 | 4.487 | 4.738 | 4.986 |
| 175 | 1.883 | 1.256 | 1.508 | 1.757 | 2.010 | 2.260 | 2.510 | 2.762 | 3.015 | 3.264 | 3.517 | 3.767 | 4.018 | 4.268 | 4.520 | 4.770 | 5.023 |
| 176 | 1.896 | 1.265 | 1.518 | 1.770 | 2.024 | 2.277 | 2.531 | 2.781 | 3.035 | 3.290 | 3.541 | 3.794 | 4.047 | 4.299 | 4.552 | 4.805 | 5.057 |
| 177 | 1.908 | 1.274 | 1.529 | 1.783 | 2.038 | 2.292 | 2.548 | 2.800 | 3.056 | 3.313 | 3.564 | 3.821 | 4.075 | 4.330 | 4.587 | 4.837 | 5.094 |
| 178 | 1.921 | 1.284 | 1.541 | 1.794 | 2.053 | 2.307 | 2.564 | 2.820 | 3.078 | 3.335 | 3.591 | 3.848 | 4.105 | 4.360 | 4.618 | 4.872 | 5.130 |
| 179 | 1.934 | 1.291 | 1.553 | 1.807 | 2.069 | 2.322 | 2.584 | 2.839 | 3.099 | 3.360 | 3.614 | 3.875 | 4.135 | 4.391 | 4.650 | 4.905 | 5.165 |
| 180 | 1.950 | 1.299 | 1.560 | 1.819 | 2.082 | 2.339 | 2.600 | 2.858 | 3.120 | 3.381 | 3.640 | 3.900 | 4.161 | 4.420 | 4.680 | 4.940 | 5.201 |
| 181 | 1.963 | 1.310 | 1.571 | 1.832 | 2.096 | 2.356 | 2.617 | 2.881 | 3.142 | 3.404 | 3.665 | 3.927 | 4.188 | 4.452 | 4.713 | 4.973 | 5.237 |
| 182 | 1.975 | 1.317 | 1.583 | 1.844 | 2.110 | 2.372 | 2.637 | 2.901 | 3.162 | 3.427 | 3.690 | 3.954 | 4.217 | 4.482 | 4.745 | 5.009 | 5.272 |
| 183 | 1.988 | 1.327 | 1.594 | 1.856 | 2.125 | 2.387 | 2.654 | 2.920 | 3.185 | 3.451 | 3.714 | 3.982 | 4.244 | 4.512 | 4.777 | 5.041 | 5.309 |
| 184 | 2.000 | 1.336 | 1.606 | 1.870 | 2.139 | 2.402 | 2.672 | 2.941 | 3.206 | 3.474 | 3.739 | 4.008 | 4.272 | 4.541 | 4.812 | 5.074 | 5.345 |
| 185 | 2.013 | 1.343 | 1.616 | 1.882 | 2.153 | 2.419 | 2.691 | 2.961 | 3.227 | 3.498 | 3.764 | 4.034 | 4.302 | 4.573 | 4.844 | 5.108 | 5.380 |
| 186 | 2.029 | 1.353 | 1.624 | 1.896 | 2.165 | 2.436 | 2.707 | 2.977 | 3.248 | 3.519 | 3.790 | 4.061 | 4.331 | 4.603 | 4.873 | 5.145 | 5.415 |

Sea port area Delfzijl/Eemshaven Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B | | | | | | | | B | | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 187 | 2.043 | 1.363 | 1.635 | 1.908 | 2.180 | 2.451 | 2.724 | 2.999 | 3.269 | 3.542 | 3.816 | 4.088 | 4.360 | 4.632 | 4.905 | 5.176 | 5.450 |
| 188 | 2.055 | 1.372 | 1.645 | 1.920 | 2.194 | 2.467 | 2.744 | 3.019 | 3.292 | 3.565 | 3.838 | 4.115 | 4.389 | 4.662 | 4.937 | 5.212 | 5.484 |
| 189 | 2.068 | 1.381 | 1.658 | 1.932 | 2.208 | 2.483 | 2.761 | 3.037 | 3.313 | 3.591 | 3.864 | 4.141 | 4.415 | 4.693 | 4.971 | 5.243 | 5.522 |
| 190 | 2.080 | 1.390 | 1.670 | 1.945 | 2.224 | 2.500 | 2.780 | 3.060 | 3.333 | 3.613 | 3.889 | 4.168 | 4.444 | 4.723 | 5.002 | 5.279 | 5.558 |
| 191 | 2.092 | 1.398 | 1.681 | 1.957 | 2.239 | 2.516 | 2.796 | 3.079 | 3.355 | 3.638 | 3.913 | 4.196 | 4.471 | 4.753 | 5.037 | 5.311 | 5.595 |
| 192 | 2.111 | 1.407 | 1.689 | 1.969 | 2.251 | 2.533 | 2.813 | 3.095 | 3.377 | 3.658 | 3.940 | 4.222 | 4.502 | 4.784 | 5.064 | 5.347 | 5.627 |
| 193 | 2.137 | 1.425 | 1.709 | 1.994 | 2.280 | 2.564 | 2.849 | 3.134 | 3.419 | 3.704 | 3.991 | 4.275 | 4.558 | 4.844 | 5.130 | 5.415 | 5.701 |
| 194 | 2.163 | 1.444 | 1.732 | 2.020 | 2.309 | 2.599 | 2.887 | 3.174 | 3.462 | 3.751 | 4.041 | 4.330 | 4.617 | 4.905 | 5.192 | 5.481 | 5.770 |
| 195 | 2.190 | 1.462 | 1.751 | 2.044 | 2.338 | 2.630 | 2.922 | 3.213 | 3.504 | 3.796 | 4.090 | 4.383 | 4.673 | 4.966 | 5.257 | 5.550 | 5.844 |
| ≥196 | 2.217 | 1.478 | 1.774 | 2.070 | 2.367 | 2.661 | 2.956 | 3.251 | 3.547 | 3.843 | 4.138 | 4.434 | 4.730 | 5.026 | 5.321 | 5.619 | 5.914 |

Sea port area Harlingen/Terschelling Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B, C | | | | B | | | | C | | | | C | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| ≤27 | 67 | 44 | 55 | 63 | 71 | 79 | 90 | 97 | 107 | 117 | 124 | 133 | 141 | 153 | 162 | 170 | 178 |
| 28 | 70 | 49 | 57 | 66 | 76 | 85 | 94 | 105 | 114 | 123 | 132 | 141 | 153 | 162 | 171 | 181 | 190 |
| 29 | 74 | 52 | 62 | 71 | 79 | 92 | 101 | 110 | 120 | 132 | 138 | 153 | 162 | 172 | 181 | 191 | 200 |
| 30 | 79 | 55 | 64 | 76 | 85 | 96 | 107 | 118 | 127 | 138 | 149 | 162 | 171 | 182 | 191 | 202 | 214 |
| 31 | 80 | 56 | 66 | 78 | 89 | 100 | 109 | 121 | 132 | 141 | 154 | 165 | 176 | 187 | 198 | 209 | 220 |
| 32 | 83 | 56 | 69 | 79 | 91 | 101 | 114 | 124 | 134 | 147 | 159 | 170 | 180 | 193 | 202 | 214 | 225 |
| 33 | 85 | 57 | 71 | 81 | 93 | 104 | 117 | 127 | 137 | 149 | 163 | 175 | 185 | 199 | 209 | 221 | 229 |
| 34 | 89 | 58 | 72 | 84 | 94 | 106 | 120 | 132 | 140 | 154 | 168 | 178 | 188 | 206 | 214 | 226 | 236 |
| 35 | 91 | 60 | 76 | 87 | 96 | 108 | 123 | 134 | 146 | 157 | 172 | 184 | 193 | 211 | 221 | 230 | 241 |
| 36 | 95 | 63 | 77 | 89 | 101 | 111 | 124 | 136 | 149 | 162 | 175 | 186 | 200 | 213 | 225 | 238 | 249 |
| 37 | 100 | 65 | 79 | 94 | 106 | 119 | 132 | 146 | 159 | 172 | 185 | 198 | 213 | 225 | 238 | 252 | 265 |
| 38 | 105 | 69 | 84 | 100 | 110 | 124 | 138 | 154 | 168 | 182 | 194 | 209 | 225 | 238 | 252 | 267 | 279 |
| 39 | 111 | 71 | 90 | 105 | 117 | 132 | 148 | 162 | 176 | 191 | 206 | 221 | 238 | 249 | 267 | 282 | 293 |
| 40 | 117 | 76 | 94 | 109 | 122 | 138 | 157 | 170 | 185 | 201 | 214 | 230 | 249 | 262 | 279 | 296 | 307 |
| 41 | 121 | 79 | 97 | 117 | 127 | 147 | 164 | 176 | 194 | 213 | 225 | 242 | 262 | 275 | 292 | 310 | 322 |
| 42 | 127 | 84 | 101 | 118 | 134 | 154 | 170 | 186 | 202 | 221 | 238 | 254 | 271 | 288 | 304 | 321 | 337 |
| 43 | 137 | 92 | 109 | 125 | 147 | 165 | 184 | 200 | 220 | 238 | 256 | 275 | 292 | 310 | 329 | 347 | 366 |
| 44 | 149 | 97 | 117 | 135 | 158 | 177 | 197 | 215 | 235 | 256 | 275 | 294 | 313 | 333 | 354 | 372 | 393 |
| 45 | 161 | 105 | 124 | 146 | 170 | 190 | 211 | 229 | 250 | 275 | 294 | 314 | 335 | 356 | 380 | 398 | 419 |
| 46 | 171 | 110 | 132 | 154 | 180 | 201 | 223 | 244 | 267 | 292 | 313 | 335 | 357 | 377 | 403 | 424 | 447 |
| 47 | 181 | 118 | 138 | 163 | 191 | 214 | 238 | 260 | 282 | 310 | 333 | 356 | 377 | 399 | 426 | 450 | 473 |
| 48 | 187 | 124 | 149 | 175 | 200 | 225 | 249 | 275 | 299 | 326 | 349 | 374 | 398 | 423 | 449 | 474 | 500 |
| 49 | 198 | 132 | 159 | 185 | 213 | 238 | 265 | 290 | 316 | 343 | 371 | 396 | 422 | 449 | 477 | 502 | 528 |
| 50 | 208 | 138 | 168 | 194 | 225 | 252 | 279 | 307 | 335 | 363 | 393 | 419 | 447 | 475 | 503 | 530 | 558 |
| 51 | 218 | 148 | 176 | 206 | 238 | 267 | 293 | 326 | 351 | 382 | 412 | 441 | 470 | 501 | 530 | 559 | 586 |
| 52 | 228 | 157 | 185 | 214 | 249 | 279 | 307 | 342 | 371 | 402 | 434 | 464 | 492 | 527 | 558 | 586 | 615 |
| 53 | 241 | 164 | 194 | 225 | 262 | 292 | 322 | 358 | 389 | 420 | 456 | 486 | 516 | 554 | 584 | 614 | 645 |
| 54 | 254 | 170 | 202 | 238 | 271 | 304 | 337 | 372 | 406 | 441 | 474 | 507 | 541 | 575 | 608 | 642 | 677 |
| 55 | 270 | 181 | 216 | 253 | 289 | 326 | 361 | 396 | 433 | 470 | 505 | 541 | 578 | 613 | 649 | 686 | 720 |
| 56 | 287 | 191 | 229 | 269 | 306 | 344 | 383 | 421 | 460 | 500 | 537 | 575 | 613 | 651 | 690 | 728 | 767 |
| 57 | 302 | 202 | 243 | 284 | 326 | 366 | 406 | 447 | 486 | 528 | 569 | 608 | 649 | 690 | 730 | 771 | 811 |
| 58 | 319 | 214 | 257 | 300 | 342 | 387 | 426 | 470 | 514 | 558 | 599 | 642 | 686 | 728 | 771 | 813 | 857 |

Sea port area Harlingen/Terschelling Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B, C | | | B | | | C | | | C | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 59 | 336 | 226 | 271 | 315 | 361 | 406 | 450 | 496 | 540 | 586 | 632 | 677 | 720 | 767 | 811 | 857 | 902 |
| 60 | 355 | 236 | 283 | 330 | 377 | 424 | 472 | 518 | 567 | 613 | 661 | 707 | 755 | 801 | 849 | 896 | 943 |
| 61 | 369 | 246 | 297 | 346 | 395 | 444 | 495 | 543 | 593 | 642 | 692 | 742 | 791 | 839 | 890 | 938 | 989 |
| 62 | 385 | 258 | 310 | 362 | 412 | 465 | 516 | 569 | 621 | 673 | 722 | 774 | 826 | 878 | 930 | 983 | 1.033 |
| 63 | 402 | 270 | 323 | 377 | 432 | 486 | 539 | 593 | 647 | 701 | 755 | 809 | 863 | 917 | 971 | 1.025 | 1.079 |
| 64 | 419 | 282 | 336 | 394 | 449 | 505 | 561 | 619 | 675 | 730 | 786 | 843 | 899 | 953 | 1.011 | 1.067 | 1.123 |
| 65 | 436 | 292 | 350 | 409 | 468 | 526 | 584 | 642 | 701 | 759 | 817 | 877 | 934 | 993 | 1.051 | 1.110 | 1.168 |
| 66 | 455 | 303 | 363 | 423 | 485 | 544 | 606 | 666 | 727 | 787 | 848 | 908 | 970 | 1.029 | 1.089 | 1.150 | 1.210 |
| 67 | 472 | 315 | 377 | 441 | 503 | 567 | 628 | 692 | 755 | 818 | 881 | 945 | 1.007 | 1.070 | 1.132 | 1.195 | 1.258 |
| 68 | 489 | 328 | 393 | 457 | 523 | 587 | 651 | 718 | 783 | 850 | 916 | 981 | 1.045 | 1.110 | 1.176 | 1.238 | 1.304 |
| 69 | 506 | 341 | 407 | 474 | 541 | 608 | 677 | 743 | 811 | 881 | 949 | 1.016 | 1.085 | 1.150 | 1.218 | 1.285 | 1.352 |
| 70 | 527 | 351 | 421 | 491 | 560 | 629 | 700 | 770 | 839 | 913 | 983 | 1.052 | 1.122 | 1.192 | 1.261 | 1.329 | 1.400 |
| 71 | 543 | 366 | 436 | 507 | 580 | 651 | 722 | 796 | 867 | 945 | 1.016 | 1.088 | 1.162 | 1.231 | 1.302 | 1.376 | 1.447 |
| 72 | 559 | 374 | 449 | 523 | 598 | 674 | 748 | 822 | 897 | 973 | 1.046 | 1.122 | 1.196 | 1.272 | 1.345 | 1.420 | 1.496 |
| 73 | 579 | 387 | 463 | 539 | 618 | 693 | 771 | 846 | 924 | 1.001 | 1.079 | 1.155 | 1.232 | 1.311 | 1.388 | 1.463 | 1.541 |
| 74 | 593 | 396 | 477 | 556 | 635 | 713 | 795 | 872 | 951 | 1.031 | 1.110 | 1.190 | 1.269 | 1.347 | 1.428 | 1.507 | 1.586 |
| 75 | 609 | 408 | 489 | 571 | 651 | 733 | 815 | 896 | 979 | 1.060 | 1.141 | 1.223 | 1.303 | 1.387 | 1.468 | 1.549 | 1.630 |
| 76 | 626 | 419 | 503 | 586 | 672 | 754 | 838 | 921 | 1.005 | 1.089 | 1.173 | 1.257 | 1.340 | 1.424 | 1.509 | 1.591 | 1.676 |
| 77 | 641 | 429 | 516 | 601 | 689 | 773 | 862 | 945 | 1.032 | 1.117 | 1.205 | 1.290 | 1.377 | 1.463 | 1.549 | 1.634 | 1.721 |
| 78 | 660 | 441 | 529 | 618 | 705 | 795 | 881 | 970 | 1.058 | 1.146 | 1.234 | 1.323 | 1.410 | 1.499 | 1.587 | 1.675 | 1.764 |
| 79 | 675 | 450 | 540 | 629 | 720 | 811 | 902 | 991 | 1.083 | 1.170 | 1.262 | 1.351 | 1.442 | 1.530 | 1.622 | 1.711 | 1.802 |
| 80 | 688 | 462 | 553 | 642 | 737 | 828 | 920 | 1.012 | 1.105 | 1.195 | 1.288 | 1.381 | 1.474 | 1.564 | 1.657 | 1.749 | 1.841 |
| 81 | 704 | 470 | 563 | 659 | 753 | 846 | 938 | 1.033 | 1.128 | 1.220 | 1.315 | 1.409 | 1.505 | 1.596 | 1.691 | 1.787 | 1.879 |
| 82 | 717 | 480 | 574 | 672 | 769 | 865 | 958 | 1.054 | 1.152 | 1.244 | 1.342 | 1.438 | 1.536 | 1.629 | 1.726 | 1.823 | 1.915 |
| 83 | 733 | 491 | 585 | 685 | 785 | 883 | 978 | 1.076 | 1.177 | 1.270 | 1.370 | 1.468 | 1.569 | 1.662 | 1.761 | 1.859 | 1.953 |
| 84 | 748 | 500 | 598 | 699 | 798 | 897 | 997 | 1.098 | 1.196 | 1.297 | 1.396 | 1.496 | 1.596 | 1.695 | 1.794 | 1.896 | 1.994 |
| 85 | 763 | 509 | 611 | 713 | 814 | 917 | 1.019 | 1.119 | 1.221 | 1.324 | 1.425 | 1.527 | 1.629 | 1.732 | 1.832 | 1.934 | 2.035 |
| 86 | 780 | 518 | 623 | 728 | 831 | 936 | 1.040 | 1.142 | 1.246 | 1.350 | 1.454 | 1.558 | 1.664 | 1.766 | 1.870 | 1.975 | 2.080 |
| 87 | 796 | 529 | 636 | 742 | 848 | 953 | 1.061 | 1.165 | 1.271 | 1.378 | 1.485 | 1.590 | 1.697 | 1.803 | 1.907 | 2.014 | 2.119 |
| 88 | 812 | 539 | 648 | 757 | 865 | 974 | 1.084 | 1.187 | 1.296 | 1.404 | 1.513 | 1.622 | 1.732 | 1.840 | 1.942 | 2.051 | 2.160 |
| 89 | 828 | 547 | 661 | 771 | 881 | 993 | 1.103 | 1.209 | 1.319 | 1.432 | 1.542 | 1.653 | 1.765 | 1.874 | 1.980 | 2.092 | 2.203 |
| 90 | 841 | 560 | 674 | 786 | 897 | 1.010 | 1.122 | 1.234 | 1.345 | 1.459 | 1.570 | 1.682 | 1.794 | 1.908 | 2.020 | 2.132 | 2.245 |

Sea port area Harlingen/Terschelling Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B, C | | | B | | | C | | | C | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 91 | 857 | 571 | 686 | 800 | 915 | 1.029 | 1.143 | 1.257 | 1.372 | 1.487 | 1.600 | 1.715 | 1.828 | 1.942 | 2.056 | 2.171 | 2.285 |
| 92 | 873 | 581 | 697 | 814 | 931 | 1.047 | 1.165 | 1.279 | 1.396 | 1.513 | 1.629 | 1.746 | 1.861 | 1.979 | 2.095 | 2.210 | 2.327 |
| 93 | 891 | 592 | 710 | 828 | 947 | 1.067 | 1.186 | 1.301 | 1.420 | 1.540 | 1.658 | 1.778 | 1.897 | 2.015 | 2.131 | 2.250 | 2.370 |
| 94 | 907 | 600 | 721 | 844 | 966 | 1.087 | 1.208 | 1.325 | 1.446 | 1.568 | 1.688 | 1.808 | 1.929 | 2.051 | 2.168 | 2.290 | 2.412 |
| 95 | 924 | 611 | 734 | 859 | 983 | 1.105 | 1.229 | 1.345 | 1.471 | 1.594 | 1.717 | 1.841 | 1.964 | 2.087 | 2.205 | 2.329 | 2.451 |
| 96 | 934 | 623 | 748 | 873 | 997 | 1.122 | 1.246 | 1.372 | 1.496 | 1.621 | 1.746 | 1.870 | 1.994 | 2.119 | 2.245 | 2.370 | 2.494 |
| 97 | 950 | 635 | 761 | 889 | 1.014 | 1.142 | 1.270 | 1.396 | 1.523 | 1.649 | 1.778 | 1.905 | 2.031 | 2.157 | 2.284 | 2.412 | 2.538 |
| 98 | 966 | 646 | 774 | 905 | 1.033 | 1.163 | 1.291 | 1.420 | 1.550 | 1.680 | 1.808 | 1.937 | 2.068 | 2.196 | 2.325 | 2.454 | 2.584 |
| 99 | 981 | 659 | 788 | 920 | 1.051 | 1.182 | 1.314 | 1.446 | 1.577 | 1.708 | 1.841 | 1.973 | 2.103 | 2.233 | 2.367 | 2.496 | 2.628 |
| 100 | 999 | 668 | 801 | 936 | 1.070 | 1.204 | 1.337 | 1.471 | 1.604 | 1.737 | 1.871 | 2.005 | 2.139 | 2.273 | 2.404 | 2.539 | 2.674 |
| 101 | 1.016 | 680 | 815 | 951 | 1.087 | 1.223 | 1.358 | 1.495 | 1.630 | 1.766 | 1.902 | 2.038 | 2.175 | 2.311 | 2.446 | 2.583 | 2.719 |
| 102 | 1.034 | 690 | 827 | 967 | 1.103 | 1.242 | 1.381 | 1.518 | 1.656 | 1.794 | 1.932 | 2.071 | 2.208 | 2.345 | 2.485 | 2.624 | 2.760 |
| 103 | 1.043 | 695 | 834 | 974 | 1.112 | 1.251 | 1.391 | 1.529 | 1.668 | 1.807 | 1.947 | 2.086 | 2.224 | 2.365 | 2.504 | 2.643 | 2.781 |
| 104 | 1.048 | 701 | 840 | 983 | 1.119 | 1.261 | 1.401 | 1.541 | 1.681 | 1.820 | 1.961 | 2.101 | 2.243 | 2.383 | 2.522 | 2.663 | 2.803 |
| 105 | 1.056 | 706 | 848 | 990 | 1.127 | 1.270 | 1.410 | 1.553 | 1.693 | 1.833 | 1.976 | 2.117 | 2.259 | 2.400 | 2.542 | 2.683 | 2.824 |
| 106 | 1.065 | 712 | 854 | 997 | 1.136 | 1.278 | 1.420 | 1.564 | 1.704 | 1.847 | 1.991 | 2.133 | 2.277 | 2.419 | 2.561 | 2.705 | 2.844 |
| 107 | 1.072 | 718 | 862 | 1.005 | 1.143 | 1.287 | 1.432 | 1.575 | 1.719 | 1.860 | 2.005 | 2.149 | 2.292 | 2.436 | 2.579 | 2.723 | 2.866 |
| 108 | 1.082 | 720 | 866 | 1.010 | 1.153 | 1.299 | 1.442 | 1.587 | 1.732 | 1.875 | 2.020 | 2.163 | 2.308 | 2.451 | 2.598 | 2.741 | 2.886 |
| 109 | 1.092 | 727 | 873 | 1.018 | 1.164 | 1.311 | 1.454 | 1.601 | 1.746 | 1.893 | 2.035 | 2.181 | 2.327 | 2.473 | 2.617 | 2.763 | 2.909 |
| 110 | 1.100 | 733 | 879 | 1.026 | 1.175 | 1.322 | 1.467 | 1.615 | 1.760 | 1.908 | 2.053 | 2.200 | 2.345 | 2.493 | 2.639 | 2.787 | 2.931 |
| 111 | 1.109 | 739 | 886 | 1.033 | 1.183 | 1.331 | 1.478 | 1.628 | 1.776 | 1.923 | 2.071 | 2.217 | 2.367 | 2.511 | 2.661 | 2.808 | 2.955 |
| 112 | 1.117 | 743 | 892 | 1.041 | 1.194 | 1.343 | 1.493 | 1.641 | 1.790 | 1.938 | 2.087 | 2.234 | 2.385 | 2.533 | 2.683 | 2.830 | 2.979 |
| 113 | 1.126 | 748 | 899 | 1.048 | 1.205 | 1.354 | 1.504 | 1.654 | 1.803 | 1.953 | 2.104 | 2.253 | 2.403 | 2.552 | 2.705 | 2.853 | 3.003 |
| 114 | 1.136 | 757 | 908 | 1.059 | 1.210 | 1.363 | 1.514 | 1.666 | 1.816 | 1.967 | 2.119 | 2.270 | 2.422 | 2.573 | 2.724 | 2.878 | 3.027 |
| 115 | 1.143 | 764 | 916 | 1.069 | 1.221 | 1.374 | 1.526 | 1.679 | 1.831 | 1.982 | 2.137 | 2.289 | 2.441 | 2.595 | 2.746 | 2.900 | 3.051 |
| 116 | 1.152 | 769 | 921 | 1.078 | 1.231 | 1.385 | 1.539 | 1.691 | 1.845 | 1.999 | 2.153 | 2.307 | 2.458 | 2.614 | 2.767 | 2.922 | 3.075 |
| 117 | 1.163 | 773 | 930 | 1.087 | 1.239 | 1.396 | 1.552 | 1.704 | 1.859 | 2.015 | 2.171 | 2.324 | 2.480 | 2.632 | 2.789 | 2.944 | 3.097 |
| 118 | 1.170 | 780 | 936 | 1.096 | 1.251 | 1.407 | 1.564 | 1.720 | 1.874 | 2.031 | 2.187 | 2.341 | 2.497 | 2.654 | 2.810 | 2.966 | 3.121 |
| 119 | 1.180 | 786 | 941 | 1.103 | 1.262 | 1.419 | 1.576 | 1.733 | 1.889 | 2.046 | 2.204 | 2.359 | 2.518 | 2.675 | 2.833 | 2.989 | 3.144 |
| 120 | 1.189 | 795 | 951 | 1.110 | 1.269 | 1.425 | 1.584 | 1.742 | 1.901 | 2.058 | 2.219 | 2.379 | 2.536 | 2.694 | 2.853 | 3.011 | 3.170 |
| 121 | 1.196 | 799 | 958 | 1.117 | 1.278 | 1.437 | 1.598 | 1.756 | 1.915 | 2.075 | 2.237 | 2.397 | 2.556 | 2.715 | 2.874 | 3.034 | 3.195 |
| 122 | 1.205 | 804 | 966 | 1.125 | 1.288 | 1.449 | 1.610 | 1.770 | 1.929 | 2.092 | 2.253 | 2.414 | 2.575 | 2.735 | 2.896 | 3.056 | 3.216 |

Sea port area Harlingen/Terschelling Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B, C | | | B | | | C | | | C | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 123 | 1.215 | 810 | 972 | 1.133 | 1.299 | 1.461 | 1.622 | 1.784 | 1.946 | 2.108 | 2.270 | 2.431 | 2.595 | 2.755 | 2.916 | 3.079 | 3.240 |
| 124 | 1.224 | 815 | 979 | 1.141 | 1.310 | 1.472 | 1.634 | 1.797 | 1.961 | 2.124 | 2.286 | 2.450 | 2.613 | 2.776 | 2.940 | 3.101 | 3.263 |
| 125 | 1.234 | 821 | 985 | 1.149 | 1.318 | 1.484 | 1.645 | 1.810 | 1.976 | 2.139 | 2.305 | 2.467 | 2.630 | 2.796 | 2.959 | 3.124 | 3.289 |
| 126 | 1.243 | 827 | 994 | 1.160 | 1.326 | 1.491 | 1.656 | 1.821 | 1.988 | 2.153 | 2.319 | 2.485 | 2.651 | 2.816 | 2.981 | 3.146 | 3.313 |
| 127 | 1.250 | 832 | 1.000 | 1.168 | 1.335 | 1.501 | 1.668 | 1.835 | 2.002 | 2.170 | 2.335 | 2.503 | 2.669 | 2.836 | 3.003 | 3.170 | 3.335 |
| 128 | 1.260 | 839 | 1.007 | 1.178 | 1.343 | 1.513 | 1.681 | 1.847 | 2.017 | 2.186 | 2.352 | 2.520 | 2.688 | 2.856 | 3.023 | 3.193 | 3.360 |
| 129 | 1.271 | 845 | 1.013 | 1.186 | 1.352 | 1.525 | 1.693 | 1.861 | 2.031 | 2.202 | 2.370 | 2.538 | 2.707 | 2.878 | 3.044 | 3.214 | 3.383 |
| 130 | 1.278 | 850 | 1.021 | 1.195 | 1.362 | 1.535 | 1.704 | 1.875 | 2.044 | 2.217 | 2.386 | 2.556 | 2.727 | 2.897 | 3.066 | 3.237 | 3.408 |
| 131 | 1.288 | 857 | 1.027 | 1.205 | 1.371 | 1.547 | 1.719 | 1.889 | 2.058 | 2.232 | 2.402 | 2.575 | 2.745 | 2.916 | 3.089 | 3.260 | 3.430 |
| 132 | 1.296 | 864 | 1.037 | 1.209 | 1.382 | 1.554 | 1.728 | 1.900 | 2.073 | 2.246 | 2.419 | 2.592 | 2.764 | 2.936 | 3.110 | 3.282 | 3.454 |
| 133 | 1.309 | 873 | 1.047 | 1.222 | 1.396 | 1.570 | 1.746 | 1.920 | 2.095 | 2.270 | 2.442 | 2.617 | 2.793 | 2.966 | 3.142 | 3.316 | 3.491 |
| 134 | 1.319 | 881 | 1.059 | 1.234 | 1.410 | 1.586 | 1.764 | 1.938 | 2.114 | 2.292 | 2.467 | 2.645 | 2.821 | 2.997 | 3.174 | 3.350 | 3.527 |
| 135 | 1.332 | 891 | 1.071 | 1.246 | 1.425 | 1.602 | 1.782 | 1.959 | 2.137 | 2.316 | 2.493 | 2.672 | 2.849 | 3.027 | 3.207 | 3.383 | 3.563 |
| 136 | 1.344 | 899 | 1.083 | 1.260 | 1.440 | 1.617 | 1.800 | 1.977 | 2.157 | 2.339 | 2.518 | 2.698 | 2.878 | 3.059 | 3.240 | 3.417 | 3.599 |
| 137 | 1.357 | 908 | 1.093 | 1.272 | 1.454 | 1.633 | 1.817 | 1.995 | 2.179 | 2.363 | 2.542 | 2.727 | 2.904 | 3.089 | 3.271 | 3.451 | 3.635 |
| 138 | 1.374 | 918 | 1.101 | 1.284 | 1.467 | 1.650 | 1.833 | 2.018 | 2.202 | 2.385 | 2.569 | 2.750 | 2.935 | 3.119 | 3.302 | 3.486 | 3.669 |
| 139 | 1.392 | 927 | 1.113 | 1.299 | 1.485 | 1.671 | 1.855 | 2.040 | 2.225 | 2.412 | 2.598 | 2.783 | 2.969 | 3.154 | 3.338 | 3.525 | 3.711 |
| 140 | 1.408 | 937 | 1.125 | 1.313 | 1.501 | 1.690 | 1.877 | 2.062 | 2.251 | 2.439 | 2.626 | 2.814 | 3.003 | 3.189 | 3.375 | 3.564 | 3.752 |
| 141 | 1.423 | 947 | 1.138 | 1.328 | 1.517 | 1.708 | 1.899 | 2.085 | 2.277 | 2.465 | 2.655 | 2.847 | 3.036 | 3.226 | 3.413 | 3.604 | 3.793 |
| 142 | 1.440 | 958 | 1.150 | 1.342 | 1.534 | 1.728 | 1.920 | 2.108 | 2.300 | 2.493 | 2.684 | 2.878 | 3.069 | 3.262 | 3.449 | 3.643 | 3.835 |
| 143 | 1.458 | 968 | 1.163 | 1.356 | 1.552 | 1.747 | 1.940 | 2.130 | 2.325 | 2.519 | 2.714 | 2.909 | 3.104 | 3.298 | 3.487 | 3.683 | 3.877 |
| 144 | 1.469 | 980 | 1.176 | 1.372 | 1.568 | 1.764 | 1.960 | 2.154 | 2.351 | 2.547 | 2.744 | 2.940 | 3.134 | 3.330 | 3.526 | 3.723 | 3.917 |
| 145 | 1.482 | 989 | 1.186 | 1.384 | 1.582 | 1.779 | 1.977 | 2.175 | 2.373 | 2.571 | 2.767 | 2.964 | 3.162 | 3.360 | 3.558 | 3.756 | 3.954 |
| 146 | 1.494 | 997 | 1.197 | 1.396 | 1.596 | 1.794 | 1.994 | 2.194 | 2.394 | 2.595 | 2.793 | 2.993 | 3.193 | 3.391 | 3.592 | 3.790 | 3.991 |
| 147 | 1.507 | 1.006 | 1.208 | 1.408 | 1.611 | 1.810 | 2.014 | 2.216 | 2.415 | 2.616 | 2.818 | 3.020 | 3.221 | 3.422 | 3.623 | 3.823 | 4.025 |
| 148 | 1.518 | 1.014 | 1.220 | 1.420 | 1.626 | 1.826 | 2.031 | 2.234 | 2.436 | 2.640 | 2.841 | 3.046 | 3.250 | 3.451 | 3.656 | 3.857 | 4.061 |
| 149 | 1.531 | 1.025 | 1.231 | 1.434 | 1.640 | 1.842 | 2.048 | 2.254 | 2.457 | 2.664 | 2.866 | 3.075 | 3.279 | 3.483 | 3.689 | 3.891 | 4.099 |
| 150 | 1.552 | 1.033 | 1.237 | 1.446 | 1.651 | 1.858 | 2.067 | 2.273 | 2.480 | 2.685 | 2.894 | 3.099 | 3.306 | 3.512 | 3.717 | 3.925 | 4.131 |
| 151 | 1.562 | 1.043 | 1.250 | 1.458 | 1.667 | 1.874 | 2.084 | 2.292 | 2.502 | 2.709 | 2.916 | 3.127 | 3.333 | 3.542 | 3.751 | 3.957 | 4.167 |
| 152 | 1.576 | 1.051 | 1.262 | 1.471 | 1.682 | 1.892 | 2.101 | 2.313 | 2.521 | 2.733 | 2.942 | 3.153 | 3.361 | 3.573 | 3.783 | 3.993 | 4.203 |
| 153 | 1.587 | 1.060 | 1.273 | 1.484 | 1.696 | 1.907 | 2.119 | 2.333 | 2.543 | 2.756 | 2.966 | 3.181 | 3.391 | 3.604 | 3.817 | 4.025 | 4.240 |
| 154 | 1.600 | 1.070 | 1.284 | 1.495 | 1.710 | 1.922 | 2.138 | 2.353 | 2.563 | 2.781 | 2.991 | 3.207 | 3.418 | 3.634 | 3.848 | 4.060 | 4.275 |

Sea port area Harlingen/Terschelling Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B, C | | | B | | | C | | | C | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 155 | 1.611 | 1.079 | 1.296 | 1.508 | 1.725 | 1.937 | 2.155 | 2.374 | 2.586 | 2.803 | 3.016 | 3.234 | 3.445 | 3.663 | 3.882 | 4.093 | 4.311 |
| 156 | 1.628 | 1.087 | 1.303 | 1.521 | 1.737 | 1.955 | 2.172 | 2.389 | 2.609 | 2.826 | 3.040 | 3.259 | 3.477 | 3.694 | 3.911 | 4.128 | 4.347 |
| 157 | 1.640 | 1.096 | 1.315 | 1.533 | 1.751 | 1.973 | 2.191 | 2.410 | 2.628 | 2.849 | 3.066 | 3.287 | 3.504 | 3.724 | 3.943 | 4.162 | 4.381 |
| 158 | 1.655 | 1.103 | 1.327 | 1.546 | 1.766 | 1.988 | 2.208 | 2.428 | 2.651 | 2.871 | 3.091 | 3.313 | 3.533 | 3.754 | 3.975 | 4.196 | 4.418 |
| 159 | 1.666 | 1.113 | 1.338 | 1.557 | 1.782 | 2.003 | 2.225 | 2.447 | 2.671 | 2.896 | 3.116 | 3.338 | 3.560 | 3.784 | 4.009 | 4.229 | 4.454 |
| 160 | 1.679 | 1.122 | 1.349 | 1.570 | 1.796 | 2.019 | 2.245 | 2.465 | 2.692 | 2.918 | 3.141 | 3.367 | 3.590 | 3.816 | 4.042 | 4.262 | 4.489 |
| 161 | 1.690 | 1.130 | 1.360 | 1.583 | 1.810 | 2.034 | 2.261 | 2.487 | 2.714 | 2.943 | 3.166 | 3.393 | 3.617 | 3.845 | 4.074 | 4.297 | 4.526 |
| 162 | 1.709 | 1.140 | 1.369 | 1.596 | 1.825 | 2.051 | 2.279 | 2.507 | 2.735 | 2.962 | 3.192 | 3.419 | 3.647 | 3.875 | 4.104 | 4.331 | 4.558 |
| 163 | 1.723 | 1.149 | 1.380 | 1.609 | 1.840 | 2.068 | 2.298 | 2.526 | 2.756 | 2.986 | 3.215 | 3.445 | 3.674 | 3.905 | 4.136 | 4.364 | 4.594 |
| 164 | 1.738 | 1.159 | 1.391 | 1.621 | 1.854 | 2.083 | 2.314 | 2.548 | 2.778 | 3.010 | 3.240 | 3.473 | 3.703 | 3.937 | 4.168 | 4.400 | 4.632 |
| 165 | 1.752 | 1.167 | 1.403 | 1.633 | 1.869 | 2.098 | 2.333 | 2.569 | 2.799 | 3.034 | 3.264 | 3.500 | 3.730 | 3.966 | 4.201 | 4.432 | 4.666 |
| 166 | 1.765 | 1.177 | 1.412 | 1.644 | 1.883 | 2.113 | 2.351 | 2.588 | 2.821 | 3.059 | 3.291 | 3.527 | 3.758 | 3.997 | 4.234 | 4.467 | 4.704 |
| 167 | 1.780 | 1.184 | 1.424 | 1.658 | 1.898 | 2.130 | 2.370 | 2.609 | 2.841 | 3.081 | 3.316 | 3.553 | 3.789 | 4.027 | 4.266 | 4.499 | 4.739 |
| 168 | 1.789 | 1.193 | 1.433 | 1.671 | 1.909 | 2.148 | 2.387 | 2.625 | 2.863 | 3.102 | 3.341 | 3.580 | 3.819 | 4.058 | 4.296 | 4.535 | 4.772 |
| 169 | 1.802 | 1.203 | 1.444 | 1.682 | 1.923 | 2.163 | 2.404 | 2.645 | 2.886 | 3.127 | 3.365 | 3.607 | 3.846 | 4.088 | 4.329 | 4.568 | 4.810 |
| 170 | 1.814 | 1.210 | 1.454 | 1.695 | 1.938 | 2.179 | 2.423 | 2.666 | 2.905 | 3.149 | 3.391 | 3.634 | 3.874 | 4.118 | 4.361 | 4.603 | 4.844 |
| 171 | 1.827 | 1.220 | 1.465 | 1.707 | 1.953 | 2.194 | 2.441 | 2.685 | 2.927 | 3.173 | 3.414 | 3.660 | 3.902 | 4.148 | 4.393 | 4.635 | 4.880 |
| 172 | 1.842 | 1.229 | 1.477 | 1.720 | 1.967 | 2.210 | 2.457 | 2.706 | 2.948 | 3.197 | 3.439 | 3.687 | 3.930 | 4.180 | 4.426 | 4.669 | 4.918 |
| 173 | 1.853 | 1.237 | 1.489 | 1.733 | 1.982 | 2.225 | 2.478 | 2.727 | 2.969 | 3.220 | 3.464 | 3.714 | 3.957 | 4.209 | 4.458 | 4.704 | 4.952 |
| 174 | 1.871 | 1.246 | 1.496 | 1.746 | 1.994 | 2.245 | 2.494 | 2.744 | 2.993 | 3.241 | 3.491 | 3.740 | 3.989 | 4.238 | 4.487 | 4.738 | 4.986 |
| 175 | 1.883 | 1.256 | 1.508 | 1.757 | 2.010 | 2.260 | 2.510 | 2.762 | 3.015 | 3.264 | 3.517 | 3.767 | 4.018 | 4.268 | 4.520 | 4.770 | 5.023 |
| 176 | 1.896 | 1.265 | 1.518 | 1.770 | 2.024 | 2.277 | 2.531 | 2.781 | 3.035 | 3.290 | 3.541 | 3.794 | 4.047 | 4.299 | 4.552 | 4.805 | 5.057 |
| 177 | 1.908 | 1.274 | 1.529 | 1.783 | 2.038 | 2.292 | 2.548 | 2.800 | 3.056 | 3.313 | 3.564 | 3.821 | 4.075 | 4.330 | 4.587 | 4.837 | 5.094 |
| 178 | 1.921 | 1.284 | 1.541 | 1.794 | 2.053 | 2.307 | 2.564 | 2.820 | 3.078 | 3.335 | 3.591 | 3.848 | 4.105 | 4.360 | 4.618 | 4.872 | 5.130 |
| 179 | 1.934 | 1.291 | 1.553 | 1.807 | 2.069 | 2.322 | 2.584 | 2.839 | 3.099 | 3.360 | 3.614 | 3.875 | 4.135 | 4.391 | 4.650 | 4.905 | 5.165 |
| 180 | 1.950 | 1.299 | 1.560 | 1.819 | 2.082 | 2.339 | 2.600 | 2.858 | 3.120 | 3.381 | 3.640 | 3.900 | 4.161 | 4.420 | 4.680 | 4.940 | 5.201 |
| 181 | 1.963 | 1.310 | 1.571 | 1.832 | 2.096 | 2.356 | 2.617 | 2.881 | 3.142 | 3.404 | 3.665 | 3.927 | 4.188 | 4.452 | 4.713 | 4.973 | 5.237 |
| 182 | 1.975 | 1.317 | 1.583 | 1.844 | 2.110 | 2.372 | 2.637 | 2.901 | 3.162 | 3.427 | 3.690 | 3.954 | 4.217 | 4.482 | 4.745 | 5.009 | 5.272 |
| 183 | 1.988 | 1.327 | 1.594 | 1.856 | 2.125 | 2.387 | 2.654 | 2.920 | 3.185 | 3.451 | 3.714 | 3.982 | 4.244 | 4.512 | 4.777 | 5.041 | 5.309 |
| 184 | 2.000 | 1.336 | 1.606 | 1.870 | 2.139 | 2.402 | 2.672 | 2.941 | 3.206 | 3.474 | 3.739 | 4.008 | 4.272 | 4.541 | 4.812 | 5.074 | 5.345 |
| 185 | 2.013 | 1.343 | 1.616 | 1.882 | 2.153 | 2.419 | 2.691 | 2.961 | 3.227 | 3.498 | 3.764 | 4.034 | 4.302 | 4.573 | 4.844 | 5.108 | 5.380 |
| 186 | 2.029 | 1.353 | 1.624 | 1.896 | 2.165 | 2.436 | 2.707 | 2.977 | 3.248 | 3.519 | 3.790 | 4.061 | 4.331 | 4.603 | 4.873 | 5.145 | 5.415 |

Sea port area Harlingen/Terschelling Berth shift voyages

Pilotage tariffs decision ACM, 16 December 2024 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

| Actual draught (in dm) | S-tariff (starting tariff) | T-tariff (route-dependent tariff) | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | A, B, C | | | B | | | C | | | C | | | | | | |
| | | TC 1 | TC 2 | TC 3 | TC 4 | TC 5 | TC 6 | TC 7 | TC 8 | TC 9 | TC 10 | TC 11 | TC 12 | TC 13 | TC 14 | TC 15 | TC 16 |
| 187 | 2.043 | 1.363 | 1.635 | 1.908 | 2.180 | 2.451 | 2.724 | 2.999 | 3.269 | 3.542 | 3.816 | 4.088 | 4.360 | 4.632 | 4.905 | 5.176 | 5.450 |
| 188 | 2.055 | 1.372 | 1.645 | 1.920 | 2.194 | 2.467 | 2.744 | 3.019 | 3.292 | 3.565 | 3.838 | 4.115 | 4.389 | 4.662 | 4.937 | 5.212 | 5.484 |
| 189 | 2.068 | 1.381 | 1.658 | 1.932 | 2.208 | 2.483 | 2.761 | 3.037 | 3.313 | 3.591 | 3.864 | 4.141 | 4.415 | 4.693 | 4.971 | 5.243 | 5.522 |
| 190 | 2.080 | 1.390 | 1.670 | 1.945 | 2.224 | 2.500 | 2.780 | 3.060 | 3.333 | 3.613 | 3.889 | 4.168 | 4.444 | 4.723 | 5.002 | 5.279 | 5.558 |
| 191 | 2.092 | 1.398 | 1.681 | 1.957 | 2.239 | 2.516 | 2.796 | 3.079 | 3.355 | 3.638 | 3.913 | 4.196 | 4.471 | 4.753 | 5.037 | 5.311 | 5.595 |
| 192 | 2.111 | 1.407 | 1.689 | 1.969 | 2.251 | 2.533 | 2.813 | 3.095 | 3.377 | 3.658 | 3.940 | 4.222 | 4.502 | 4.784 | 5.064 | 5.347 | 5.627 |
| 193 | 2.137 | 1.425 | 1.709 | 1.994 | 2.280 | 2.564 | 2.849 | 3.134 | 3.419 | 3.704 | 3.991 | 4.275 | 4.558 | 4.844 | 5.130 | 5.415 | 5.701 |
| 194 | 2.163 | 1.444 | 1.732 | 2.020 | 2.309 | 2.599 | 2.887 | 3.174 | 3.462 | 3.751 | 4.041 | 4.330 | 4.617 | 4.905 | 5.192 | 5.481 | 5.770 |
| 195 | 2.190 | 1.462 | 1.751 | 2.044 | 2.338 | 2.630 | 2.922 | 3.213 | 3.504 | 3.796 | 4.090 | 4.383 | 4.673 | 4.966 | 5.257 | 5.550 | 5.844 |
| ≥196 | 2.217 | 1.478 | 1.774 | 2.070 | 2.367 | 2.661 | 2.956 | 3.251 | 3.547 | 3.843 | 4.138 | 4.434 | 4.730 | 5.026 | 5.321 | 5.619 | 5.914 |

Additional tariffs

4

In specific cases there will be a surcharge on the T tariff.

In other situations a pilot expense reimbursement is payable.

Part 4 gives an explanation of these additional tariffs.

You may be eligible to a payment discount by using direct debit.



4. Additional tariffs

4.1 Calculation pilotage tariffs

Article 4.8 Registered Pilots Market Supervision Decree establishing a new pilotage tariff structure (introduction pilotage tariff structure 2014).

1. For all voyages for which pilotage services are rendered, an S tariff and a T tariff are payable. The height of the tariff depends on the draught of the ship or the special transport, and on the type of voyage. In addition to the S and T tariffs there may be an A tariff and pilot expense reimbursements payable. This will be the case in situations as referred to in articles 4.5 and 4.6 of the Registered Pilots Market Supervision Decree.
2. A voyage during which pilotage is interrupted for a period of less than 6 hours, either because the ship is going at anchor during the voyage, or without going at anchor, is stopped without having reached her destination, and without persons or goods leaving or arriving on board, will be counted as one voyage.
3. Without prejudice to the provisions in section one, when the services of more than two registered pilots are used simultaneously during rendezvous voyages, 42.85% of the applicable T and A tariffs for that pilotage voyage are payable for the use of each extra pilot.
4. Without prejudice to the provisions in section one, when the services of more than one registered pilot are used simultaneously during an ingoing, outgoing or berth shift voyage, 75% of the applicable T and A tariffs for that pilotage voyage are payable for the use of each extra pilot.
5. Should a situation arise as described in article 4.6 of the Registered Pilots Market Supervision Decree, section one, subsection a, then contrary to the provisions of the first section of article 4.8, there will be no S and T tariff charged, but only the pilot expense reimbursement mentioned in article 4.6 section one.
6. Contrary to the provisions of section one, sentence one, ingoing and outgoing voyages of ships registered in the Register Pilotage Small Seagoing Vessels as referred to in article 6, section one, of the Compulsory Pilotage Decree 1995, who are only subject to pilotage at sea and who do not receive pilotage services on board their ship, the S tariff for berth shift voyages and the first column of the T tariff for berth shift voyages will be charged.

4.2 T-special tariff

(Article 4.4 Registered Pilots Market Supervision Decree, Pilotage tariffs decision for 2025, Authority for Consumers and Markets, ACM).

For the following situations a T special tariff is laid down:

- a. when a ship or a special transport planned for an ingoing, outgoing or rendezvous voyage ends up staying at sea, without persons or goods leaving or arriving on board: the first tariff column of the T tariff of the sea port area to which the ship or special transport had been underway;
- b. when a ship or a special transport makes an ingoing, outgoing or rendezvous voyage from sea to an anchorage area or another location at sea: the first tariff column of the T tariff of the seaport area to whose management area the anchorage concerned belongs;
- c. if pilotage service is rendered for a berth shift voyage: the tariff column of that T tariff which is the result of the deduction of the tariff column of the tariff area from which the ship or special transport departs and the tariff column to which it is underway, plus one column; and
- d. if pilotage service is rendered for a trial trip of a ship: the time, rounded to the nearest next half hour which the pilotage service has taken, multiplied by the amount of the basic T tariff.

- d. when during pilotage service compass adjustment takes place: the extra time, rounded to the nearest next half hour which the pilotage service has taken, multiplied by the amount of the basic T tariff;
- e. when the pilot stays on board to keep anchor watch or to keep watch on the bridge when the ship is stopped without lying at anchor: the time, rounded to the nearest next half hour which the pilotage service has taken, multiplied by half of the amount of the basic T tariff;
- f. in circumstances when during an ingoing, outgoing or rendezvous voyage a longer than the shortest possible route is taken: the extra time normally involved in taking the longer route, in which for every 20 minute-period the difference between the first and the second tariff column of the applicable T tariff is charged once;
- g. in circumstances when during a berth shift voyage a longer than the shortest possible route is taken: for each additional tariff column covered, the difference between the first and the second tariff column of the applicable T tariff is charged once, while for a route at sea six extra tariff columns are charged;

(Article 4.5 Registered Pilots Market Supervision Decree, Pilotage tariffs decision for 2025, Authority for Consumers and Markets, ACM).

For the following additional services an A tariff is laid down:

- a. when pilotage service is rendered for a ship which, according to the competent authority, cannot be adequately controlled: one time the T tariff payable pursuant to article 4.8;
- b. when pilotage service is rendered for a special transport: one time the T tariff payable pursuant to article 4.8;
- c. when according to the competent authority pilotage service is severely hampered due to floating ice: one time the T tariff payable pursuant to article 4.8;

Calculation rules for those cases in which a pilotage voyage will have more than one special situation or additional service:

1. The pilotage tariff surcharges are applied in the order of the articles of this chapter, on the understanding that the surcharges are not cumulative except when a longer than the shortest possible route is taken. When during a pilotage voyage a longer than the shortest possible route is taken (articles 4.5f and 4.5g Registered Pilots Market Supervision Decree), and there are also other particulars (articles 4.4 and 4.5 Registered Pilots Market Supervision Decree), the normal T and A tariffs for the longer route are counted up, on the result of which the surcharges are calculated and added.
2. The provisions of this chapter with regard to the liability to pay the pilotage tariffs according to the S, T and A tariffs do not affect the liability to pay the pilot expense reimbursements.

Calculation rules for rounding off:

1. If by applying one of the articles mentioned, the pilotage tariff will result in an amount with decimals, the amount will be rounded to whole euros, whereby amounts of 50 cents or more will be rounded up and amounts less than 50 cents will be rounded down.
2. If more than one of the aforementioned articles apply, the rounding off referred to in the first section will not take place until after the last calculation.

4.3 Pilot expense reimbursements

(Article 4.6 Registered Pilots Market Supervision Decree, Pilotage tariffs decision for 2025, Authority for Consumers and Markets, ACM).

The tariff of a pilot expense reimbursement may consist of a lump sum or an hourly rate or in the case of part g of actual costs. A pilot expense reimbursement always, with the exception of the situation referred to in section f, refers to the reimbursement per pilot.

For the covering of costs made by the pilot, and for the time not spent on rendering pilotage services, pilot expense reimbursements have been laid down, which apply in the following situations:

4.6.1.a. When a pilot is cancelled, or when no use is made of the services of a pilot who has been ordered, a distinction is made between ingoing voyages and ingoing rendezvous voyages on the one hand, and outgoing voyages, outgoing rendezvous voyages and berth shift voyages on the other hand.

If a pilot who had been ordered, is cancelled, or if the pilot has to return without having been able to render his services, either because the voyage was postponed, or because the ship, without waiting for the arrival of the pilot, had already left before the time the pilot could have been on board: € 434,- for ingoing voyages and ingoing rendezvous voyages. For outgoing voyages, outgoing rendezvous voyages and berth shift voyages € 236,-. A change in exit point of an outbound vessel (on request of the operator or captain) after the first pilot has embarked, will result in an extra cost of € 236,-.

4.6.1.b. Delay during the pilotage voyage to be attributed to the ship or the special transport and not to meteorological or nautical circumstances.

If a delay is experienced of more than half an hour after the time the pilot had to be on board for departure of the ship: € 127,- for each hour, whereby the time concerned is rounded to the next near half hour.

The foregoing also applies if a pilot change has taken place during the pilotage voyage, and this pilotage voyage is not continued within the time of half an hour thereafter. The foregoing also applies to each delay of more than half an hour during the pilotage voyage.

| Delay | From (in minutes) | Until (in minutes) | To invoice (in hours) | Amount (in €) |
|--------|----------------------|-----------------------|--------------------------|------------------|
| 0>1 hr | 0 | 30 | - | - |
| | 31 | 45 | 0,50 | 64 |
| | 46 | 60 | 0,50 | 64 |
| 1>2 hr | 61 | 75 | 0,50 | 64 |
| | 76 | 90 | 1,00 | 127 |
| | 91 | 105 | 1,00 | 127 |
| | 106 | 120 | 1,50 | 191 |
| 2>3 hr | 121 | 135 | 1,50 | 191 |
| | 136 | 150 | 2,00 | 255 |
| | 151 | 165 | 2,00 | 255 |
| | 166 | 180 | 2,50 | 319 |
| 3>4 hr | 181 | 195 | 2,50 | 319 |
| | 196 | 210 | 3,00 | 383 |
| | 211 | 225 | 3,00 | 383 |
| | 226 | 240 | 3,50 | 447 |
| 4>5 hr | 241 | 255 | 3,50 | 447 |
| | 256 | 270 | 4,00 | 511 |
| | 271 | 285 | 4,00 | 511 |
| | 286 | 300 | 4,50 | 576 |
| 5>6 hr | 301 | 315 | 4,50 | 576 |
| | 316 | 330 | 5,00 | 640 |
| | 331 | 345 | 5,00 | 640 |
| | 346 | 360 | 5,50 | 704 |

4.6.1.c. To keep the pilot on board before commencement and after completion of the Pilotage service.

If the captain wishes to keep the pilot on board before commencement, or before the next, or after the completion of the pilotage service, and the pilot stays on board for more than half an hour, compensation will be charged of € 127,- for each hour, whereby the time concerned is rounded to the next near half hour.

4.6.1.d. To embark or disembark a pilot on a location which is not the customary location for that particular seaport area.

If a captain wishes to embark a pilot at a location other than the customary location for that voyage and for that seaport area: € 1.528,- for the first 12 hours and € 1.020,- for the next periods of 12 hours or part thereof, counted from the time on which the pilot has left the customary place from which he commences his pilotage services, until the time at which the ship he is piloting has arrived at the location from which the captain, in normal circumstances could have embarked a pilot irrespective of the fact whether pilotage service has been rendered or could have been rendered at sea.

If a pilot is not disembarked at a location other than the customary location for that voyage, but is taken to sea by the captain, irrespective of the fact whether pilotage service is rendered or can be rendered at sea. € 1.528,- for the first 12 hours and € 1.020,- for the next periods of 12 hours or part thereof, counted from the time of passing the customary embarkation location, until the time of his return on the customary location from which he commences his pilotage services.

4.6.1.e. Quarantine after pilotage service on an infected ship.

If a pilot, due to embarkment of an infected ship, has been observed or hospitalized on the shore: € 1.528,- for the first 12 hours and € 1.020,- for the next period of 12 hours or part thereof counted from the time on which the pilot has been hospitalized, plus all costs arising from this hospitalization.

4.6.1.f. Using a helicopter for embarking or disembarking of one or more pilots with rendezvous voyages or on request of the captain.

| | |
|------------------------------|-----------|
| Fixed sum rendezvous voyage: | € 6.769,- |
| Fixed sum incoming voyages: | € 3.733,- |
| Fixed sum outgoing voyages: | € 3.733,- |
| Fixed sum LNG voyage: | € 4.913,- |

4.6.1.g. Travelling and accommodation expenses outside the relevant sea port area.

For this pilot expense reimbursement the actual travelling and accommodation expenses will be charged.

4.4 Direct debit

A payment discount of 0.85% is granted on the sum of the pilotage tariffs, frequency discount, factors for specific pilot trips and pilotage fees, if a debtor has granted an authorisation for direct debit of all invoices for pilotage tariffs within an average of 7 days after the invoice date. The payment discount is rounded off to whole euros.

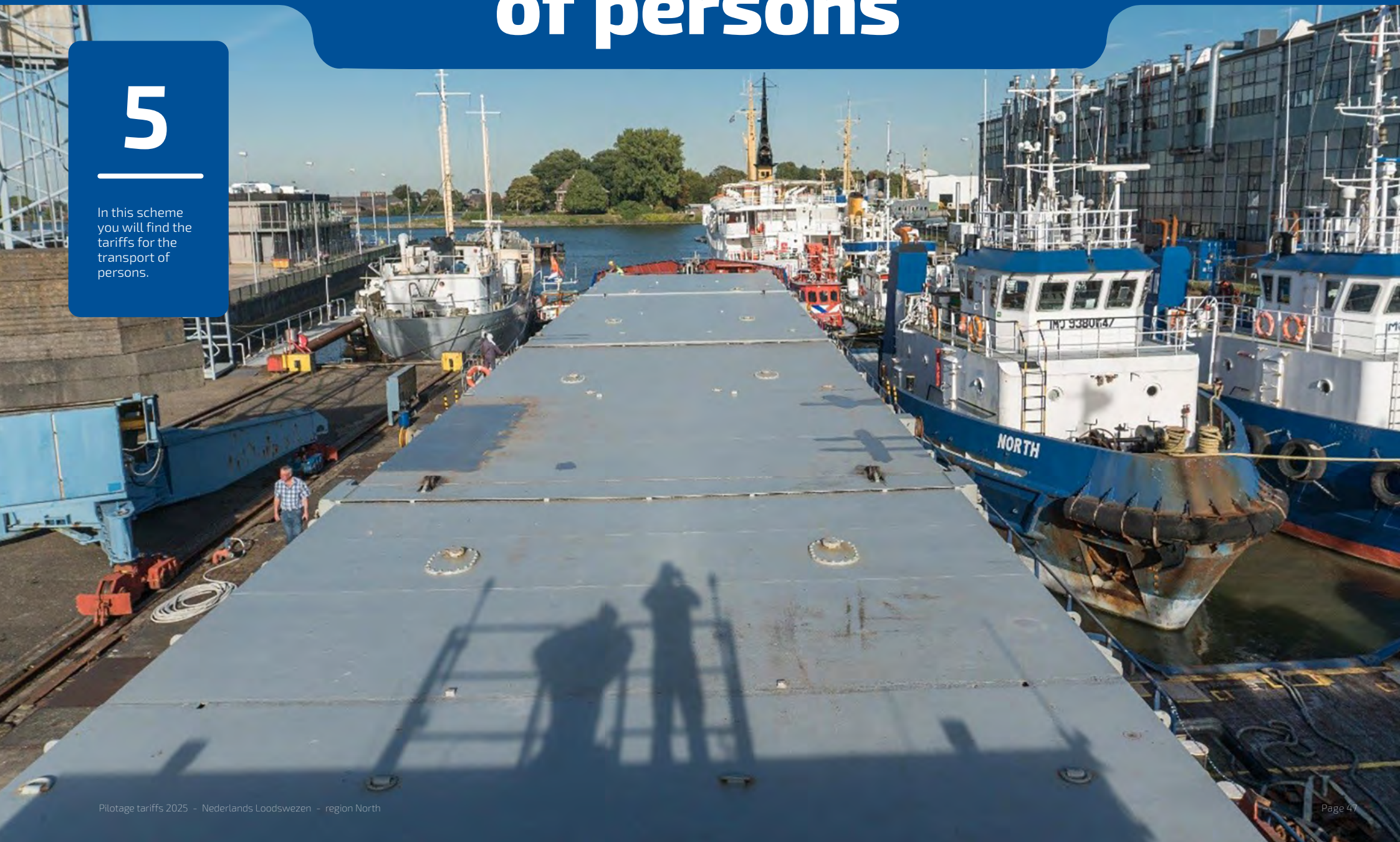
4.5 Vat

All tariff calculations and tariff tables of the pilotage tariffs and other tariffs of Nederlands Loodswezen as included in the (revised) 2025 tariff proposal and in this Tariff Decision are amounts excluding Value Added Tax. In situations in which, as from 2019, the zero percent VAT rate may no longer be applied, the set tariffs will be increased by the statutory VAT rate.

Tariffs transport of persons

5

In this scheme you will find the tariffs for the transport of persons.



| 5. Tariffs transport of persons | EUR (excl. 21% VAT) | |
|---------------------------------------|---|--|
| | Per pilotage voyage - tender (each half an hour) | Extra voyage - tender (each half an hour) |
| 1 person | 165 | 453 |
| 2 persons | 179 | 453 |
| 3 persons | 194 | 453 |
| 4 persons | 207 | 453 |
| 5 persons | 221 | 453 |
| 6 persons | 238 | 453 |
| 7 persons | 252 | 453 |
| 8 persons | 268 | 453 |
| parcels > 25 kg, per parcel | 36 | 453 |

N.B.: - An extra voyage will only be possible if it does not hinder the operations of Nederlands Loodswezen.

- Parcels or letters will not be transported from ship to shore unless accompanied by the ship's agent.

Quantity discount

6

This part gives the quantity discount scheme including the graduated scale to calculate the discount per sea port area.



6 Quantity discount

6.1 Introduction

This document contains definitions, conditions and regulations (e.g. sister ships, clusters, etc.) as settled by the Registered Pilots Oversight Decree (Besluit markttoezicht Registerloodsen) and conditions as determined on July 11, 2017 by The Board of the Dutch Maritime Pilots' Corporation (Nederlandse Loodsencorporatie) on the frequency discount on pilotage tariffs.

This information is an extract in English of the regulations on quantity discount. In case of any dispute on the granting of the quantity discount, only the official Dutch version of the regulations and conditions as stated in the Registered Pilots Market Supervision Decree ("Besluit markttoezicht registerloodsen"), and other formal regulations and conditions and decisions by the ACM or the courts will be applicable and binding. The Dutch version of the Besluit markttoezicht registerloodsen is available at wetten.overheid.nl and the regulations can be downloaded from our website.

6.2 Quantity discount on the pilotage tariffs

The Besluit Markttoezicht Registerloodsen, hereinafter referred to as BMR, lays down the rules for the quantity discount on the pilotage tariffs. Nederlands Loodswezen B.V., designated thereto under article 15a, second paragraph, of the Scheepvaartverkeerswet (Dutch Shipping Traffic Act), grants discount on the pilotage tariffs on the basis of article 4.9, of the BMR. The quantity discount on the pilotage tariffs is expressed as a percentage and calculated over the appropriate S, T and A tariffs per seaport area. The percentage scheme is determined by the Netherlands Authority for Consumers and Markets (ACM) on the basis of article 4.7 of the BMR.

A quantity discount can be granted in the following cases:

- a. To an individual ship, if that ship achieves the frequency in calls indicated in the scheme within one calendar year;
- b. To a cluster of sister ships or a consortium, if that cluster or consortium achieves the frequency in calls indicated in the scheme within one calendar year.

6.3 Objective of the quantity discount

The objective of the quantity discount on the pilotage tariffs is to bring about cost savings for shipowners or consortiums (also called alliances) that often or relatively often call at the same port, seaport or seaport area and, in doing so, must always make use of a registered pilot. Granting quantity discount creates a tariff that meets the wishes of the shipping industry and the ports to reduce the costs of the use of a registered pilot for ships and shipowners often or relatively often calling at the same port, seaport or seaport area.

The quantity discount on the pilotage tariffs applies to individual ships as well as to clusters of sister ships. 'A cluster of sister ships', in this context, is understood to mean ships that in relation to each other comply with the following requirements:

- Similar type according to Lloyd's Register of Ships;
- Differences with respect to length over all, maximum draught on the Summer Load Line, and maximum breadth may not be more than 10%, 15% and 20% respectively.

The differences in dimensions are determined on the basis of the differences in relation to the ship with the largest dimensions in the cluster.

The quantity discount on the pilotage tariffs also applies to a consortium (or alliance). A consortium (or alliance) means two or more sister ships that form part of a joint venture operating ships which, on the basis of a regular service schedule, call at the same predetermined Dutch port or seaport. At any given time, a ship may form part of not more than one cluster or consortium (or alliance).

6.4 Quantity discount is applied per seaport area

The quantity discount on the pilotage tariffs is applied per seaport area and is determined on the basis of the number of calls of the individual ships or of the individual ships that are part of a cluster of sister ships. In article 1.1, of the BMR, a call is defined as an ingoing and an outgoing voyage in the same seaport area.

The BMR defines the following seaport areas:

- Delfzijl-Eemshaven;
- Harlingen-Terschelling;
- Den Helder-Den Oever-Oudeschild;
- Amsterdam-IJmuiden;
- Rotterdam-Rijnmond including Dordrecht, Moerdijk and Scheveningen;
- Scheldemonden.

The fairways subject to compulsory pilotage are defined in the Scheepvaart-verkeerswet. For each seaport area the quantity discount must be applied for separately with the relevant regional office of Nederlands Loodswezen B.V. The applicant remains fully responsible to timely submit a correct and complete application for each seaport area separately. In addition, the applicant must demonstrate that it is entitled or authorized to make the application.

6.5 Application for quantity discount

The application form can be requested or downloaded via our website www.loodswezen.nl.

An application is only taken into consideration after all necessary and valid documents mentioned in the Application Form have been submitted to the relevant regional office of Nederlands Loodswezen B.V.

The application for quantity discount on the pilotage tariffs is not taken into consideration if the information supplied is insufficient or incomplete for the evaluation of the application.

6.6 Granting of the quantity discount

Quantity discount on the pilotage tariffs is only granted if all requirements are met. The discount is implemented as from 1 January of the calendar year in which the application (or modification) is submitted.

Nederlands Loodswezen B.V. supplies the shipowner or the consortium (or alliance) that receives payment of the quantity discount with three interim quarterly statements and a final statement. The interim quarterly statements specify which ships and which clusters have been registered by the administrative department of Nederlands Loodswezen B.V. and which amount of quantity discount will be paid over the period concerned.

It is the applicant's task to check the correctness of the registered information and to inform Nederlands Loodswezen B.V. of any corrections or modifications as soon as possible but at least before 31 December of the calendar year concerned. The final settlement of the total amount of quantity discount on the pilotage tariffs is determined at the end of the calendar year concerned on the basis of that year's actual number of calls.

If Nederlands Loodswezen B.V. is of the opinion that the shipowner or the consortium (or alliance) has demonstrated that in all cases it meets the minimum frequency requirement in calls, the discount can be subtracted from the invoiced pilotage tariff on the basis of advance payment. Even though the discount is granted on the basis of advance payment, the final settlement at the end of the calendar year concerned will always be determined on the basis of that year's actual information.

Once a ship, a cluster of sister ships, or a consortium (or alliance) has been granted quantity discount, it will also be granted quantity discount in the following year without the need to submit a new application - provided that the requirements are still being met and on the understanding that all the provisions with regard to the final settlement on the basis of the actual number of calls in that calendar year remain in force. Nederlands Loodswezen B.V. may always request further information for the purpose of granting quantity discount.

6.7 Rejection of the application for quantity discount

Applications for quantity discount for individual ships, clusters of sister ships, or consortia that are submitted later than 31 December and refer to the then previous calendar year are rejected. Modifications or corrections to existing clusters of sister ships or consortia that are made later than 31 December are not taken into consideration and therefore not included in the calculation of the quantity discount for the then previous calendar year.

6.8 Determination of the number of calls

The height of the quantity discount is determined by the percentage related to the number of calls per calendar year per individual ship, or the number of calls per calendar year per cluster. In view of the objective of the quantity discount on the pilotage tariffs, the number of calls is determined by taking into account only those voyages where actual use is made of the services of a registered pilot.

A call is defined as a combination of an ingoing voyage (i.e. from sea to a seaport area) under pilotage and an outgoing voyage (i.e. from the same seaport area to sea) under pilotage. The number of calls on which the discount percentage is based is calculated per seaport area. Calls made in different seaport areas are therefore not added together. The following calculation rules apply for the determination of the number of calls per calendar year:

6.8.1 Individual ships

The number of calls of individual ships on which the discount percentage is based is equal to the actual number of calls made in the calendar year concerned.

6.8.2 Unmodified cluster

The actual numbers of calls made by the combined ships in a registered cluster of sister ships in the calendar year concerned are added together. The corresponding percentage of quantity discount on the pilotage tariffs is then calculated over the relevant voyages per ship.

6.8.3 New cluster

If a cluster of sister ships is started during the course of the calendar year (i.e. not commencing on 1 January), the number of calls on which the discount percentage is based is calculated by extrapolating the actual number of calls made in that calendar year with retroactive effect to 1 January of the current calendar year.

6.8.4 Discontinued cluster

If a cluster of sister ships (not being a consortium or alliance) is discontinued during the current calendar year (i.e. before 31 December), the number of calls on which the discount percentage is based is equal to the actual number of calls made during that calendar year. 'Discontinued' is understood to mean the situation where the cluster of sister ships concerned no longer calls at the relevant seaport area.

6.8.5 Unmodified consortium

The actual numbers of calls made by the combined ships in a registered consortium (or alliance) in the calendar year concerned are added together. The corresponding percentage of quantity discount on the pilotage tariffs is then calculated over the relevant voyages per ship.

6.8.6 New consortium

If a consortium (or alliance) is started during the course of the calendar year (i.e. not commencing on 1 January), the number of calls on which the discount percentage is based is calculated by extrapolating the actual number of calls made in that calendar year with retroactive effect to 1 January of the current calendar year.

6.8.7 Discontinued consortium

If a consortium (or alliance) is discontinued during the current calendar year (i.e. not with effect from 31 December) other than through administrative reform of the consortia (or alliances), the number of calls on which the discount percentage is based is equal to the actual number of calls made during that calendar year. 'Discontinued' is understood to mean the situation where the consortium (or alliance) concerned no longer calls at the relevant seaport area.

6.8.8 Administrative reform of consortia

If existing consortia (or alliances) are administratively reformed, ships from discontinued clusters are placed in newly formed clusters and continue to call at Dutch ports in a regular liner service for the rest of the calendar year concerned.

In that case, the number of calls on which the quantity discount of the discontinued consortium (or alliance) is based is calculated by extrapolating to a full calendar year the actual number of calls made in the calendar year concerned until 31 December. This way, a discontinued cluster will be allocated the discount percentage it would have received if the cluster had remained intact for the entire calendar year.

6.9 Matrix frequency discount

In accordance with the provisions in article 4.7, section 2 of the Decree amending the Registered Pilots Oversight Decree, the organisation designated pursuant to article 15a, section two of the Shipping Traffic Act, will give a discount in accordance with a scheme laid down under a decision of the Board.

Further details with regard to the provisions of the quantity discount are granted in article 4.9 of the Decree amending the Registered Pilots Oversight Decree.

The overview applicable to the scheme of the quantity discount is given below. In this scheme is included the discount percentage granted on the S and T tariffs and the A tariff according to length and category of ship against a certain number of calls on a yearly basis.

Matrix frequency discount per 1-1-2025

| Length Overall Ships in meters: | 81,00- 120,99 | 121,00- 160,99 | 161,00- 200,99 | 201,00- 240,99 | 241,00- 280,99 | 281,00- 320,99 | 321,00- 360,99 | ≥361 |
|------------------------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------|
| Call on yearly basis: | | | | | | | | |
| < 18 | - | - | - | - | - | - | - | - |
| 18-36 | - | - | - | 9% | 16% | 17% | 17% | 17% |
| 37-48 | - | - | - | 11% | 18% | 19% | 19% | 19% |
| 49-60 | - | - | 7% | 13% | 20% | 21% | 21% | 21% |
| 61-72 | - | 5% | 9% | 15% | 22% | 23% | 23% | 23% |
| 73-84 | 5% | 5% | 11% | 17% | 25% | 27% | 27% | 27% |
| 85-96 | 5% | 7% | 13% | 19% | 27% | 29% | 29% | 29% |
| 97-108 | 7% | 9% | 15% | 21% | 29% | 31% | 31% | 31% |
| 109-120 | 9% | 11% | 17% | 24% | 31% | 33% | 33% | 33% |
| 121-132 | 11% | 13% | 19% | 26% | 33% | 35% | 35% | 35% |
| 133-144 | 13% | 15% | 21% | 28% | 36% | 38% | 38% | 38% |
| 145-156 | 15% | 17% | 23% | 28% | 36% | 38% | 38% | 38% |
| 157-168 | 17% | 19% | 25% | 28% | 36% | 38% | 38% | 38% |
| 169-180 | 19% | 21% | 25% | 28% | 36% | 38% | 38% | 38% |
| >180 | 20% | 22% | 25% | 28% | 36% | 38% | 38% | 38% |

6.10 Registered pilots oversight decree

Article 1.1.

In this Decree and all provisions made pursuant thereto, the following terms shall mean:

A tariff: tariff for additional services as referred to in article 4.5.

Competent authority: the designated authority for a waterway or part thereof pursuant to article 1, under a, of the Compulsory Pilotage Decree 1995.

Special transport: that which, pursuant to article 1, section five, of the Shipping Traffic Act, is also meant by a ship or a sea-going ship and which, under or pursuant to article 4 of that same Act is meant by a special transport.

Call: a combination of an ingoing and outgoing voyage in the same seaport area.

Cluster of sister ships: two or more sister ships which are operated by the same natural or legal person.

Consortium: two or more sister ships, which are part of a joint venture between several natural or legal persons by which the ships are operated on the basis of a regular service schedule, which has been announced in the way as is customary for the sector, and whereby the ships call at a predetermined seaport area.

Draft: maximum draft of a ship or a special transport during the pilotage voyage, specified in decimetres, whereby more than a half decimetre is rounded up, and whereby an increase in draft due to unforeseen damages or an accident, or a temporary increase in draft for the benefit of the system for taking cargo on board, or a temporary increase in draft directly resulting from the purpose for which the special transport is carried out, shall not be taken into account.

Quantity discount: a discount on the pilotage tariffs as referred to in article 4.9.

Ingoing voyage: a voyage with a ship or a special transport for the purpose of which pilotage services are rendered:

- a. from sea to anchorage berth at sea in an anchorage area or another location;
- or
- b. from sea or from a berth in an anchorage area at sea or another location, to the berth in a seaport area.

Pilotage services: the services of a registered pilot as referred to in article 2, section one and two, of the Dutch Pilots Act.

Reimbursements for pilots: reimbursements covering the costs involved with the situations mentioned in article 4.6, section one.

Organisation: the organisation designated pursuant to article 15a, section two of the Shipping Traffic Act.

Rendezvous voyage: an ingoing or outgoing voyage for the purpose of which the service of a pilot commences or ends at a designated location at sea appointed by the competent authority in or near the approach channel to the seaport area concerned.

S tariff: starting tariff as referred to in article 4.3, section three.

Ship: a ship as referred to in article 1, section one, subsection b of the Shipping Traffic Act, or a sea-going ship as referred to in article 1, section 2, subsection c of that same Act, or that which is considered equal to or excepted from it, pursuant to article 1, section three, subsection three of that Act.

T special tariff: T tariff with regard to situations as referred to in article 4.4.

T tariff: route-dependent tariff as referred to in article 4.3, section four.

Outgoing voyage: a voyage with a ship or a special transport for the purpose of which pilotage services are rendered:

- a. from a berth in an anchorage area at sea or another location, to sea; or
- b. from a berth in a seaport area to sea or to a berth in an anchorage area at sea or another location.

Berth shift voyage: a voyage with a ship or a special transport for the purpose of which pilotage services are rendered, not being an ingoing or outgoing voyage.

Act: Dutch Pilots Act.

Sea: the North Sea, the Wadden Sea, including the entrance to the Eems, the Ranzelgat and the Dukegate, and the entrance to the Western Scheldt, including Flushing Roads.

Seaport area: the seaport area of Delfzijl-Eemshaven, Harlingen-Terschelling, Den Helder-Den Oever-Oudeschild, Amsterdam-IJmuiden, Rotterdam-Rijnmond, including Dordrecht, Moerdijk and Scheveningen, or Scheldemonden.

Sister ships: ships that in relation to each other comply with the following requirements:

1. similar type in accordance with Lloyd's Register of Ships;
2. a difference in length over all, maximum draft on the summer load line, and a maximum width of not more than respectively 10%, 15% en 20%;

Article 4.7.

1. The Authority for Consumers and Markets lays down the S, T, T special, and A tariffs, including the reimbursements for pilots, and including the calculation rules for those voyages on behalf of which several additional services are rendered as referred to in article 4.5.
2. Without prejudice to the provisions in section one, the Authority for Consumers and Markets lays down a scheme for giving quantity discounts to:
 - a. individual ships, if these ships, within one calendar year, manage to obtain the frequency in calls specified in the scheme;
 - b. a cluster of sister ships, or a consortium, if that cluster or consortium manages to obtain the frequency in calls specified in the scheme;

§ 3 The invoicing of pilotage tariffs and quantity discount

Artikel 4.9

1. The organisation gives a quantity discount, based on the total sum of S, T and T special tariffs that are charged in one calendar year at the expense of a ship, a cluster of ships, or a consortium as referred to in article 4.7, section two.
2. A ship cannot be simultaneously part of more than one cluster of sister ships or more than one consortium.
3. The quantity discount will be granted after an application has been submitted to the organisation via the application form supplied for that purpose.

1. The applicant will demonstrate plausibly that the ship, the cluster of sister ships, or the consortium, complies or will comply in any case with the minimum frequency in calls as referred to in article 4.7, section two.
2. The discount will be granted from the first day of the calendar year in which the application was submitted and, as long as the requirements in section three are met, they will be subtracted on an advance basis from the invoiced amount.
3. The final account of the quantity discount will be settled at the end of the calendar year mentioned and set off against any advance payments.
4. A ship, a cluster of sister ships, or a consortium which were granted quantity discount in the period before 1 January 2014, or were granted quantity discount pursuant to section two, will continue to be granted quantity discount for as long as the requirements in section three are met, without the necessity of submitting new applications every time, as referred to in section two.
5. The organisation may request further particulars with regard to giving quantity discount.

This information is an extract in English of the regulations on quantity discount. In case of any dispute on the granting of the quantity discount, only the official Dutch version of the regulations and conditions as stated in the Registered Pilots Market Supervision Decree ("Besluit markttoezicht registerloodsen"), and other formal regulations and conditions and decisions by the ACM or the courts will be applicable and binding.

6.11 Other information

6.11.1 Seaport areas

Article 3a. Tariff areas and tariff columns

1. In order to determine the T tariff as referred to in article 4.3 of the Registered Pilots Oversight Decree in more detail, the seaport areas are subdivided in tariff areas in accordance with Annex 1 of this regulation.
2. The tariff areas referred to in section one, are subdivided into tariff columns in accordance with Annex 2 of this regulation.

ANNEX 1, AS REFERRED TO IN ARTICLE 1, PART A (ANNEX 1 TO ARTICLE 3A, SECTION ONE, REGISTERED PILOTS OVERSIGHT REGULATIONS)

1.**Seaport area Delfzijl-Eemshaven:**

Tariff area Eems A: Eemshaven. The navigable part of the Eems, situated south of a line through the following coordinates: 53° 28.5'N / 006° 40'E and 53° 29'N / 007° 01'E; and north of a line through the following coordinates: 53° 24'N / 006° 53'E and 53° 24'N / 007° 01'E.

Tariff area Eems B: Delfzijl. The navigable part of the Eems, situated south of a line through the following coordinates: 53° 24'N / 006° 53'E and 53° 24'N / 007° 01'E.

2.**Seaport area Harlingen-Terschelling:**

Tariff area Harlingen A: Harlingen. The navigable part, situated south of a line through the following coordinates: 53° 12'N / 005° 06'E and 53° 20'N / 005° 27'E; and northeast of a line through the following coordinates: 53° 12'N / 005° 06'E and 53° 08'N / 005° 25'E.

Tariff area Harlingen B: Kornwerderzand. The navigable part, situated south of a line through the following coordinates: 53° 12'N / 005° 06'E and 53° 08'N / 005° 25'E; and east of a line through the following coordinates: 52° 54'N / 004° 50'E and 53° 01'N / 004° 48'E.

Tariff area Harlingen C: Den Helder. The navigable part west of the western boundary mentioned in Tariff area Harlingen B.

3.**Seaport area Den Helder-Den Oever- Oudeschild**

Tariff area Den Helder A: The Port of Den Helder, including the ports and the Wadden Sea north of 53° 00'N and west of 004° 53'E.

Tariff area Den Helder B: The ports and the Wadden Sea south of 53° 00'N and east of 004° 53'E.

Tariff area Den Helder C: The ports and the Wadden Sea north of 53° 00'N and east of 004° 53'E, excluding the Port of Harlingen.

Tariff area Den Helder D: The Port of Harlingen.

4.**Seaport area Amsterdam-IJmuiden**

Tariff area Amsterdam-IJmuiden A: the ports and the navigable area between the meridian of 004°34'E and the locks, including Seaport Marina.

Tariff area Amsterdam-IJmuiden B: that part of the North Sea Canal and the harbours that lie between the locks and kilometre 7, including the locks

Tariff area Amsterdam-IJmuiden C: that part of the North Sea Canal and the harbours that lie between kilometre 7 and kilometre 14.

Tariff area Amsterdam-IJmuiden D: that part of the North Sea Canal and the harbours that lie between kilometre 14 and kilometre 19.

Tariff area Amsterdam-IJmuiden E: that part of the North Sea Canal and the harbours that lie between kilometre 19 and the parallel of 52° 23.3'N.

Tariff area Amsterdam-IJmuiden F: that part of the IJ and the harbours that lie south of the parallel of 52° 23.3'N.

Tariff area Amsterdam-IJmuiden D: that part of the North Sea Canal and the harbours that lie between kilometre 14 and kilometre 19.

Tariff area Amsterdam-IJmuiden E: that part of the North Sea Canal and the harbours that lie between kilometre 19 and the parallel of 52° 23.3'N.

Tariff area Amsterdam-IJmuiden F: that part of the IJ and the harbours that lie south of the parallel of 52° 23.3'N.

5.**Seaport area Rotterdam-Rijnmond including Dordrecht, Moerdijk and Scheveningen**

Tariff area Rotterdam-Rijnmond A: Maasvlakte. The area including:

- the Maas entrance, bounded on the east side by the meridian of 004° 06.4'E;
- the Beerkanaal, bounded on the east side by the meridian of 004° 06.4'E;
- the Calandkanaal, bounded on the east side by the meridian of 004° 06.4'E;
- the Hartelkanaal, bounded on the east side by the meridian of 004° 06.4'E;
- the New Waterway, bounded on the east side by the meridian of 004° 06.4'E;
- the Yangtzekanaal, bounded on the west side by the meridian of 004° 01.0'E, including the berths on the north bank of the Yangtzekanaal.

Tariff area Rotterdam-Rijnmond B: Europoort.

The area including:

- the Calandkanaal and adjoining harbour basins bounded on the west side by the meridian of 004° 06.4'E, and on the east side by 004° 15.6'E;
- the Hartelkanaal and adjoining harbour basins bounded on the west side by the meridian of 004° 06.4'E, and on the east side by 004° 15.6'E;
- the New Waterway and adjoining harbour basins bounded on the west side by the meridian of 004° 06.4'E, and on the east side by 004° 15.6'E.

Tariff area Rotterdam-Rijnmond C: Botlek.

The area including:

- the New Waterway and adjoining harbour basins bounded on the west side by the meridian of 004° 15.6'E, and on the east side by 004° 23.2'E;
- the Botlek and adjoining harbour basins bounded on the west side by the meridian of 004° 15.6'E;
- the Hartelkanaal and adjoining harbour basins bounded on the west side by the meridian of 004° 06.4'E, and on the east side by 004° 23.2'E;
- the Oude Maas and adjoining harbour basins bounded on the west side by the meridian of 004° 15.6'E, and on the east side by 004° 23.2'E;
- the Nieuwe Maas and adjoining harbour basins bounded on the west side by the meridian of 004° 15.6'E, and on the east side by 004° 23.2'E.

Tariff area Rotterdam-Rijnmond D: Stad (the City).

The area including:

- the Nieuwe Maas and adjoining harbour basins bounded on the west side by the meridian of 004° 23.2'E, and on the east side by 004° 33.3'E;
- Tariff area Rotterdam-Rijnmond E: Upstream of the bridges.

The area including:

- the Nieuwe Maas, bounded on the west side by the meridian of 004° 33.3'E;
- the Hollandsche IJssel, bounded on the west side by the meridian of 004° 33.3'E.

Tariff area Rotterdam-Rijnmond F: Dordrecht and its environs.

The area including:

- the Lek;
- the Noord;

- the Beneden Merwede;
- the Oude Maas, bounded on the west side by the meridian of 004° 23.2'E;
- the Spui, bounded on the west side by the meridian of 004° 20'E;
- the Dordtse Kil, bounded on the south side by the parallel of 51° 47.0'N.

Tariff area Rotterdam-Rijnmond G: Moerdijk and its environs.

The area including:

- the Dordtse Kil, bounded on the north side by the parallel of 51° 47.0'N;
- the Spui, bounded on the east side by the meridian of 004° 20'E;
- the Haringvliet, bounded on the east side by the meridian of 004° 04.5'E;
- the Zijpe, bounded on the west side by the meridian of 004° 04.5'E;
- the Volkerak;
- the Hollands Diep;
- the Amer;
- the Nieuwe Merwede;
- the Scheldt-Rhine Canal.
- the Hollands Diep;
- the Amer;
- the Nieuwe Merwede;
- the Scheldt-Rhine Canal.

Tariff area Rotterdam-Rijnmond H: Zeeland.

The area including:

- the Haringvliet, bounded on the east side by the meridian of 004° 04.5'E;
- the Zijpe, bounded on the east side by the meridian of 004° 04.5'E;
- the Eastern Scheldt, bounded on the east side by the meridian of 001° 04.5'E;
- The Slijkgat.

Tariff area Rotterdam-Rijnmond I: Scheveningen. The area from the separation buoy up to the Port of Scheveningen.

Tariff area Rotterdam-Rijnmond J: Maasvlakte 2. The area including the remaining berths on the west side of the meridian of 004° 01.0'E, with the exception of the berths on the north bank of the Yangtzekanaal.

6.

Seaport area Scheldemonden

Tariff area Scheldemonden A: The area from Flushing Roads up to and including all the berths and quays in Flushing Outer Harbour and the Flushing Inner Harbours, including the Kanaal door Walcheren and Middelburg up to and including the lock at Veere, Breskens, Sloehavens and all anchorages in the Western Scheldt, including Everingen A-E up to the line between Fort Ellewoutsdijk and a location west of the industrial zone around the Braakmanhaven.

Tariff area Scheldemonden B: The area from a line between Fort Ellewoutsdijk and a location (about 2 km outside the harbour entrance) west of the industrial zone around the Braakmanhaven up to and including all the berths and quays of the Braakmanhaven, the Put van Terneuzen until the locks (extreme ends of the breakwaters) and on the east side bounded by the line between Ossensisse – Bakendorp.

Tariff area Scheldemonden C: The area including all the berths and quays of the Terneuzen-Ghent Canal, from the locks (the extreme ends of the outside breakwaters) at Terneuzen up to the Dutch-Belgian border.

Tariff area Scheldemonden D: The area including all the berths and quays of the Western Scheldt from the line between Ossensisse and Bakendorp until the Dutch-Belgian border near Antwerp, and on the north side bounded by the exit of the Kanaal door Zuid-Beveland (Walsoorden, Hansweert, Wemeldinge, Kanaal door Zuid-Beveland).

Tariff area Scheldemonden E: The area including all the berths and quays of the entire Eastern Scheldt up to and including the Volkerak and up to the Roompotsluis, Schelde-Rijnkanaal, Veerse Meer.

Tariff area Scheldemonden F: The area including all the berths and quays of the Western Scheldt from the Dutch-Belgian border up to Antwerp.

Tariff area Scheldemonden G: The area including all the berths and quays of the Terneuzen-Ghent Canal from the Dutch-Belgian border up to Ghent.

6.12 Contact

For all other information, questions or remarks, you can contact us via nrd.customerservice@loodswezen.nl or by telephone +31 (0)596 61 81 88.

part 1

part 2

part 3

part 4

part 5

part 6

part 7

contents

Other information

7

Information about ordering a pilot and contact information.



7. Other information

7.1 Ordering a pilot

Incoming vessels

- a. Destination Delfzijl and Eemshaven - Westereems
E.T.A. message to: Pilot Coordination Centre North
Phone: +31 (0)596 61 36 72
Fax: +31 (0)10 26 44 011
E-mail: lodicon@loodswezen.nl
VHF: 19
- b. Destination Harlingen - Vlieree
E.T.A. message to: Pilot Coordination Centre North
Phone: +31 (0)596 61 36 72
Fax: +31 (0)10 26 44 011
E-mail: lodicon@loodswezen.nl
VHF: 19

Sailing/shifting vessels

E.T.D message to: Pilot Coordination Centre North
Phone: +31 (0)596 61 36 72
Fax: +31 (0)10 26 44 011

Operational matters

Please contact the Chief Pilot.
Phone: +31 (0)596 61 8188

ETA/ETD messages

- a. E.T.A. messages destination Delfzijl and Eemshaven – Westereems compulsory, at least 12 hours before arrival at the Westereems Buoy. Confirmation of E.T.A. Westereems, 4 hours before arrival Westereems.
- b. E.T.A. messages destination Harlingen – Vlieree compulsory, at least 6 hours before arrival at Vlieree buoy ZS 15.
- c. E.T.D. messages compulsory, at least 4 hours before departure.

Non-compliance with these regulations might cause delay and/or extra costs.

7.2 Addresses

Loodswezen North

Schildweg 16 A
NL-9979 XR EEMSHAVEN
Tel.: +31 (0)596 61 81 88
E-mail: nrd.customerservice@loodswezen.nl

Loodswezen Amsterdam-IJmond

Kanaaldijk 242
1975 AJ IJMUIDEN
Tel.: +31 (0)255 56 45 45
E-mail: amsterdam-ijmond@loodswezen.nl

Loodswezen Rotterdam-Rijnmond

Markweg 200
Port number: 6335
NL-3198 NB EUROPOORT – ROTTERDAM
Tel.: +31 (0) 88 900 30 00
E-mail: rtm.customerservice@loodswezen.nl

Loodswezen River Scheldt

Boulevard de Ruyter 8
NL-4381 KA VLISSINGEN
Tel.: +31 (0)118 48 95 00
E-mail: scheldemonden@loodswezen.nl

Nederlands Loodswezen BV

Berghaven 16
NL-3151 HB Hoek van Holland
Tel.: +31 (0) 88 900 2500
E-mail: info@loodswezen.nl

part 1

part 2

part 3

part 4

part 5

part 6

part 7

contents