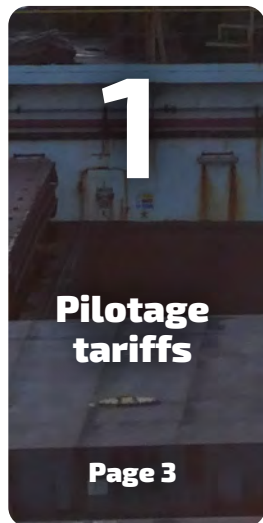


Pilotage Tariffs 2025

Region Rotterdam-Rijnmond



Contents



Pilotage tariffs

Page 3

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.

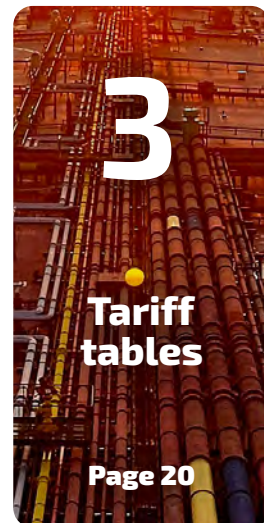


Tariff areas

Page 6

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

This part gives general as well as detailed maps.

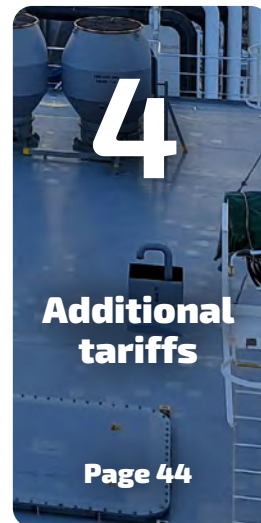


Tariff tables

Page 20

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

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



Additional tariffs

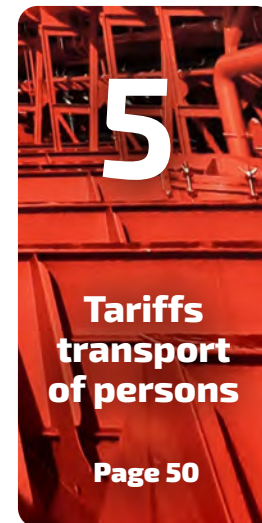
Page 44

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.

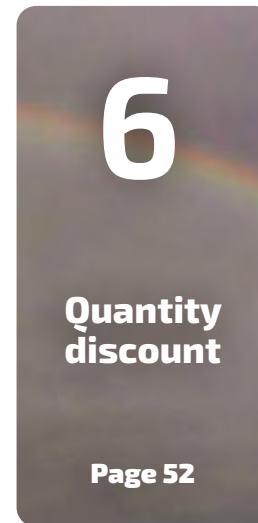
You may be eligible to a payment discount by using direct debit.



Tariffs transport of persons

Page 50

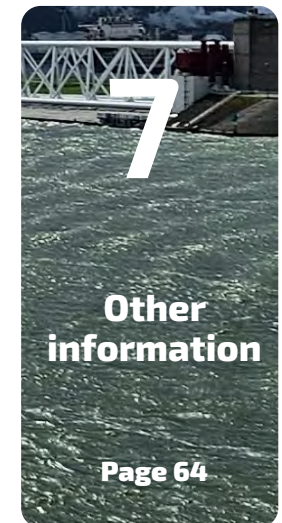
In this scheme you will find the tariffs for the transport of persons.



Quantity discount

Page 52

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



Other information

Page 64

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.

Compulsory Pilotage

Compulsory pilotage in the Port of Rotterdam is described in the Port Information Guide. For complete details go to the following website:

www.portofrotterdam.com

> Shipping > Sea-shipping

Port Information Guide (download as PDF)

Part V - 11 Nautical Services

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Tariff structure

This booklet contains the pilotage tariffs for 2025 applicable to the Region Rotterdam - Rijnmond.

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.

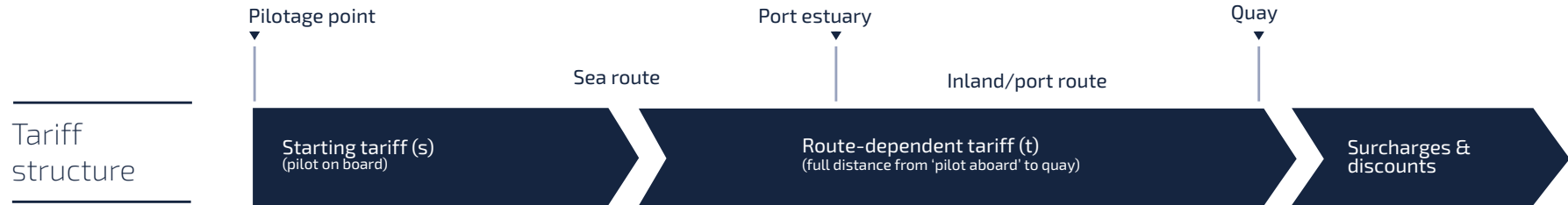
The tariff structure consists of a starting rate (S), the basic, fixed tariff for taking the pilot to and from the ship and for covering the fixed costs of Loodswezen.

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

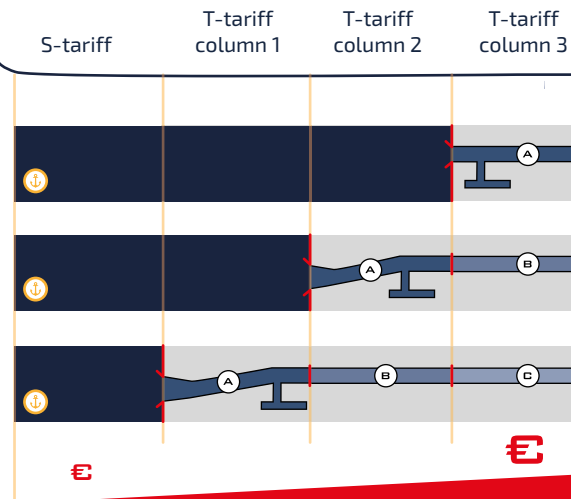
- 1 Rendezvous (trench ships and LNG Rijnmond)
- 2 Pilot station (Inbound and outbound trips)
- 3 Trips for shifting vessels

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

The port area has been divided in tariff areas A to J; 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

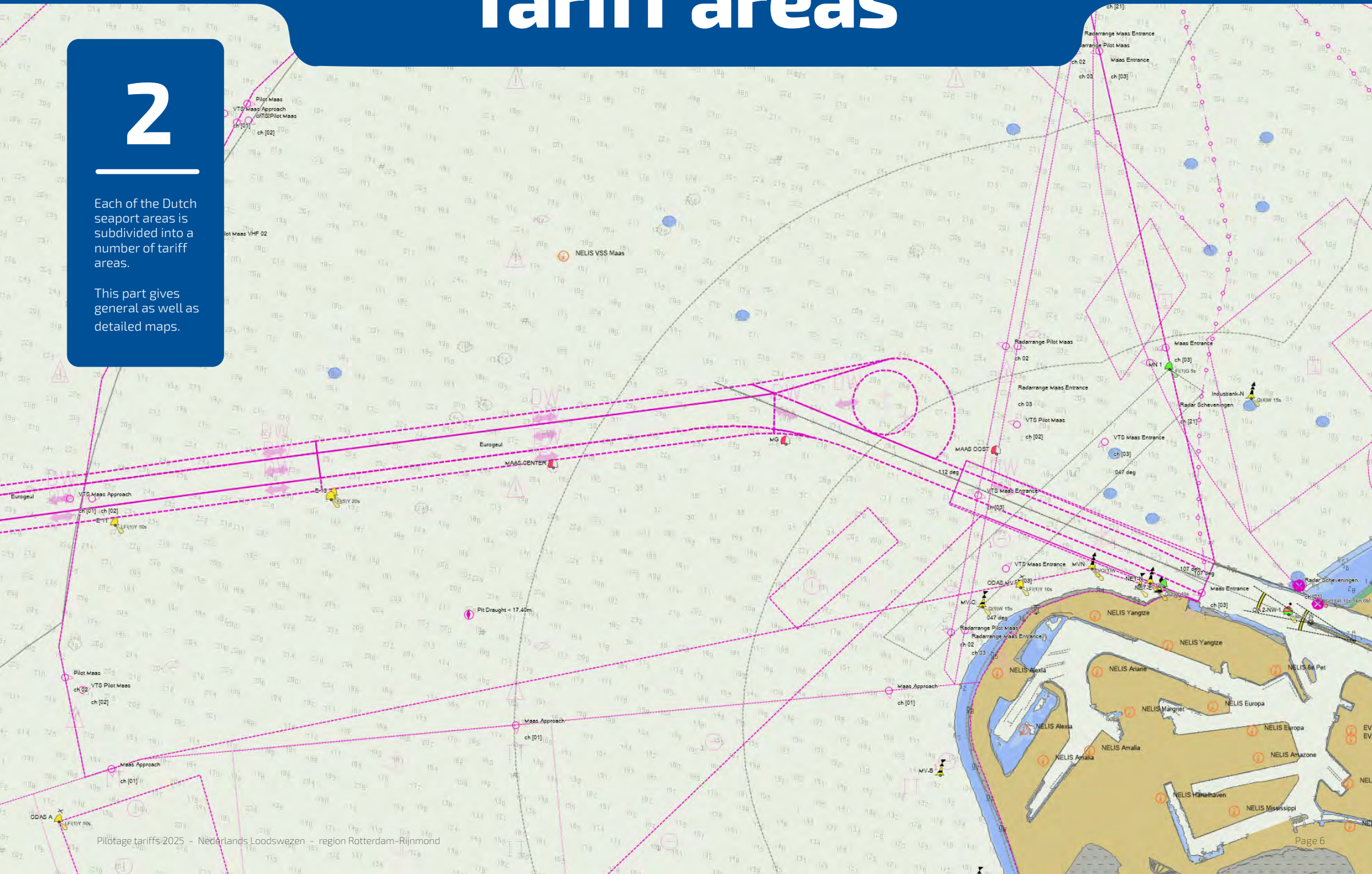


Tariff areas

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 Rotterdam-Rijnmond



Tariff area A-J



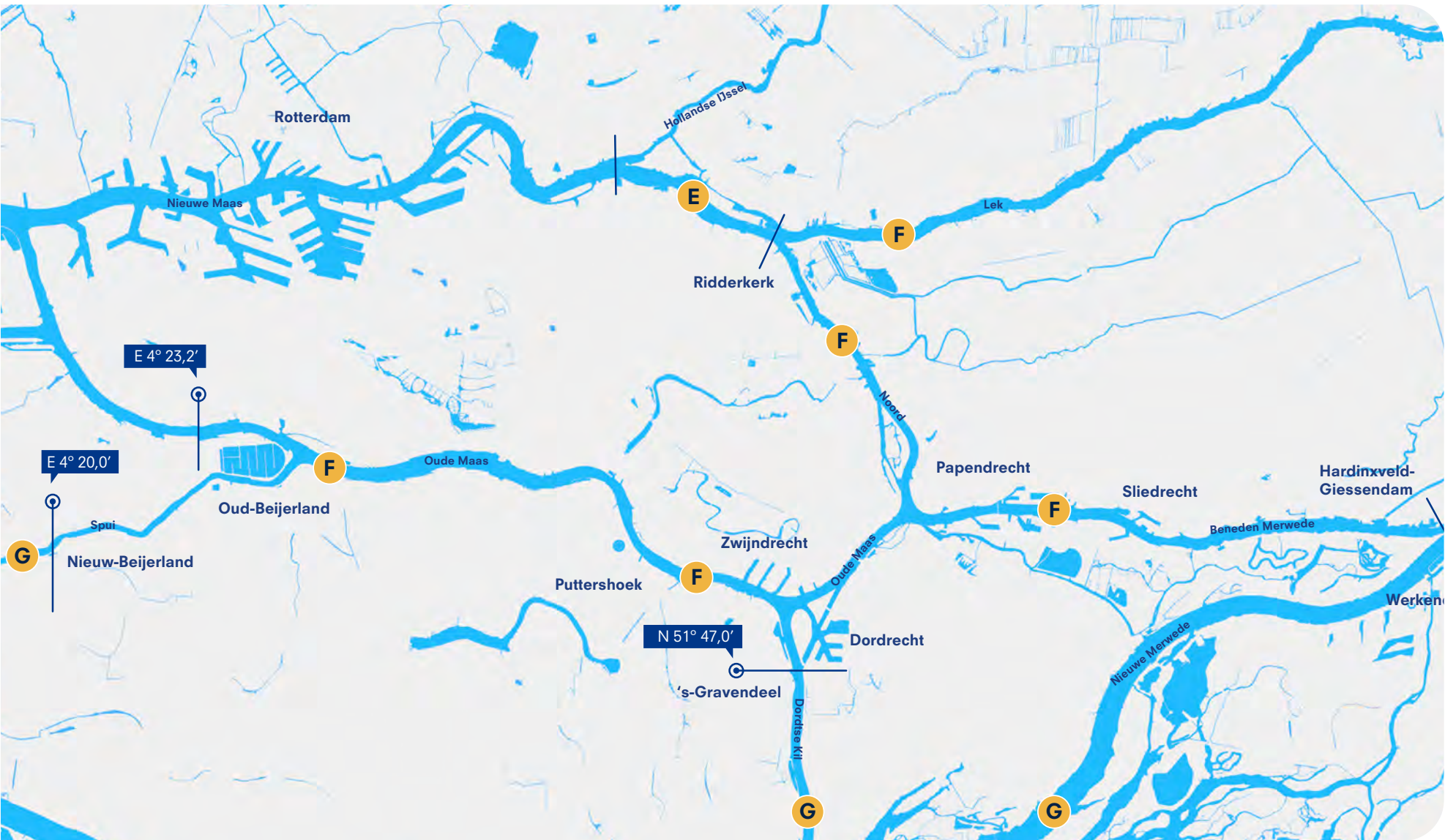
Tariff area B



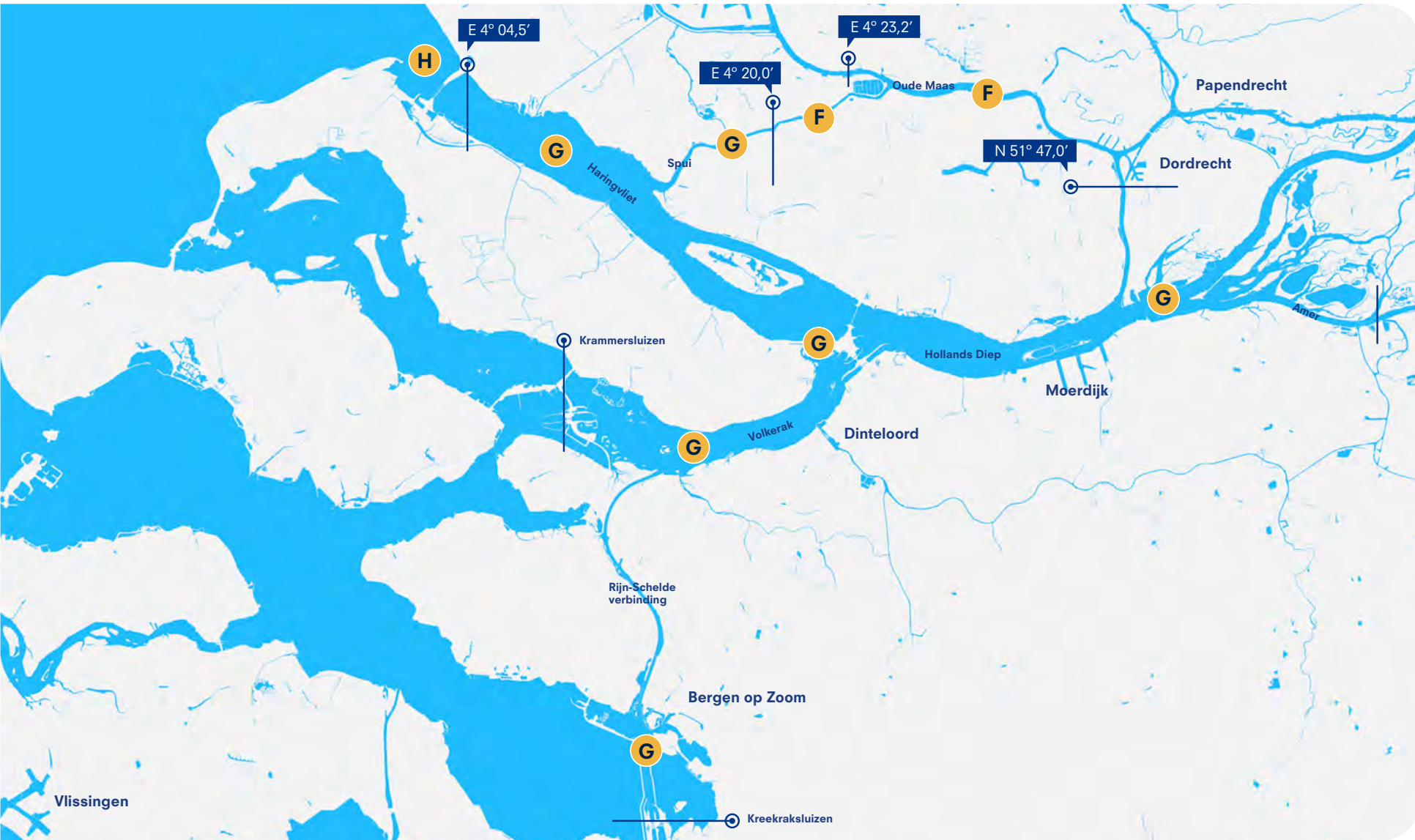
Tariff area C-D-E



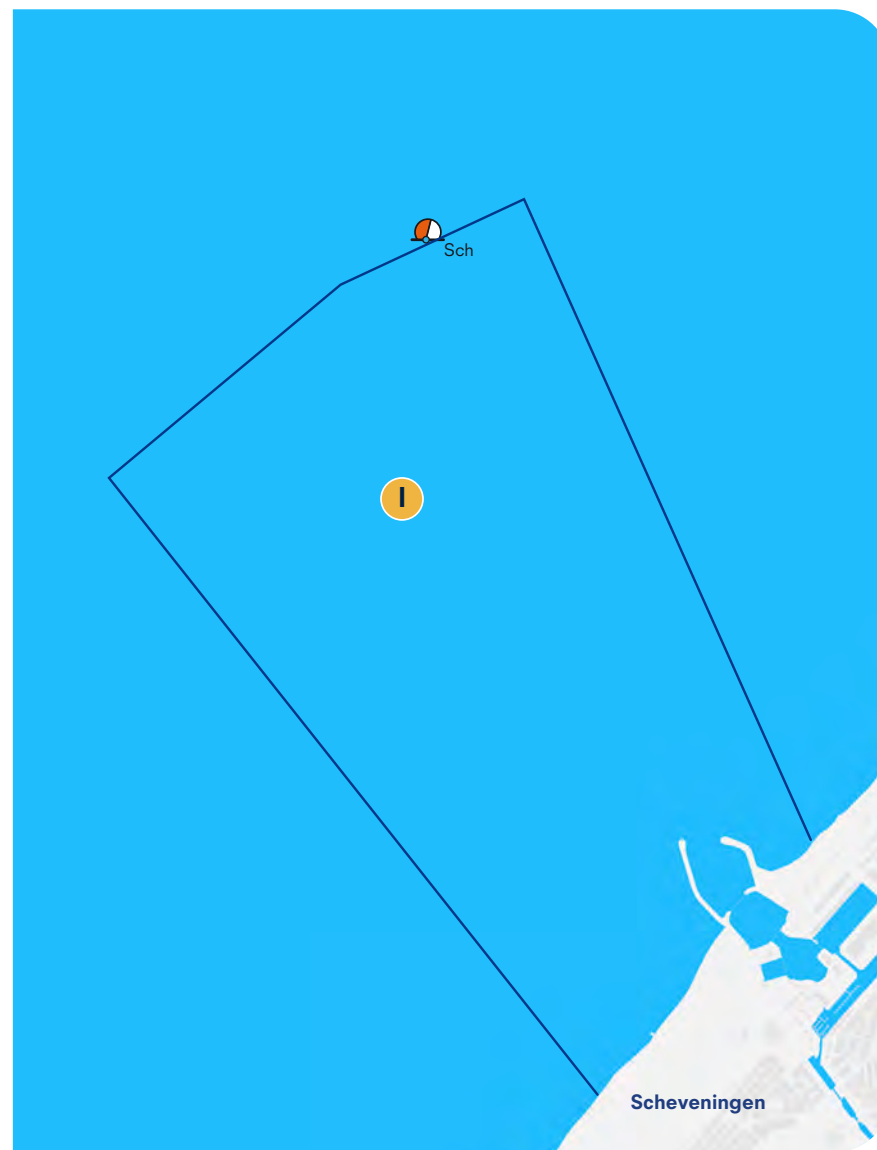
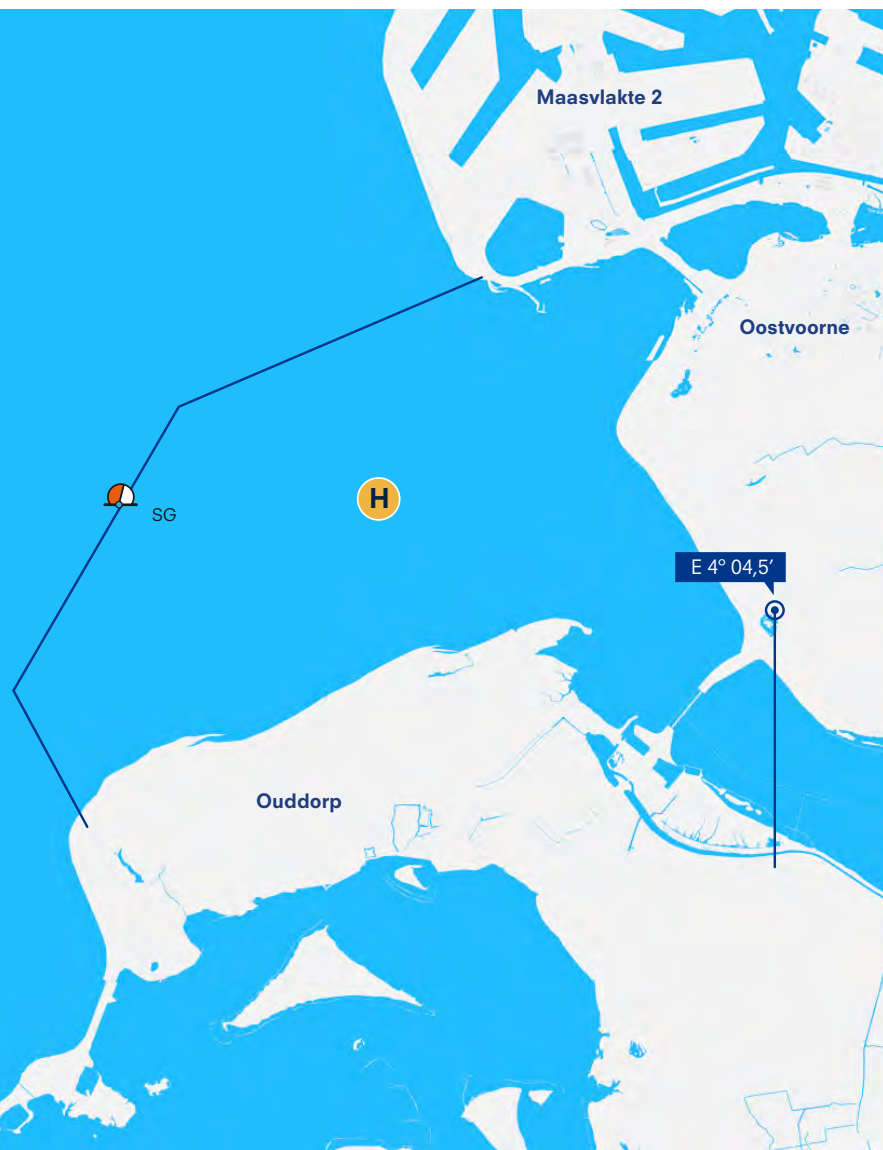
Tariff area F



Tariff area G



Tariff area H



part 1

part 2

part 3

part 4

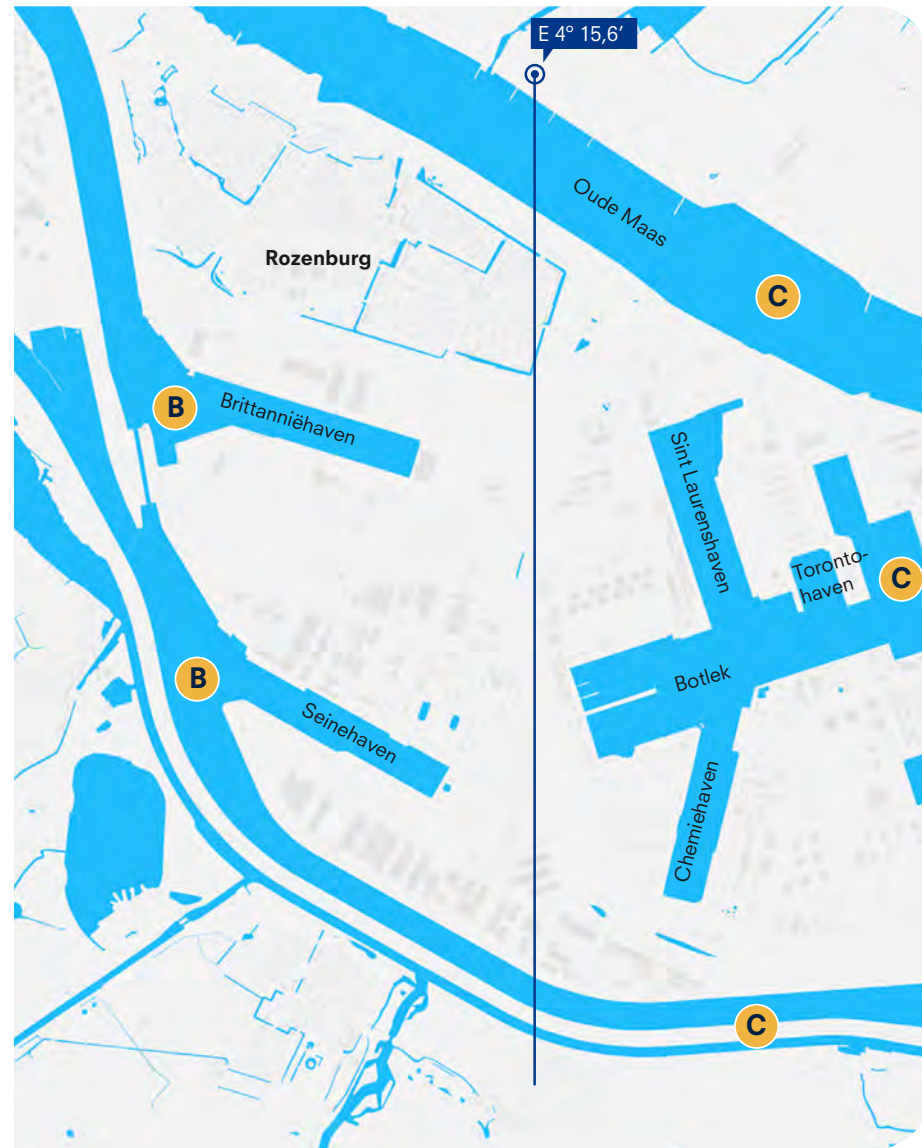
part 5

part 6

part 7

contents

Tariff area B detail



part 1

part 2

part 3

part 4

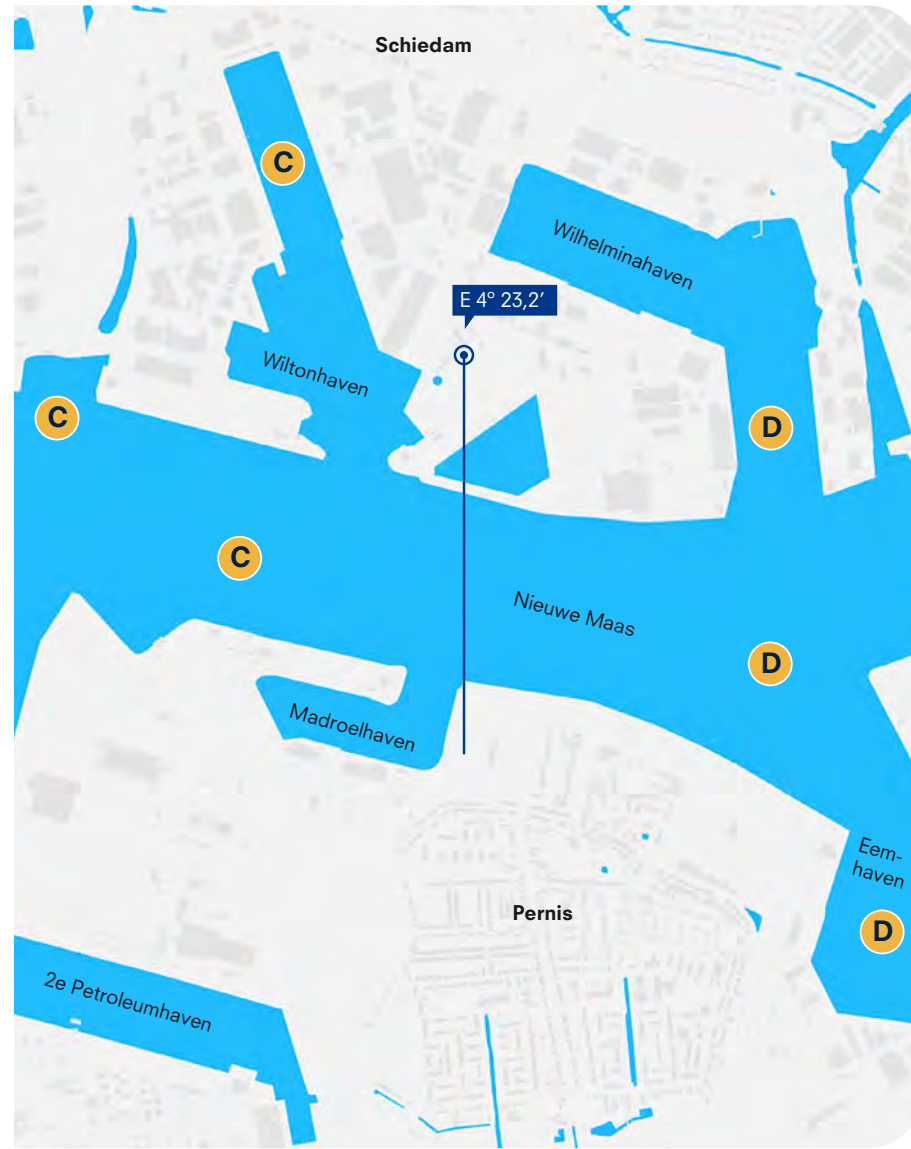
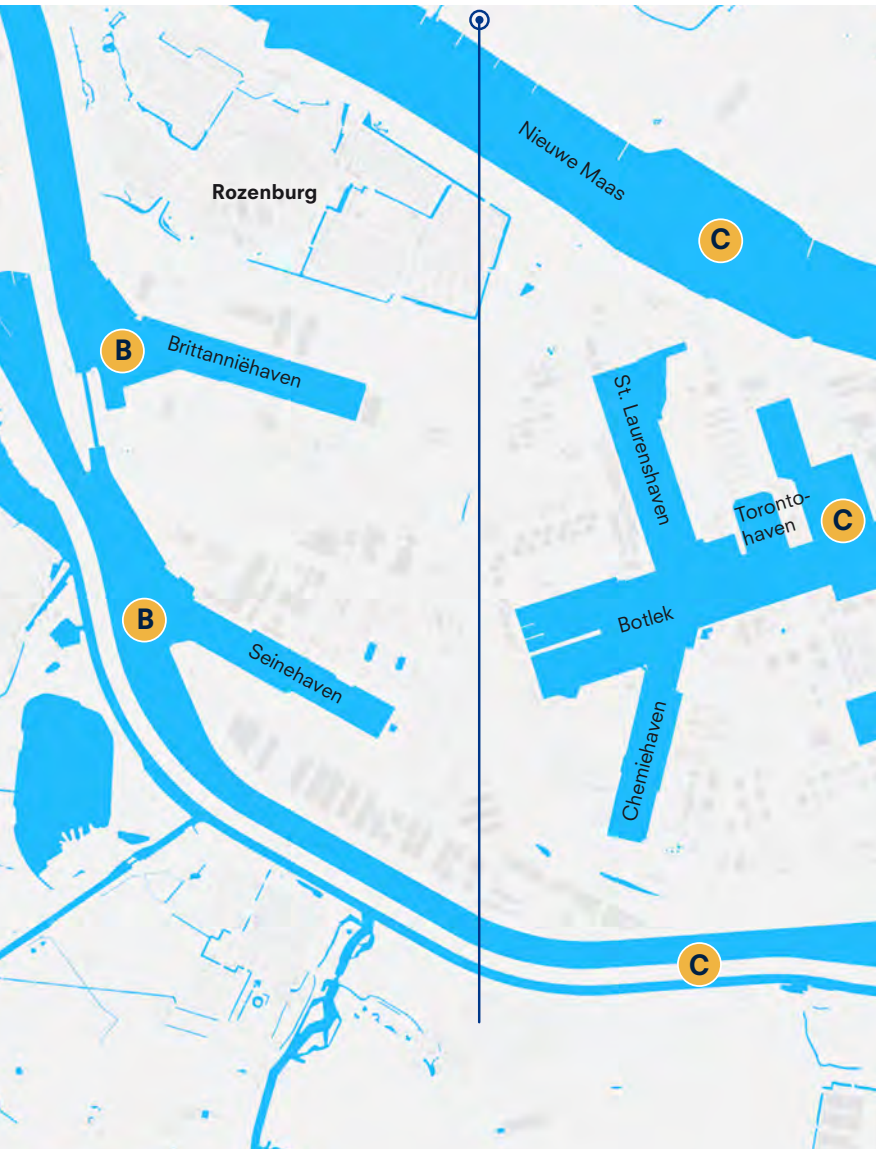
part 5

part 6

part 7

contents

Tariff area C detail



part 1

part 2

part 3

part 4

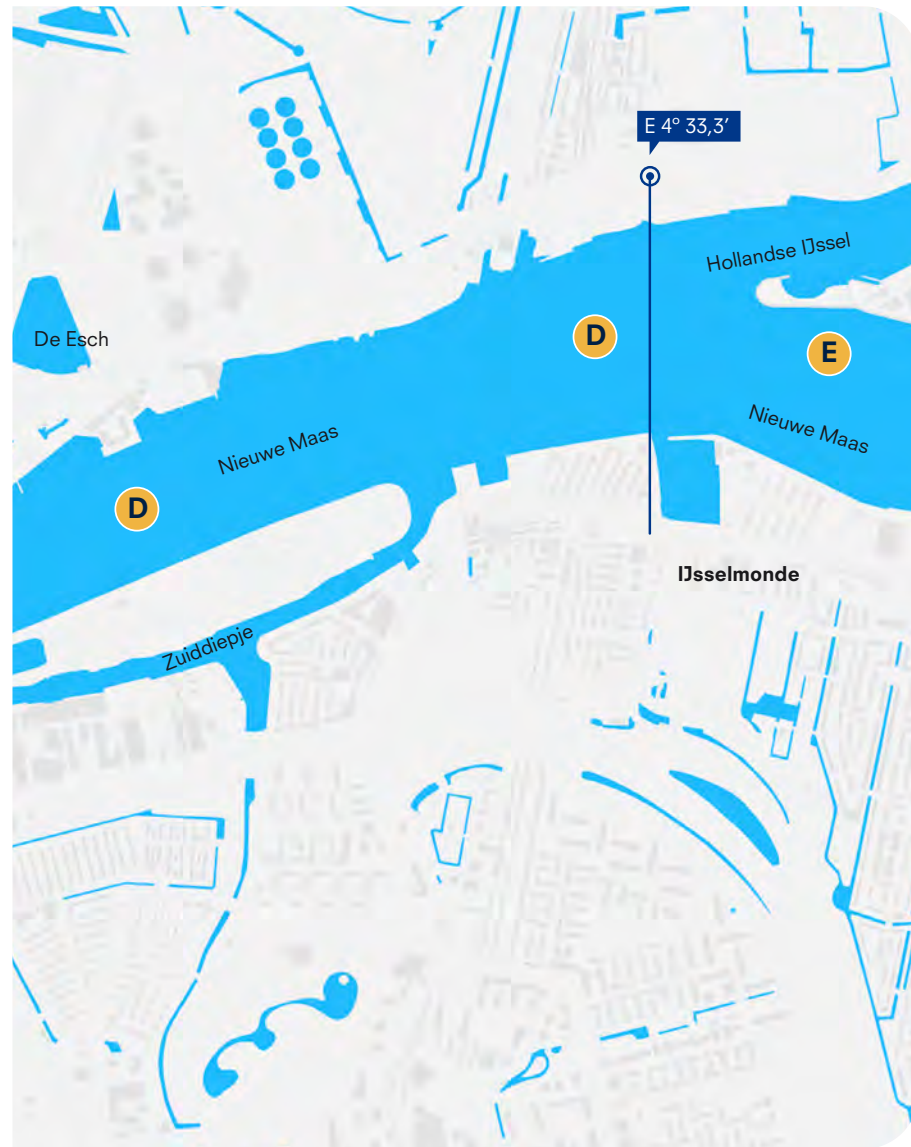
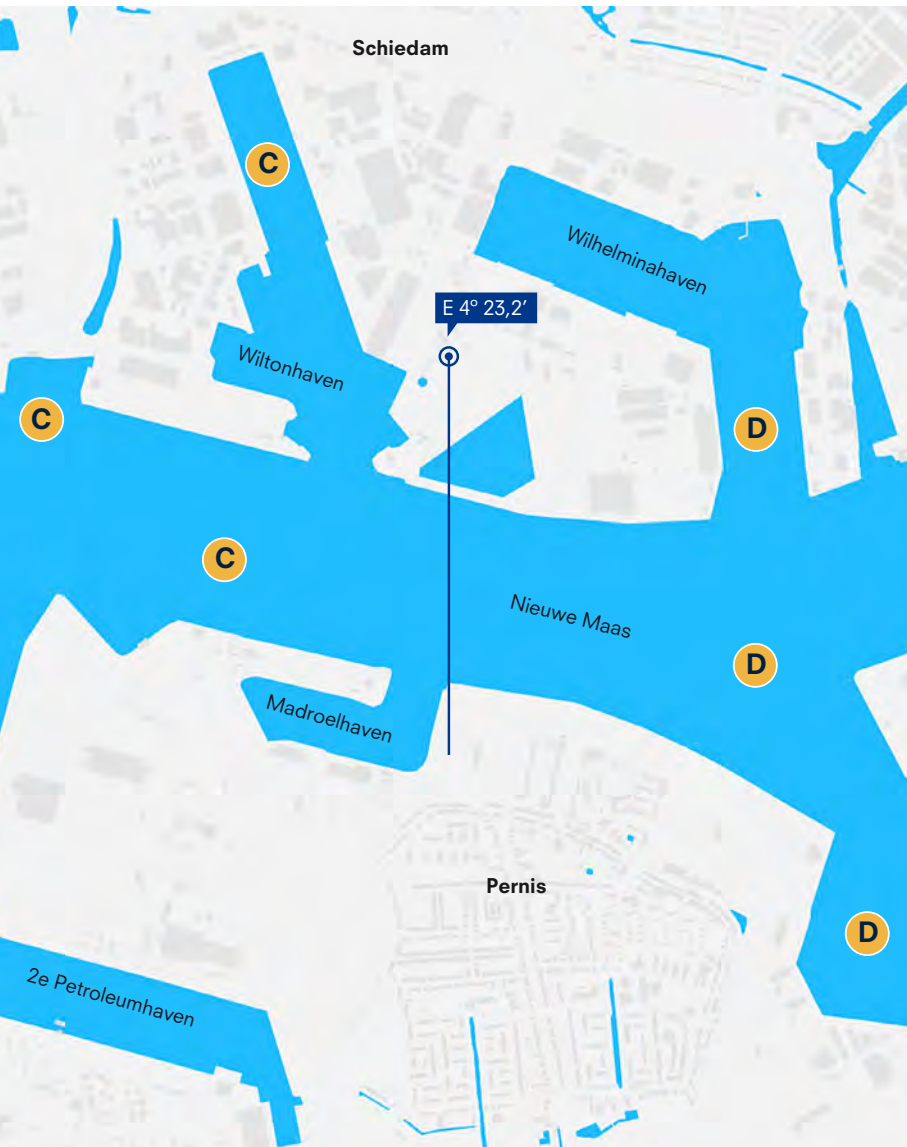
part 5

part 6

part 7

contents

Tariff area D detail



part 1

part 2

part 3

part 4

part 5

part 6

part 7

contents

Tariff area E detail



part 1

part 2

part 3

part 4

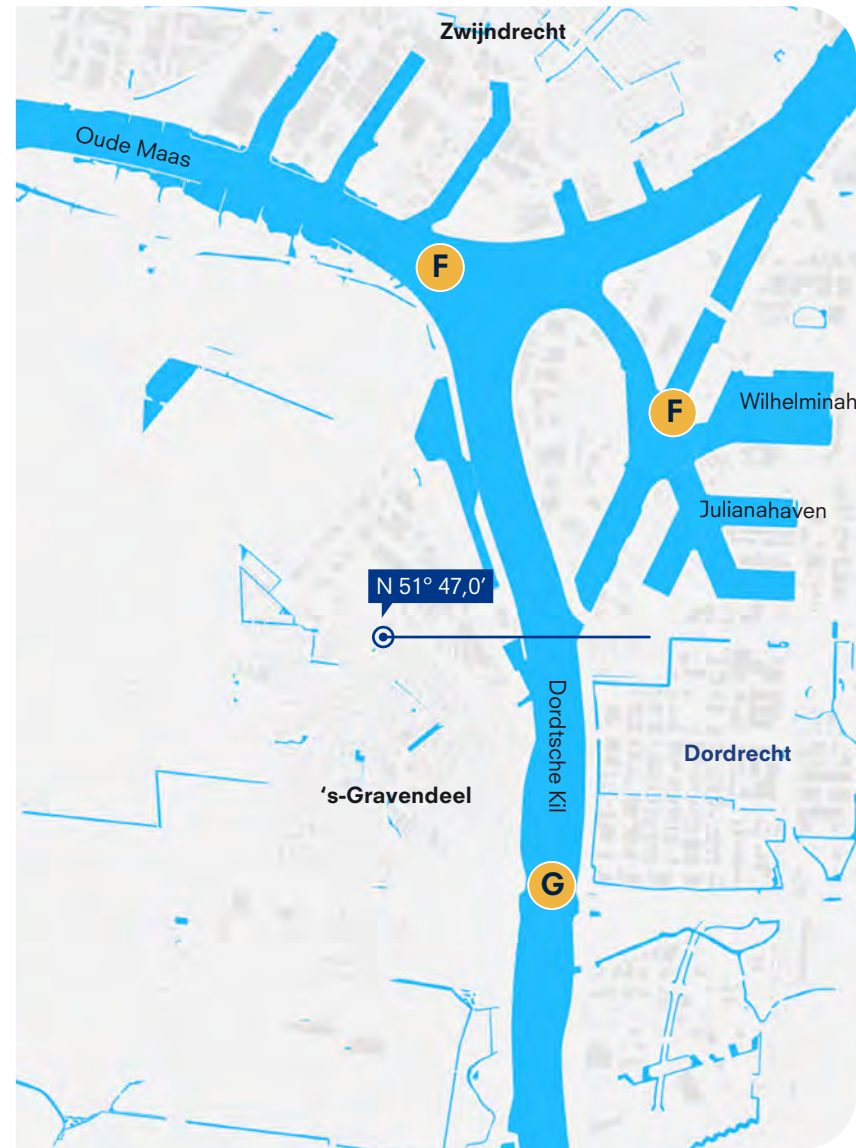
part 5

part 6

part 7

contents

Tariff area F detail



part 1

part 2

part 3

part 4

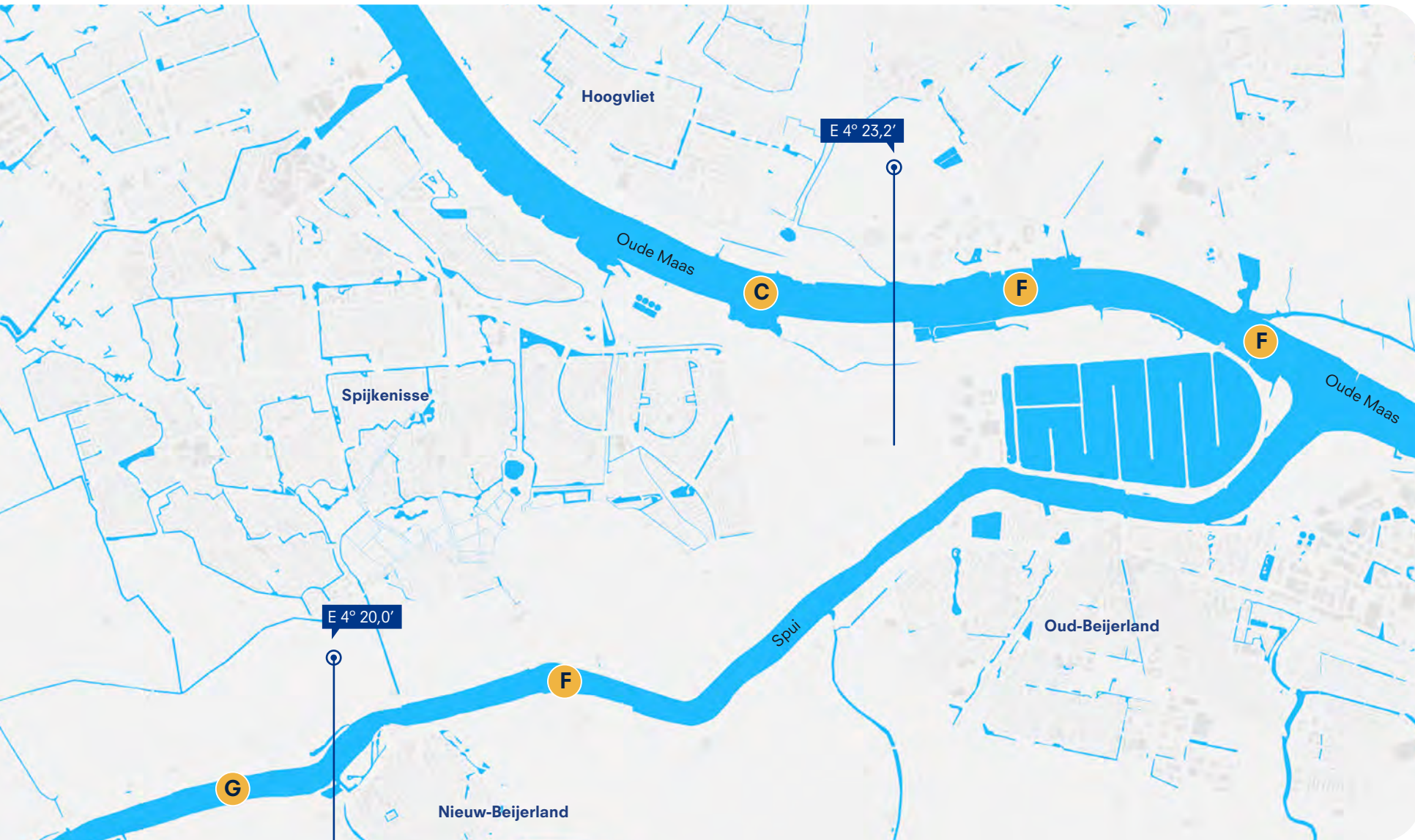
part 5

part 6

part 7

contents

Tariff area F detail



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 Rotterdam-Rijnmond

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

Sea port area Rotterdam-Rijnmond incl. Scheveningen			RV	RVLNG	Sea	A	B	C	D	E	F	G	H	I	J	
	Rendezvous	Rendezvous LNG				1e Maasvlakte	Europoort	Botlek	Waalhaven	Bolnes	Dordrecht	Moerdijk	Haringvliet	Scheveningen	Ze Maasvlakte	
						4	5	6	6	8	11	12	13	5	5	
RV	Rendezvous		S-RV + TC15													
RVLNG	Rendezvous LNG			S-RV + TC10												
Sea					S-IN/OUT + TC4											
A	1e Maasvlakte	4	S-RV + TC15	S-RV + TC10	S-IN/OUT + TC4	S-BS + TC1										
B	Europoort	5	S-RV + TC16	S-RV + TC11	S-IN/OUT + TC5	S-BS + TC2	S-BS + TC1									
C	Botlek	6		S-RV + TC12	S-IN/OUT + TC6	S-BS + TC3	S-BS + TC4*	S-BS + TC1								
D	Waalhaven	6		S-RV + TC12	S-IN/OUT + TC6	S-BS + TC3	S-BS + TC4*	S-BS + TC1	S-BS + TC1							
E	Bolnes	8			S-IN/OUT + TC8	S-BS + TC5	S-BS + TC6*	S-BS + TC3	S-BS + TC3	S-BS + TC1						
F	Dordrecht	11			S-IN/OUT + TC11	S-BS + TC8	S-BS + TC9*	S-BS + TC6	S-BS + TC6	S-BS + TC4	S-BS + TC1					
G	Moerdijk	12			S-IN/OUT + TC12	S-BS + TC9	S-BS + TC10*	S-BS + TC7	S-BS + TC7	S-BS + TC5	S-BS + TC2	S-BS + TC1				
H	Haringvliet	13			S-IN/OUT + TC13	S-BS + TC10	S-BS + TC11*	S-BS + TC8	S-BS + TC8	S-BS + TC6	S-BS + TC3	S-BS + TC2	S-BS + TC1			
I	Scheveningen	5			S-IN/OUT + TC5	S-BS + TC2	S-BS + TC1	S-BS + TC2	S-BS + TC2	S-BS + TC4	S-BS + TC7	S-BS + TC8	S-BS + TC9	S-BS + TC1		
J	Ze Maasvlakte	5	S-RV + TC16	S-RV + TC11	S-IN/OUT + TC5	S-BS + TC2	S-BS + TC3*	S-BS + TC4*	S-BS + TC4*	S-BS + TC6*	S-BS + TC9*	S-BS + TC10*	S-BS + TC11*	S-BS + TC1	S-BS + TC1	

Explanation of colour scheme and used abbreviations:

- Rendezvous voyage
- 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 berth shift voyages between tariff area Europoort (B) on the one hand, and Botlek (C), Waalhaven (D), Dordrecht (F) en Moerdijk (G) on the other hand, the regular route goes via the Separation buoy and the Lower Light (tariff area A), and the Nieuwe Waterweg.

For berth shift voyages between tariff area 2nd Maasvlakte (J) and all other tariff areas, the regular route goes via tariff area 1st Maasvlakte (A). In both situations an additional tariff of two extra tariff columns will be charged, this is regarded as an A tariff, and charged as two times the financial difference between tariff columns 2 and 1 (based on art. 4.5.g of the Registered Pilots Market Supervision Decree).

Outgoing LNG carriers will be billed as a normal outgoing voyage according to column "Sea".

Calculation examples

Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Berth shift

- From Botlek to Botlek
- Tariff area C tariff column 6 to tariff area C tariff column 6
- Actual Draught 65 dm.

Calculation:

S tariff Berth shift 65 dm.	€ 336,-
Calculation T-tariff: $(TC6 - TC6) + TC1 = TC1$	
T tariff column 1 65 dm.	€ 292,-
<hr/>	
Total:	€ 628,-

Pilot station (ingoing)

- From Sea to 1st Maasvlakte
- Tariff area A (tariff column 4)
- Actual Draught 105 dm.

Calculation:

S tariff Pilot Station 105 dm.	€ 5.072,-
T tariff column 4 105 dm.	€ 848,-
<hr/>	
Total:	€ 5.920,-

Rendezvous

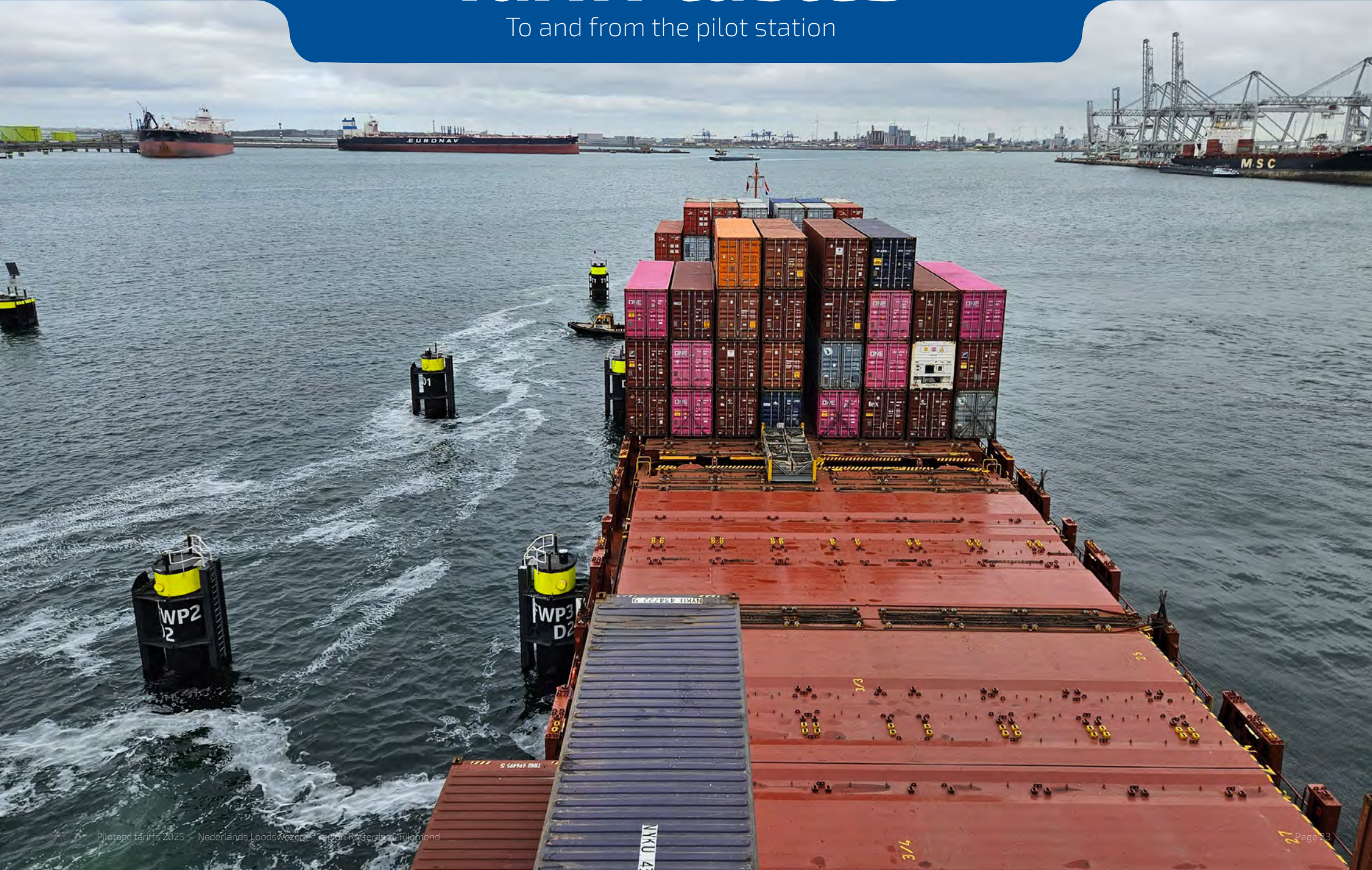
- From Rendezvous to 1st Maasvlakte
- Tariff area A RV (tariff column 15)
- Actual Draught 191 dm.

Calculation:

S tariff Rendezvous 191 dm.	€ 6.204,-
T tariff MVI Rendezvous (tariff column 15)	€ 8.318,-
Rendezvous fixed sum	€ 6.769,-
<hr/>	
Total:	€ 21.291,-

Tariff tables

To and from the pilot station



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, I, J		C, D		E		F		G	H		
		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	319	26	36	44	55	63	71	79	90	97	107	117	124	133	141	153	162
28	340	29	39	49	57	66	76	85	94	105	114	123	132	141	153	162	171
29	362	31	41	52	62	71	79	92	101	110	120	132	138	153	162	172	181
30	383	32	42	55	64	76	85	96	107	118	127	138	149	162	171	182	191
31	394	35	43	56	66	78	89	100	109	121	132	141	154	165	176	187	198
32	403	35	44	56	69	79	91	101	114	124	134	147	159	170	180	193	202
33	414	35	45	57	71	81	93	104	117	127	137	149	163	175	185	199	209
34	425	36	48	58	72	84	94	106	120	132	140	154	168	178	188	206	214
35	435	38	49	60	76	87	96	108	123	134	146	157	172	184	193	211	221
36	448	38	50	63	77	89	101	111	124	136	149	162	175	186	200	213	225
37	475	40	53	65	79	94	106	119	132	146	159	172	185	198	213	225	238
38	501	41	56	69	84	100	110	124	138	154	168	182	194	209	225	238	252
39	528	43	60	71	90	105	117	132	148	162	176	191	206	221	238	249	267
40	553	45	64	76	94	109	122	138	157	170	185	201	214	230	249	262	279
41	580	49	66	79	97	117	127	147	164	176	194	213	225	242	262	275	292
42	609	50	67	84	101	118	134	154	170	186	202	221	238	254	271	288	304
43	658	56	72	92	109	125	147	165	184	200	220	238	256	275	292	310	329
44	704	60	79	97	117	135	158	177	197	215	235	256	275	294	313	333	354
45	754	64	84	105	124	146	170	190	211	229	250	275	294	314	335	356	380
46	803	69	91	110	132	154	180	201	223	244	267	292	313	335	357	377	403
47	850	72	95	118	138	163	191	214	238	260	282	310	333	356	377	399	426
48	896	76	101	124	149	175	200	225	249	275	299	326	349	374	398	423	449
49	947	79	106	132	159	185	213	238	265	290	316	343	371	396	422	449	477
50	1.003	84	110	138	168	194	225	252	279	307	335	363	393	419	447	475	503
51	1.054	90	117	148	176	206	238	267	293	326	351	382	412	441	470	501	530
52	1.107	94	122	157	185	214	249	279	307	342	371	402	434	464	492	527	558
53	1.160	97	127	164	194	225	262	292	322	358	389	420	456	486	516	554	584
54	1.217	101	134	170	202	238	271	304	337	372	406	441	474	507	541	575	608
55	1.296	108	144	181	216	253	289	326	361	396	433	470	505	541	578	613	649
56	1.374	116	154	191	229	269	306	344	383	421	460	500	537	575	613	651	690
57	1.454	121	162	202	243	284	326	366	406	447	486	528	569	608	649	690	730
58	1.534	127	171	214	257	300	342	387	426	470	514	558	599	642	686	728	771

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, I, J		C, D		E		F		G	H		
		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	1.613	134	180	226	271	315	361	406	450	496	540	586	632	677	720	767	811
60	1.695	140	188	236	283	330	377	424	472	518	567	613	661	707	755	801	849
61	1.774	148	198	246	297	346	395	444	495	543	593	642	692	742	791	839	890
62	1.855	155	207	258	310	362	412	465	516	569	621	673	722	774	826	878	930
63	1.938	162	215	270	323	377	432	486	539	593	647	701	755	809	863	917	971
64	2.017	170	225	282	336	394	449	505	561	619	675	730	786	843	899	953	1.011
65	2.098	176	233	292	350	409	468	526	584	642	701	759	817	877	934	993	1.051
66	2.176	182	242	303	363	423	485	544	606	666	727	787	848	908	970	1.029	1.089
67	2.260	188	252	315	377	441	503	567	628	692	755	818	881	945	1.007	1.070	1.132
68	2.346	195	260	328	393	457	523	587	651	718	783	850	916	981	1.045	1.110	1.176
69	2.429	201	270	341	407	474	541	608	677	743	811	881	949	1.016	1.085	1.150	1.218
70	2.515	209	279	351	421	491	560	629	700	770	839	913	983	1.052	1.122	1.192	1.261
71	2.601	215	288	366	436	507	580	651	722	796	867	945	1.016	1.088	1.162	1.231	1.302
72	2.685	225	299	374	449	523	598	674	748	822	897	973	1.046	1.122	1.196	1.272	1.345
73	2.765	230	307	387	463	539	618	693	771	846	924	1.001	1.079	1.155	1.232	1.311	1.388
74	2.846	238	316	396	477	556	635	713	795	872	951	1.031	1.110	1.190	1.269	1.347	1.428
75	2.926	244	327	408	489	571	651	733	815	896	979	1.060	1.141	1.223	1.303	1.387	1.468
76	3.006	252	335	419	503	586	672	754	838	921	1.005	1.089	1.173	1.257	1.340	1.424	1.509
77	3.083	258	343	429	516	601	689	773	862	945	1.032	1.117	1.205	1.290	1.377	1.463	1.549
78	3.166	265	351	441	529	618	705	795	881	970	1.058	1.146	1.234	1.323	1.410	1.499	1.587
79	3.236	270	361	450	540	629	720	811	902	991	1.083	1.170	1.262	1.351	1.442	1.530	1.622
80	3.304	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	3.373	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	3.440	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	3.511	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	3.582	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	3.658	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	3.731	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	3.807	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	3.883	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	3.957	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	4.031	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

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, I, J		C, D		E		F		G	H		
		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	4.105	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	4.181	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	4.256	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	4.330	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	4.404	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	4.479	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	4.558	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	4.637	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	4.717	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	4.795	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	4.874	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	4.958	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	4.996	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	5.032	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	5.072	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	5.110	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	5.148	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	5.183	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	5.226	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	5.267	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	5.309	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	5.351	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	5.395	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	5.438	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	5.481	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	5.523	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	5.564	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	5.609	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	5.650	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	5.692	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	5.736	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	5.779	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

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, I, J		C, D		E		F		G	H		
		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	5.821	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	5.864	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	5.906	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	5.948	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	5.993	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	6.036	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	6.078	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	6.121	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	6.163	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	6.205	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	6.272	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	6.334	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	6.398	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	6.464	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	6.529	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	6.589	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	6.664	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	6.738	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	6.814	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	6.887	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	6.964	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	7.036	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	7.101	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	7.165	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	7.230	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	7.294	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	7.360	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	7.420	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	7.484	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	7.547	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	7.614	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	7.678	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

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, I, J		C, D		E		F		G	H		
		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	7.743	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	7.803	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	7.870	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	7.933	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	7.998	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	8.063	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	8.128	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	8.187	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	8.253	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	8.317	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	8.382	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	8.446	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	8.511	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	8.572	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	8.639	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	8.702	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	8.766	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	8.830	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	8.897	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	8.956	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	9.021	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	9.085	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	9.152	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	9.214	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	9.277	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	9.338	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	9.403	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	9.469	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	9.534	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	9.596	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	9.661	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	9.724	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

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, I, J		C, D		E		F		G	H		
		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	9.789	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	9.853	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	9.917	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	9.982	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	10.046	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	10.107	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	10.237	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	10.362	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	10.491	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	10.620	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



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-J	B, G, H, I, J	C, D, E, J	C, D, E, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J	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
		≤27	51	44	55	63	71	79	90	97	107	117	124	133	141	153	162
28	54	49	57	66	76	85	94	105	114	123	132	141	153	162	171	181	190
29	57	52	62	71	79	92	101	110	120	132	138	153	162	172	181	191	200
30	63	55	64	76	85	96	107	118	127	138	149	162	171	182	191	202	214
31	64	56	66	78	89	100	109	121	132	141	154	165	176	187	198	209	220
32	66	56	69	79	91	101	114	124	134	147	159	170	180	193	202	214	225
33	67	57	71	81	93	104	117	127	137	149	163	175	185	199	209	221	229
34	69	58	72	84	94	106	120	132	140	154	168	178	188	206	214	226	236
35	70	60	76	87	96	108	123	134	146	157	172	184	193	211	221	230	241
36	71	63	77	89	101	111	124	136	149	162	175	186	200	213	225	238	249
37	76	65	79	94	106	119	132	146	159	172	185	198	213	225	238	252	265
38	79	69	84	100	110	124	138	154	168	182	194	209	225	238	252	267	279
39	83	71	90	105	117	132	148	162	176	191	206	221	238	249	267	282	293
40	89	76	94	109	122	138	157	170	185	201	214	230	249	262	279	296	307
41	92	79	97	117	127	147	164	176	194	213	225	242	262	275	292	310	322
42	98	84	101	118	134	154	170	186	202	221	238	254	271	288	304	321	337
43	105	92	109	125	147	165	184	200	220	238	256	275	292	310	329	347	366
44	113	97	117	135	158	177	197	215	235	256	275	294	313	333	354	372	393
45	120	105	124	146	170	190	211	229	250	275	294	314	335	356	380	398	419
46	127	110	132	154	180	201	223	244	267	292	313	335	357	377	403	424	447
47	135	118	138	163	191	214	238	260	282	310	333	356	377	399	426	450	473
48	145	124	149	175	200	225	249	275	299	326	349	374	398	423	449	474	500
49	153	132	159	185	213	238	265	290	316	343	371	396	422	449	477	502	528
50	162	138	168	194	225	252	279	307	335	363	393	419	447	475	503	530	558
51	171	148	176	206	238	267	293	326	351	382	412	441	470	501	530	559	586
52	178	157	185	214	249	279	307	342	371	402	434	464	492	527	558	586	615
53	189	164	194	225	262	292	322	358	389	420	456	486	516	554	584	614	645
54	195	170	202	238	271	304	337	372	406	441	474	507	541	575	608	642	677
55	208	181	216	253	289	326	361	396	433	470	505	541	578	613	649	686	720
56	220	191	229	269	306	344	383	421	460	500	537	575	613	651	690	728	767
57	235	202	243	284	326	366	406	447	486	528	569	608	649	690	730	771	811
58	248	214	257	300	342	387	426	470	514	558	599	642	686	728	771	813	857

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-J	B, G, H, I, J	C, D, E, J	C, D, E, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J	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	261	226	271	315	361	406	450	496	540	586	632	677	720	767	811
60	273	236	283	330	377	424	472	518	567	613	661	707	755	801	849	896	943
61	286	246	297	346	395	444	495	543	593	642	692	742	791	839	890	938	989
62	297	258	310	362	412	465	516	569	621	673	722	774	826	878	930	983	1.033
63	310	270	323	377	432	486	539	593	647	701	755	809	863	917	971	1.025	1.079
64	322	282	336	394	449	505	561	619	675	730	786	843	899	953	1.011	1.067	1.123
65	336	292	350	409	468	526	584	642	701	759	817	877	934	993	1.051	1.110	1.168
66	349	303	363	423	485	544	606	666	727	787	848	908	970	1.029	1.089	1.150	1.210
67	364	315	377	441	503	567	628	692	755	818	881	945	1.007	1.070	1.132	1.195	1.258
68	380	328	393	457	523	587	651	718	783	850	916	981	1.045	1.110	1.176	1.238	1.304
69	393	341	407	474	541	608	677	743	811	881	949	1.016	1.085	1.150	1.218	1.285	1.352
70	409	351	421	491	560	629	700	770	839	913	983	1.052	1.122	1.192	1.261	1.329	1.400
71	423	366	436	507	580	651	722	796	867	945	1.016	1.088	1.162	1.231	1.302	1.376	1.447
72	434	374	449	523	598	674	748	822	897	973	1.046	1.122	1.196	1.272	1.345	1.420	1.496
73	444	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	459	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	469	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	483	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	493	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	506	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	518	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	530	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	540	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	552	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	561	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	575	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	587	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	600	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	613	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	626	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	638	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	649	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

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-J	B, G, H, I, J	C, D, E, J	C, D, E, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J	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	660	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	674	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	685	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	697	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	712	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	717	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	730	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	745	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	757	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	770	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	782	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	796	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	803	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	808	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	812	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	819	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	824	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	832	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	839	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	848	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	853	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	861	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	868	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	871	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	878	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	885	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	896	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	903	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	910	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	915	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	923	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	929	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

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-J	B, G, H, I, J	C, D, E, J	C, D, E, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J	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
		123	936	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	944	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	950	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	956	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	964	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	970	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	977	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	983	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	993	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	997	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	1.006	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	1.018	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	1.027	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	1.039	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	1.048	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	1.056	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	1.070	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	1.084	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	1.097	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	1.109	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	1.122	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	1.129	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	1.140	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	1.151	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	1.163	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	1.173	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	1.184	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	1.192	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	1.202	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	1.213	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	1.224	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	1.235	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

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-J	B, G, H, I, J	C, D, E, J	C, D, E, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J	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	1.246	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	1.251	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	1.263	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	1.275	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	1.287	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	1.297	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	1.309	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	1.314	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	1.325	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	1.337	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	1.345	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	1.357	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	1.369	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	1.376	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	1.388	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	1.398	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	1.409	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	1.420	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	1.432	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	1.437	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	1.448	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	1.461	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	1.471	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	1.482	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	1.491	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	1.500	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	1.511	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	1.520	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	1.531	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	1.541	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	1.556	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	1.562	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

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-J	B, G, H, I, J	C, D, E, J	C, D, E, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J					
		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	1.574	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	1.583	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	1.594	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	1.606	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	1.615	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	1.623	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	1.643	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	1.663	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	1.682	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	1.703	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

Tariff tables

Rendezvous voyages



Rendezvous 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)															
		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	198	48	63	78	94	109	124	138	157	172	186	201	217	233	249	267	282
28	211	50	66	83	101	117	132	149	167	184	199	215	231	249	267	283	300
29	222	55	71	90	107	124	138	159	176	194	212	229	246	267	283	301	319
30	238	56	76	94	111	132	149	170	186	207	225	242	262	282	299	317	336
31	246	57	78	95	117	134	154	173	191	212	230	249	270	289	307	328	346
32	253	58	79	97	119	137	159	177	198	216	238	256	277	297	316	335	356
33	261	60	81	101	122	140	163	182	202	222	244	263	286	304	327	344	364
34	268	62	84	103	124	146	168	186	209	228	252	270	293	313	335	354	372
35	274	63	87	105	130	148	172	191	214	233	258	276	301	320	343	363	382
36	276	65	89	109	132	154	175	197	217	240	262	283	304	328	349	371	394
37	293	70	94	117	138	162	185	208	230	255	277	300	323	346	371	394	417
38	309	74	100	122	147	171	194	220	244	270	293	316	342	366	393	416	441
39	323	79	105	130	155	180	206	229	258	284	308	334	360	384	412	438	464
40	341	83	109	135	163	188	214	241	273	299	326	350	377	403	434	462	487
41	357	89	117	141	171	198	225	253	286	313	341	367	395	422	456	483	512
42	374	90	118	148	177	208	238	267	297	327	356	387	414	443	474	503	531
43	404	95	125	161	191	225	256	288	320	350	383	416	448	478	512	542	575
44	435	103	135	171	207	241	275	308	343	377	410	447	479	514	546	583	619
45	463	109	146	182	222	258	294	330	367	403	439	477	513	546	585	621	661
46	491	117	154	193	236	275	313	350	392	428	468	507	544	583	622	661	704
47	520	122	163	206	250	292	333	372	414	455	496	537	578	619	660	700	745
48	554	132	175	217	262	304	349	394	436	479	523	568	611	653	699	742	786
49	586	138	185	230	277	323	371	417	463	509	556	600	647	694	741	786	832
50	619	147	194	244	293	342	393	441	487	539	586	635	682	733	782	828	879
51	651	155	206	258	308	360	412	464	514	568	619	668	719	772	824	873	926
52	682	163	214	273	326	377	434	487	539	597	649	703	755	812	865	917	974
53	716	171	225	286	341	395	456	512	566	625	681	735	791	851	907	961	1.021
54	753	177	238	297	356	414	474	531	592	651	712	770	828	889	946	1.006	1.066
55	800	190	253	315	380	441	505	568	632	694	758	819	884	946	1.010	1.072	1.136
56	849	201	269	335	403	469	537	601	672	737	805	871	938	1.005	1.072	1.139	1.206
57	899	214	284	354	425	496	569	636	710	780	852	921	994	1.064	1.136	1.206	1.275
58	947	227	300	372	449	523	599	673	748	822	899	972	1.048	1.122	1.198	1.272	1.343

Rendezvous 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)													RV, A	RV, B, J			
		LNG, A LNG, B, J LNG, C, D																	
		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	997	239	315	393	473	547	632	706	788	865	946	1.022	1.103	1.180	1.262	1.338	1.414		
60	1.045	247	330	412	496	579	661	743	825	908	991	1.073	1.155	1.237	1.322	1.404	1.487		
61	1.097	260	346	433	518	606	692	780	865	951	1.038	1.124	1.210	1.298	1.384	1.471	1.556		
62	1.143	271	362	451	542	633	722	813	905	994	1.086	1.176	1.268	1.355	1.447	1.536	1.628		
63	1.193	282	377	470	567	660	755	848	943	1.037	1.132	1.224	1.322	1.414	1.509	1.603	1.697		
64	1.243	293	394	489	590	687	786	883	983	1.080	1.179	1.276	1.377	1.473	1.573	1.670	1.769		
65	1.291	304	409	509	613	713	817	918	1.022	1.122	1.225	1.327	1.432	1.530	1.635	1.735	1.841		
66	1.342	317	423	530	636	742	848	952	1.059	1.166	1.272	1.378	1.485	1.589	1.695	1.802	1.908		
67	1.396	330	441	553	661	771	881	991	1.101	1.211	1.322	1.432	1.542	1.651	1.761	1.872	1.982		
68	1.448	342	457	573	686	800	916	1.027	1.142	1.258	1.371	1.486	1.601	1.716	1.827	1.942	2.057		
69	1.502	356	474	594	710	828	949	1.065	1.183	1.303	1.419	1.539	1.659	1.779	1.894	2.014	2.133		
70	1.556	367	491	615	734	859	983	1.102	1.224	1.350	1.469	1.591	1.719	1.841	1.961	2.085	2.208		
71	1.607	380	507	636	759	888	1.016	1.139	1.269	1.396	1.518	1.645	1.777	1.905	2.027	2.155	2.284		
72	1.659	394	523	653	786	917	1.046	1.178	1.310	1.440	1.570	1.702	1.832	1.964	2.096	2.224	2.357		
73	1.709	404	539	675	809	943	1.079	1.213	1.347	1.484	1.617	1.751	1.886	2.021	2.157	2.292	2.427		
74	1.759	416	556	693	832	971	1.110	1.247	1.388	1.525	1.666	1.803	1.941	2.082	2.218	2.358	2.495		
75	1.805	425	571	712	857	997	1.141	1.284	1.425	1.569	1.711	1.854	1.997	2.139	2.280	2.425	2.564		
76	1.855	438	586	731	879	1.025	1.173	1.317	1.465	1.611	1.759	1.905	2.051	2.198	2.341	2.491	2.636		
77	1.905	449	601	750	904	1.051	1.205	1.352	1.505	1.653	1.806	1.953	2.108	2.254	2.403	2.556	2.706		
78	1.954	463	618	771	925	1.080	1.234	1.388	1.542	1.697	1.852	2.005	2.159	2.314	2.467	2.624	2.777		
79	1.997	473	629	788	945	1.102	1.262	1.419	1.576	1.735	1.893	2.048	2.207	2.365	2.521	2.681	2.837		
80	2.043	483	642	805	967	1.126	1.288	1.449	1.610	1.772	1.932	2.094	2.254	2.415	2.576	2.736	2.898		
81	2.086	492	659	822	986	1.150	1.315	1.478	1.643	1.808	1.974	2.137	2.301	2.465	2.629	2.795	2.958		
82	2.128	503	672	839	1.006	1.175	1.342	1.509	1.677	1.845	2.014	2.180	2.348	2.517	2.683	2.851	3.020		
83	2.171	514	685	857	1.027	1.197	1.370	1.540	1.710	1.883	2.053	2.224	2.397	2.565	2.736	2.909	3.080		
84	2.214	523	699	873	1.046	1.222	1.396	1.570	1.746	1.920	2.096	2.270	2.442	2.617	2.793	2.966	3.142		
85	2.258	533	713	891	1.070	1.247	1.425	1.603	1.782	1.961	2.139	2.316	2.494	2.674	2.850	3.029	3.207		
86	2.303	545	728	908	1.092	1.274	1.454	1.635	1.817	2.001	2.184	2.363	2.545	2.728	2.909	3.090	3.271		
87	2.347	558	742	926	1.114	1.299	1.485	1.668	1.854	2.041	2.225	2.412	2.596	2.783	2.968	3.152	3.337		
88	2.394	569	757	945	1.137	1.326	1.513	1.701	1.889	2.082	2.270	2.457	2.645	2.839	3.025	3.213	3.402		
89	2.439	580	771	964	1.160	1.351	1.542	1.734	1.925	2.123	2.314	2.505	2.696	2.894	3.084	3.276	3.467		
90	2.489	588	786	983	1.178	1.376	1.570	1.766	1.964	2.159	2.357	2.551	2.748	2.945	3.142	3.338	3.533		

Rendezvous 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)														RV, A	RV, B, J
		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		
91	2.535	599	800	999	1.200	1.401	1.600	1.800	1.999	2.202	2.400	2.600	2.799	3.000	3.200	3.400	3.599
92	2.584	611	814	1.018	1.221	1.425	1.629	1.832	2.035	2.240	2.443	2.645	2.849	3.054	3.259	3.462	3.663
93	2.629	622	828	1.035	1.242	1.451	1.658	1.866	2.072	2.281	2.489	2.693	2.901	3.112	3.317	3.524	3.729
94	2.677	634	844	1.053	1.264	1.478	1.688	1.898	2.108	2.321	2.533	2.741	2.950	3.166	3.375	3.586	3.794
95	2.724	645	859	1.072	1.285	1.504	1.717	1.929	2.143	2.361	2.576	2.788	3.002	3.220	3.433	3.647	3.859
96	2.763	653	873	1.090	1.310	1.527	1.746	1.964	2.181	2.399	2.617	2.836	3.053	3.271	3.491	3.710	3.927
97	2.813	666	889	1.110	1.331	1.554	1.778	1.999	2.220	2.442	2.666	2.887	3.110	3.330	3.552	3.774	3.998
98	2.864	678	905	1.128	1.355	1.582	1.808	2.033	2.260	2.485	2.712	2.939	3.165	3.388	3.614	3.842	4.068
99	2.911	689	920	1.149	1.380	1.609	1.841	2.069	2.299	2.526	2.760	2.988	3.219	3.446	3.676	3.909	4.138
100	2.961	700	936	1.167	1.404	1.635	1.871	2.103	2.338	2.571	2.807	3.037	3.275	3.505	3.738	3.972	4.210
101	3.011	712	951	1.186	1.425	1.663	1.902	2.138	2.379	2.613	2.854	3.090	3.330	3.564	3.799	4.041	4.282
102	3.063	724	967	1.208	1.449	1.690	1.932	2.173	2.415	2.656	2.898	3.140	3.382	3.622	3.864	4.107	4.348
103	3.086	730	974	1.217	1.461	1.703	1.947	2.191	2.433	2.677	2.920	3.162	3.408	3.649	3.894	4.137	4.380
104	3.108	735	983	1.224	1.472	1.716	1.961	2.207	2.450	2.697	2.943	3.187	3.432	3.676	3.924	4.169	4.414
105	3.130	742	990	1.234	1.484	1.728	1.976	2.224	2.470	2.718	2.964	3.210	3.458	3.703	3.952	4.201	4.445
106	3.155	746	997	1.243	1.494	1.739	1.991	2.240	2.487	2.736	2.988	3.234	3.485	3.729	3.982	4.232	4.479
107	3.180	753	1.005	1.252	1.505	1.751	2.005	2.258	2.505	2.758	3.010	3.257	3.511	3.757	4.010	4.263	4.512
108	3.199	757	1.010	1.263	1.514	1.766	2.020	2.273	2.523	2.777	3.029	3.282	3.533	3.787	4.040	4.293	4.542
109	3.225	764	1.018	1.273	1.526	1.782	2.035	2.292	2.546	2.799	3.053	3.308	3.563	3.819	4.073	4.327	4.579
110	3.253	771	1.026	1.284	1.539	1.796	2.053	2.311	2.565	2.822	3.079	3.335	3.593	3.849	4.107	4.362	4.618
111	3.280	777	1.033	1.292	1.552	1.810	2.071	2.330	2.588	2.843	3.104	3.362	3.621	3.882	4.140	4.397	4.655
112	3.307	785	1.041	1.302	1.564	1.826	2.087	2.348	2.610	2.866	3.128	3.391	3.650	3.912	4.174	4.431	4.692
113	3.337	791	1.048	1.313	1.576	1.841	2.104	2.369	2.630	2.889	3.153	3.417	3.680	3.943	4.208	4.467	4.728
114	3.358	796	1.059	1.325	1.589	1.855	2.119	2.385	2.649	2.914	3.180	3.444	3.710	3.972	4.238	4.505	4.768
115	3.384	801	1.069	1.335	1.602	1.870	2.137	2.403	2.670	2.936	3.202	3.471	3.738	4.006	4.271	4.539	4.806
116	3.411	809	1.078	1.343	1.615	1.884	2.153	2.423	2.691	2.958	3.228	3.498	3.767	4.036	4.306	4.575	4.842
117	3.438	815	1.087	1.354	1.627	1.899	2.171	2.442	2.712	2.981	3.252	3.525	3.796	4.068	4.339	4.609	4.879
118	3.465	822	1.096	1.365	1.639	1.913	2.187	2.460	2.734	3.004	3.278	3.551	3.825	4.101	4.373	4.647	4.918
119	3.491	828	1.103	1.376	1.650	1.927	2.204	2.480	2.755	3.025	3.303	3.579	3.855	4.131	4.406	4.684	4.953
120	3.516	832	1.110	1.388	1.666	1.941	2.219	2.495	2.774	3.051	3.328	3.606	3.884	4.161	4.436	4.715	4.994
121	3.544	839	1.117	1.397	1.677	1.957	2.237	2.516	2.795	3.075	3.354	3.633	3.912	4.192	4.471	4.752	5.030
122	3.569	846	1.125	1.407	1.690	1.973	2.253	2.534	2.816	3.095	3.378	3.659	3.941	4.224	4.506	4.787	5.067

Rendezvous 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)														RV, A	RV, B, J
		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		
123	3.598	852	1.133	1.418	1.702	1.987	2.270	2.552	2.837	3.119	3.402	3.686	3.970	4.255	4.539	4.823	5.105
124	3.626	861	1.141	1.428	1.715	2.001	2.286	2.572	2.857	3.141	3.427	3.714	4.000	4.286	4.573	4.859	5.143
125	3.652	866	1.149	1.437	1.726	2.015	2.305	2.592	2.881	3.162	3.451	3.740	4.029	4.317	4.606	4.895	5.177
126	3.674	870	1.160	1.449	1.738	2.029	2.319	2.609	2.898	3.187	3.478	3.767	4.059	4.348	4.638	4.927	5.218
127	3.701	877	1.168	1.459	1.750	2.043	2.335	2.627	2.918	3.210	3.503	3.794	4.088	4.378	4.670	4.962	5.254
128	3.729	883	1.178	1.469	1.764	2.057	2.352	2.645	2.941	3.233	3.527	3.821	4.117	4.412	4.706	4.998	5.292
129	3.755	890	1.186	1.478	1.777	2.073	2.370	2.666	2.962	3.254	3.551	3.848	4.145	4.442	4.739	5.031	5.329
130	3.781	896	1.195	1.490	1.788	2.087	2.386	2.684	2.984	3.278	3.578	3.875	4.175	4.473	4.772	5.067	5.364
131	3.809	904	1.205	1.500	1.801	2.101	2.402	2.705	3.006	3.301	3.601	3.902	4.203	4.506	4.806	5.103	5.403
132	3.833	907	1.209	1.512	1.814	2.115	2.419	2.721	3.022	3.324	3.627	3.930	4.232	4.535	4.836	5.137	5.441
133	3.872	916	1.222	1.527	1.832	2.138	2.442	2.748	3.053	3.360	3.665	3.970	4.276	4.581	4.888	5.191	5.498
134	3.912	924	1.234	1.543	1.853	2.158	2.467	2.777	3.086	3.395	3.702	4.011	4.320	4.630	4.937	5.243	5.554
135	3.951	933	1.246	1.558	1.871	2.180	2.493	2.804	3.117	3.428	3.739	4.051	4.363	4.677	4.988	5.297	5.611
136	3.993	941	1.260	1.575	1.892	2.202	2.518	2.834	3.148	3.464	3.777	4.091	4.407	4.723	5.039	5.349	5.665
137	4.031	951	1.272	1.590	1.909	2.223	2.542	2.860	3.181	3.499	3.815	4.133	4.453	4.770	5.091	5.403	5.722
138	4.069	964	1.284	1.606	1.926	2.246	2.569	2.889	3.210	3.532	3.850	4.173	4.495	4.815	5.136	5.456	5.776
139	4.115	974	1.299	1.623	1.948	2.273	2.598	2.922	3.247	3.572	3.896	4.221	4.544	4.871	5.196	5.519	5.844
140	4.161	985	1.313	1.641	1.968	2.299	2.626	2.954	3.282	3.612	3.940	4.267	4.594	4.926	5.253	5.581	5.908
141	4.207	997	1.328	1.659	1.991	2.324	2.655	2.986	3.318	3.653	3.984	4.314	4.646	4.980	5.311	5.641	5.973
142	4.249	1.007	1.342	1.677	2.013	2.349	2.684	3.020	3.354	3.694	4.027	4.362	4.697	5.037	5.370	5.704	6.039
143	4.295	1.019	1.356	1.695	2.033	2.375	2.714	3.052	3.391	3.733	4.070	4.408	4.746	5.092	5.429	5.766	6.104
144	4.344	1.029	1.372	1.715	2.056	2.399	2.744	3.086	3.428	3.770	4.113	4.457	4.800	5.144	5.483	5.827	6.170
145	4.386	1.038	1.384	1.730	2.075	2.422	2.767	3.114	3.459	3.806	4.150	4.497	4.844	5.189	5.536	5.879	6.227
146	4.426	1.046	1.396	1.746	2.096	2.443	2.793	3.142	3.491	3.839	4.188	4.538	4.888	5.237	5.585	5.933	6.283
147	4.465	1.056	1.408	1.761	2.113	2.465	2.818	3.170	3.523	3.875	4.226	4.578	4.932	5.283	5.636	5.985	6.340
148	4.506	1.065	1.420	1.778	2.133	2.490	2.841	3.198	3.553	3.911	4.260	4.619	4.975	5.332	5.687	6.039	6.396
149	4.542	1.073	1.434	1.793	2.152	2.510	2.866	3.226	3.586	3.944	4.299	4.659	5.017	5.377	5.739	6.091	6.451
150	4.582	1.086	1.446	1.807	2.170	2.532	2.894	3.254	3.616	3.975	4.338	4.700	5.062	5.423	5.784	6.145	6.506
151	4.621	1.094	1.458	1.823	2.189	2.551	2.916	3.282	3.647	4.011	4.375	4.740	5.106	5.469	5.834	6.199	6.563
152	4.662	1.102	1.471	1.840	2.207	2.573	2.942	3.309	3.679	4.046	4.413	4.780	5.149	5.517	5.882	6.250	6.620
153	4.702	1.112	1.484	1.855	2.225	2.596	2.966	3.338	3.711	4.081	4.449	4.820	5.192	5.566	5.933	6.304	6.675
154	4.743	1.120	1.495	1.870	2.246	2.615	2.991	3.367	3.741	4.116	4.486	4.861	5.237	5.612	5.982	6.356	6.733

Rendezvous 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)														RV, A	RV, B, J
		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		
155	4.781	1.129	1.508	1.885	2.264	2.638	3.016	3.395	3.772	4.150	4.524	4.903	5.280	5.659	6.032	6.409	6.788
156	4.819	1.140	1.521	1.900	2.281	2.661	3.040	3.422	3.803	4.182	4.563	4.941	5.324	5.703	6.084	6.462	6.844
157	4.858	1.149	1.533	1.915	2.300	2.683	3.066	3.449	3.834	4.217	4.601	4.983	5.365	5.749	6.133	6.516	6.900
158	4.898	1.159	1.546	1.932	2.320	2.706	3.091	3.478	3.864	4.251	4.637	5.024	5.410	5.798	6.181	6.568	6.957
159	4.939	1.167	1.557	1.948	2.338	2.728	3.116	3.505	3.897	4.286	4.673	5.063	5.454	5.844	6.232	6.622	7.013
160	4.977	1.177	1.570	1.964	2.358	2.750	3.141	3.533	3.928	4.321	4.711	5.105	5.498	5.891	6.281	6.674	7.069
161	5.018	1.184	1.583	1.979	2.376	2.774	3.166	3.561	3.958	4.356	4.747	5.145	5.542	5.938	6.330	6.728	7.125
162	5.055	1.196	1.596	1.994	2.394	2.793	3.192	3.591	3.989	4.390	4.787	5.187	5.584	5.983	6.382	6.782	7.181
163	5.094	1.206	1.609	2.011	2.413	2.814	3.215	3.618	4.020	4.422	4.825	5.227	5.628	6.031	6.433	6.836	7.237
164	5.137	1.215	1.621	2.027	2.431	2.837	3.240	3.646	4.051	4.458	4.861	5.267	5.673	6.078	6.484	6.887	7.293
165	5.175	1.223	1.633	2.042	2.450	2.858	3.264	3.673	4.083	4.494	4.898	5.308	5.716	6.125	6.535	6.941	7.350
166	5.216	1.232	1.644	2.057	2.471	2.883	3.291	3.702	4.115	4.527	4.935	5.348	5.760	6.172	6.583	6.992	7.407
167	5.255	1.239	1.658	2.073	2.490	2.904	3.316	3.729	4.145	4.563	4.972	5.389	5.804	6.220	6.635	7.046	7.461
168	5.293	1.252	1.671	2.088	2.506	2.924	3.341	3.758	4.176	4.594	5.012	5.429	5.847	6.264	6.682	7.100	7.517
169	5.334	1.262	1.682	2.104	2.524	2.945	3.365	3.787	4.208	4.630	5.049	5.468	5.890	6.312	6.733	7.153	7.573
170	5.372	1.271	1.695	2.119	2.545	2.966	3.391	3.816	4.240	4.662	5.086	5.510	5.934	6.357	6.781	7.206	7.628
171	5.413	1.279	1.707	2.135	2.562	2.988	3.414	3.843	4.271	4.699	5.122	5.550	5.978	6.406	6.830	7.259	7.684
172	5.454	1.288	1.720	2.150	2.583	3.009	3.439	3.871	4.302	4.734	5.160	5.590	6.023	6.452	6.880	7.312	7.741
173	5.494	1.298	1.733	2.167	2.601	3.030	3.464	3.899	4.334	4.768	5.198	5.631	6.065	6.501	6.928	7.365	7.797
174	5.531	1.310	1.746	2.181	2.617	3.053	3.491	3.927	4.362	4.800	5.235	5.673	6.108	6.545	6.980	7.418	7.854
175	5.570	1.317	1.757	2.198	2.638	3.077	3.517	3.955	4.394	4.834	5.272	5.713	6.152	6.593	7.031	7.470	7.910
176	5.611	1.327	1.770	2.213	2.656	3.099	3.541	3.984	4.426	4.869	5.310	5.754	6.196	6.640	7.080	7.523	7.967
177	5.651	1.336	1.783	2.229	2.675	3.121	3.564	4.011	4.457	4.904	5.347	5.795	6.239	6.687	7.129	7.575	8.022
178	5.690	1.343	1.794	2.245	2.694	3.143	3.591	4.040	4.488	4.939	5.384	5.834	6.283	6.734	7.178	7.628	8.078
179	5.730	1.353	1.807	2.260	2.714	3.167	3.614	4.067	4.520	4.973	5.421	5.875	6.327	6.781	7.229	7.681	8.134
180	5.768	1.365	1.819	2.276	2.731	3.186	3.640	4.096	4.550	5.005	5.461	5.916	6.370	6.826	7.279	7.735	8.191
181	5.807	1.374	1.832	2.291	2.749	3.207	3.665	4.123	4.581	5.040	5.498	5.956	6.413	6.871	7.331	7.788	8.247
182	5.847	1.383	1.844	2.307	2.768	3.228	3.690	4.150	4.614	5.074	5.535	5.996	6.458	6.920	7.380	7.841	8.303
183	5.888	1.392	1.856	2.321	2.788	3.249	3.714	4.181	4.645	5.109	5.571	6.037	6.502	6.965	7.432	7.894	8.359
184	5.925	1.401	1.870	2.336	2.807	3.269	3.739	4.208	4.677	5.145	5.609	6.078	6.545	7.015	7.482	7.947	8.415
185	5.968	1.409	1.882	2.353	2.826	3.292	3.764	4.236	4.707	5.178	5.646	6.117	6.588	7.061	7.533	7.999	8.471
186	6.004	1.420	1.896	2.370	2.841	3.316	3.790	4.263	4.738	5.212	5.686	6.159	6.632	7.107	7.579	8.053	8.527

Rendezvous 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)														RV, A	RV, B, J
		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		
187	6.042	1.431	1.908	2.385	2.860	3.338	3.816	4.293	4.768	5.244	5.722	6.200	6.675	7.153	7.628	8.107	8.583
188	6.084	1.438	1.920	2.400	2.881	3.360	3.838	4.320	4.800	5.280	5.758	6.239	6.720	7.201	7.679	8.158	8.639
189	6.124	1.448	1.932	2.416	2.900	3.383	3.864	4.348	4.831	5.316	5.797	6.280	6.762	7.247	7.728	8.212	8.695
190	6.165	1.457	1.945	2.431	2.917	3.406	3.889	4.376	4.863	5.349	5.833	6.321	6.808	7.294	7.777	8.264	8.752
191	6.204	1.465	1.957	2.447	2.939	3.428	3.913	4.405	4.894	5.386	5.869	6.362	6.851	7.341	7.827	8.318	8.807
192	6.241	1.477	1.969	2.462	2.954	3.446	3.940	4.431	4.925	5.416	5.909	6.402	6.894	7.386	7.879	8.372	8.863
193	6.319	1.496	1.994	2.494	2.991	3.491	3.991	4.487	4.987	5.483	5.984	6.483	6.980	7.479	7.977	8.477	8.977
194	6.402	1.515	2.020	2.524	3.029	3.534	4.041	4.542	5.051	5.554	6.059	6.563	7.069	7.573	8.078	8.583	9.088
195	6.481	1.534	2.044	2.556	3.065	3.579	4.090	4.601	5.113	5.622	6.135	6.643	7.155	7.666	8.178	8.688	9.199
≥196	6.556	1.553	2.070	2.587	3.104	3.621	4.138	4.655	5.174	5.691	6.208	6.727	7.244	7.761	8.277	8.794	9.311

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.

(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;

- 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;

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.

4.6 Other tariffs

Examination Pilot Exemption Certificates

Amounts in € per PEC-candidate	Basic tariff 2025	Introduction tariff 2025	Module 1 2025	Module 2 2025*	Module 4 2025
Examination					
Rotterdam-Rijnmond	€ 4.729	€ 2.065	€ 1.087	€ 163	€ 1.413

Modules 3 and 5 are not part of this table. They will be taken during a regular pilotage voyage.

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	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 Ossenisse – 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 Ossenisse 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 rtn.customer.service@loodswezen.nl or by telephone +3188 900 3000.

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Other information

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Information about ordering a pilot and contact information.



7. Other information

7.1 Ordering a pilot

Pilots for incoming ships must be ordered 3 hours* prior to pilot embarkation time (ETA Pilot Boarding Place) through the Port Community System**.

If an incoming voyage for which a pilot has been ordered is cancelled within a period of 2.5 hours prior to the last given ETA, or if the new ETA is delayed by three (3) hours or more, the voyage will be considered as cancelled. The applicable cancellation tariff for incoming voyages applies. The applicable cancellation tariff for incoming voyages has been determined by the Netherlands Authority for Consumers and Markets (ACM) and can be found in paragraph 4.3 of the tariff brochure.

If a voyage from the hinterland (Bolnes, Volkerak, Handelskade, Krammer, Kreekrak and 's Gravendeel) for which a pilot has been ordered is cancelled less than 1.5 hours prior to the last ETA/ETD, or of which the ETA/ETD is delayed by 2 hours or more, the voyage will be considered as cancelled. For cancelled hinterland voyages, the applicable cancellation tariff for outgoing and berth shift voyages applies. This cancellation tariff has been determined by the ACM and can be found in paragraph 4.3 of the tariff brochure.

Outgoing and berth shift voyages must be ordered 2 hours prior to ETD through the Port Community System. If an outgoing or a berth shift voyage for which a pilot has been ordered is cancelled less than 1.5 hours prior to the last ETA/ETD, or if the ETA/ETD is delayed by 2 hours or more, the voyage will be considered as cancelled. For outgoing and berth shift voyages, the applicable cancellation tariff for outgoing and berth shift voyages applies. This cancellation tariff has been determined by the ACM and can be found in paragraph 4.3 of the tariff brochure.

*For channel-bound ships and ships subject to the LNG regime, a different pilotage order time applies. See paragraphs 2 and 3 of this document.

**For detailed information on ordering a pilot, please refer to the website of the [Port of Rotterdam Authority](#) and [Portbase](#).

ABSTRACT of the regulations for obtaining a pilot

Arrivals

E.T.A. to; PILOTVTS ROTTERDAM via (in order of preference)
VTS/Maas Approach VHF Ch 01.

Departures and Shifting

E.T.D. to: Captains Room Rotterdam Port Authority via
(in order of preference).
Phone: +31(0)10 252 2433 / VHF Ch 19.

Operational matters Pilot Service

Please contact Chief Pilot in charge (24-hours service)
Phone: +31(0)88 900 3117
Fax: +31(0)88 900 3119
E-mail: ldl.rm@loodswezen.nl

Special orders helicopter service

– 4 hours in advance –
E-mail: ldl.rm@loodswezen.nl

E.T.A. / E.T.D. messages

- a. E.T.A. messages compulsory, at least 6 hours before arrival at the pilot station.
- b. Deep draught vessels (> 17,37 metres) have to announce their E.T.A. at least 72 hours before arrival at the rendezvous position (52*N/03*E). A more specified E.T.A. report is required.
- c. E.T.D. messages compulsory, at least 3 hours before departure.
- d. Deviations in E.T.A. of more than 1 hour to be reported.

CONTENTS of E.T.A. message

IMO standard – Res. A 648(16)

- a. Ship's name & call sign.
- b. Date & time group transmission of E.T.A.
(first 2 digits: date; last 4 digits: time.
UTC if default, state if LOCAL time).
- i. Date & time group (see above) expected at boarding position and the words MAAS CENTRE.
- j. Request pilot.
- o. Deepest draught in metres and centimetres (4 digits).
- u. Length O.A. & GT.
- x. Destination.

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

7.2 LNG ships

7.2.1 LNG Regime

A specific procedure - due to the nature of the cargo - applies to LNG carriers. Voyages involving LNG carriers are carried out under strict procedures that were set up in consultation with the Harbour Master at the time of the first LNG carriers calling at Rotterdam.

When the number of voyages involving LNG carriers increases, procedures - where possible - may become less stringent with the aim of optimising existing measures.

7.2.2 LNG carriers with a length of less than 180 metres

LNG carriers with a length of less than 180 metres receive their pilot at the regular pilot boarding station near Maas Centre buoy. Above-mentioned LNG carriers are piloted by one pilot.

7.2.3 LNG carriers of 180 metres and more in length

LNG carriers with a length of 180 metres and more receive their pilots at the special pilot boarding station near Euro 9 buoy. Where possible, they receive their pilots by helicopter. LNG carriers with a length of 180 metres or more are piloted by two pilots who split duties working together as pilot and co-pilot. For the sake of a clearer traffic picture, LNG carriers with a length of 180 metres or more are required to follow the Eurogeul and Maasgeul deep draught channels.

LNG carriers in ballast but not gas-free also fall under this regime. LNG carriers carrying non-LNG cargoes do not fall under this regime.

7.2.4 Pilotage Order Times

Pilots for outgoing LNG carriers must be ordered at least 12 hours prior to ETD. There are three reasons for this: LNG carriers often need assistance of more tugs than other ships; pilotage requires thorough advance planning because LNG carriers are piloted by two pilots; and the outgoing voyage has to be integrated in the existing traffic flow including voyages of other special ships such as deep draught ships.

LNG carriers not only have a big impact on the capacity of the waterway but also on the capacities of the nautical service providers, so early ordering is an absolute necessity.

7.2.5 Visibility restriction and wind speed limit

LNG carriers must comply with a specific visibility restriction of 2,000 metres and a wind speed limit of 13.8 metres per second (for further information on visibility restrictions and wind speed limits, see chapter 3 of this publication).

7.3 Notification procedure channel-bound ships

Pilotage order times for channel-bound ships ('geulers' and 'semi-geulers')

A minimum pilotage order time of 12 hours prior to ETA applies to ingoing voyages of channel-bound ships with draughts of more than 17.40 metres ('geulers') and to ingoing voyages of channel-bound ships with draughts of more than 14.30 metres ('semi-geulers') with destination Rotterdam/Botlek.

The manoeuvres of these ships have a big impact on the capacity of the waterway and, in most cases, tidal windows have to be determined and more tugs than usual have to be ordered. Channel-bound ships with draughts of more than 14.30 metres ('semi-geulers'), moreover, will need tugboat assistance from as early as the Lower Light of the leading line. The impact on the capacity of the waterway as well as on the capacities of the nautical service providers is so big that this makes early ordering a necessity.

For the same reasons, a similar arrangement applies to outgoing voyages of 'geulers' and 'semi-geulers', where a minimum pilotage order time of 12 hours prior to ETD applies to channel-bound ships with draughts of more than 17.40 metres ('geulers') and to channel-bound ships with draughts of more than 14.30 metres ('semi-geulers') departing from Rotterdam/Botlek.

Normal pilotage order times apply to channel-bound ships with draughts of more than 14.30 metres ('semi-geulers') with destination Europoort/ Maasvlakte/Calandkanaal.

The Notification Procedure is based on the agreements between DHMR (Rotterdam Harbour Master's Division) and Loodswezen Rotterdam-Rijnmond laid down in the Channel-Bound Ships Regulation.

1. As soon as a channel-bound ship has started its voyage with destination Rotterdam, the agent will send a pre-notification through PCS (Port Community System) to the Harbour Master with the ship's ETA. This will make the voyage visible in HAMIS (Harbour Master Management Information System). [Agent's Action](#).

2. Not later than 72 hours before the ship's ETA, the agent will send the ship a questionnaire which will include at least the following questions: ETA at Rendezvous position; if all equipment is functioning properly; manoeuvring speed; draught; displacement at current draught (metric tons); Metacentric Height GM (metres); Free Surface Effect Correction GG' (metres); Roll Period (seconds); and if the ship is suitable for helicopter landing or hoisting and the location of the helicopter landing or hoisting area. [Agent's Action](#).

3. Not later than 48 hours before arrival at the Rendezvous position (the pilot boarding location at sea for channel-bound ships using the Eurogeul), the ship's Captain will send an ETA to the Harbour Master, indicating the proper functioning of all equipment; manoeuvring speed; draught; and information about the helicopter landing or hoisting area.

The ship is also requested to supply the following additional information to be sent to HMC (Hydro-Meteo Centre) to enable a correct calculation of the tidal window in the tidal window calculation software PROTIDE:

- Displacement of the ship at current draught (metric tons);
- Metacentric Height GM (metres);
- Free Surface Area Correction GG' (metres);
- Roll Period (seconds).

This information can either be sent to the agent or directly to HCC and the Chief Pilot. [Captain's/Agent's Action](#).

4. The Captain will send a message with a confirmation or adjustment of the ship's ETA at the Rendezvous 24, 12, 6 and 3 hours before ETA either directly or through the ship's agent to the Harbour Master and the Chief Pilot. [Captain's/Agent's Action](#).

5. Berth exchange: As soon as the ship's agent knows that an incoming channel-bound ship will take the berth of a departing ship, he will place a berth exchange order via Dirkzwager, mentioning the departing ship's ETD. This will give HCC (Harbour Coordination Centre) and the service providers an indication of what can be expected. The agent will update the order as soon as possible whenever any changes occur.

If the actual berth exchange time differs too much from the time mentioned in the order, the agent will place a new order. The agent must monitor the departure time of the departing ship himself. As soon as the agent knows the departure time of the departing ship, he will change the exchange order into a direct ingoing order or into an ex-change order with the following information: "Ship is to exchange berth with departing ship [.. name ..] ordered for [.. time ..]".

By placing the new order, Maas Approach VTS will be informed and can enter the incoming ship into the VTS information system. For an efficient and accurate berth exchange operation, the departure time should be known 6 hours before departure.

[Agent's Action](#).

6. Upon receipt of the requested information, the Chief Pilot will check this for completeness, after which HCC will send a request for a tidal window. These actions will take place approximately 6 hours before the expected pilot embarkation time. [Action Chief Pilot and HCC Duty Officer](#).

7. After final confirmation of the embarkation of the pilot (embarkation order), the Captain will be informed by Maas Approach on VHF 01 about the embarkation time, the pilot boarding location and whether the pilot(s) will come by helicopter, tender or SWATH. [Action Chief Pilot, HCC Du-ty Officer, and VTS Maas approach.](#)

8. If communication with the ship is difficult (e.g. ships in anchorage area 1), the HCC Duty Officer will send a confirmation of item 7 to the agent by email or telephone. [Action Chief Pilot and HCC Duty Officer.](#)

9. After the 'All Fast', any further communication to the Chief Pilot and Loodswezen is no longer necessary. [Agent's Action.](#)

7.4 Special transport

With special transports, a distinction is made between small and large transports. Small transports can merge into the traffic flow while large transports may affect navigation in the harbour or on the river, requiring other waterway users to adapt their sailing plans. Large transports may even require traffic regulatory measures from the Waterway Manager (VTS).

For small transports, a Worksheet (an online application form) has to be filled in and submitted to the Port of Rotterdam Authority. The application will be assessed by the Harbour Coordination Centre (HCC) and the Chief Pilot. Any comments or remarks are then fed back to the agent.

Large special transports may require a preliminary discussion.

A preliminary discussion may be organised at the request of one or more of the parties involved. On the basis of the preliminary discussion, a Worksheet will be drawn up by the HCC in consultation with the Chief Pilot. The Worksheet states the relevant preconditions with regard to wind, tide, the use of tugs, and other restrictions.

7.4.1 Advance Information

During the preparation stages, all parties should be provided with as much information as possible. This information should include the object's dimensions and, if possible, a number of pictures. If the object is a pontoon, information about deck cargo must be included.

7.4.2 Tugs

With the help of the Tug Matrix, the Harbour Master advises on the number of tugs to be used. The Tug Matrix has been designed by Rotterdam Pilots and the Port of Rotterdam. The Tug Matrix takes into account the object's dimensions, draught and route including any historically similar voyages. The agent can use this advice to order the number of tugs required for the transport. Any additional requirements relating to the use of tugs due to special circumstances will be discussed during the preliminary discussion.

7.4.3 Seagoing tugs

In general, seagoing tugs assisting ingoing transports to the hinterland may not be released later than near Handelskade at Dordrecht while seagoing tugs assisting outgoing transports from the hinterland may not be secured earlier than near Handelskade at Dordrecht.

7.4.4 Embarkation of the pilot

With regard to ingoing transports assisted by seagoing tugs, pilot embarkation at sea will not take place on the pontoon but on the seagoing tug for safety reasons. Depending on the route, this pilot, or an additional pilot will be transferred to the pontoon once the transport arrives inside the breakwaters.

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7.5 Restricted visibility/fog

7.5.1 Hinterland - Rijkswaterstaat management area (upstream of the following bridges: Botlekbrug, Spijkenisserbrug, and Van Brienenoordbrug). The Visibility Regulation will become effective if visibility drops below 1,000 meters. This means that the Duty Officer of the Rotterdam Harbour Coordination Centre (HCC), the VTS operator of the Dordrecht Regional Traffic Centre (RVC), and the Chief Pilot will consult each other on all ingoing and outgoing ships. Such consultation is held as soon as a ship's arrival, departure or berth shift notification has been received. The consultation will benefit from the Chief Pilot's experience and nautical expertise.

The ship will only be entered into the arrival, departure or berth shift schedule if all parties are in agreement. If conditions are considered unsafe by one of the parties, the ship's agent will be given a negative advice. The agent may disregard this advice, but in doing so he will be taking a serious risk that the ship's arrival, departure or berth shift will be cancelled. Agents should bear in mind that no guarantee can be given that the situation will have improved at the time when the pilot comes on board. The result of the consultation depends on the ship's dimensions and equipment, the Captain's opinion, and on various other factors, including the bridges.

7.5.2 Rotterdam - management area of the Rotterdam Harbour Master's Division (DHMR). If the visibility becomes less than 2,000 metres, the Duty Officer of the Harbour Coordination Centre will activate the Visibility Reporting Service (ZBD). This means that the Rotterdam Harbour Master's Division / VTS will issue operational warnings to ships about the visibility.

If the visibility drops below 500 meters, the Restricted Visibility Regulation will become effective, either for the entire port area, or for individual port areas, such as Botlek, City, or Europoort.

The Duty Officer of the Harbour Coordination Centre decides whether or not the Restricted Visibility Regulation will be activated. The Duty Officer of the Harbour Coordination Centre, the Chief Pilot, and the towage companies will consult each other on all scheduled ingoing, outgoing or berth shift voyages. Ingoing ships for which it is too late to abort the approach manoeuvre and are overwhelmed by fog, however, will always receive assistance.

If conditions for outgoing ships are considered unsafe by one of the parties, the ship's agent will be given a negative advice. The agent may disregard this advice. But in doing so, he will be taking a serious risk that the ship's departure will be cancelled. Agents should bear in mind that no guarantee can be given that the situation will have improved at the time when the pilot comes on board. If conditions are still unsafe, the pilot will inform the captain or his representative that they are advised not to depart.

If no tugs are needed, the ship's voyage will be discussed between the Duty Officer of the Harbour Coordination Centre and the Chief Pilot. Even if no negative advice has been given, the situation at the time when the pilot comes on board might be such that he will advise the captain not to depart.

If a voyage is cancelled due to a negative advice, the ship will be entered into the schedule and labelled 'may proceed as conditions allow'. In this context, the label 'may proceed as conditions allow' is coupled to a certain limit of visibility. As soon as visibility is higher than the limit, the agent will be informed by the Harbour Coordination Centre that the ship can proceed.

7.6 Storm pilotage (pilotage in stormy weather conditions)

7.6.1 Hinterland

There are no strict wind speed limits for passing through the bridges to/ from the hinterland. Whether the voyage can be carried out safely will be determined in consultation between the captain and the pilot as soon as the pilot has come on board.

7.6.2 Rotterdam

Adjustment of pilot services to small ships. If the significant wave height at light platform "Goeree" in the North Sea reaches 2.30 metres, pilot services to small ships (i.e. ships with a length over all of less than 125 metres) will be adjusted. In this wave height, embarkation of small ships by pilot ladder becomes too dangerous. The decision of whether embarkation has become too dangerous is taken by the Chief Pilot in consultation with the pilot boat and the pilot tender. The Chief Pilot will inform the Duty Officer of the Harbour Coordination Centre that pilot services to small ships will be adjusted.

Ingoing ships NOT carrying dangerous goods will receive a Shore-Based Pilotage (SBP) intake interview upon entering the Maas Approach area. During the intake interview, the captain will be asked if he accepts SBP. The quality of the communication is assessed to see if SBP can be conducted safely. This assessment is done by the VTS operator of Maas Approach. The ship qualifies for SBP after approval by the VTS operator. SBP commences as soon as the ship enters Sector Pilot Maas. Specially trained SBP pilots provide shore-based pilotage from VTS Sectors Pilot Maas and Maas Entrance. They will pilot the ship using shore-based radar and VHF until it has arrived between the breakwaters where its designated pilot can safely embark.

The intake interview of outgoing ships is conducted by a VTS operator at the Harbour Coordination Centre.

It is the VTS operator's task to establish if the captain accepts SBP, if the ship has no defects, and if the quality of the communication is such that SBP can be conducted safely.

When the outgoing ship is abeam of Berghaven, the pilot on board will hand over the ship to the SBP pilots. He will disembark a short while later when the ship is near the breakwaters.

An adjusted pilot service for small ships means that the pilot tender can no longer be used for embarkation or disembarkation of the pilot. Ingoing and outgoing ships will be served by the pilot station vessel at sea from which pilots are transferred by means of fast launch craft. This means, logistically, that ships may sometimes have to wait a little longer than usual. This is due to the fact that ships have to be grouped as much as possible to enable a logistically efficient embarkation and disembarkation process. In some cases, pilotage by helicopter can be arranged on a 'look-see' basis.

Ingoing ships may qualify for shore-based pilotage if they have a length of 165 metres or less and a draught of 14.30 metres or less. Outgoing ships may qualify for shore-based pilotage if they have a draught of 9.00 metres or less and a length of 125 metres or less (if pilot services are adjusted for small ships only), or a length of 150 metres or less (if pilot services are adjusted for all ships).

Under certain conditions (stated by the Harbour Master) loaded tankers with a length of 125 metres or less may qualify for shore-based pilotage.

7.6.3 Adjustment of pilot services to all ships

If the significant wave height reaches 3.20 metres, pilot services to all ships will be adjusted. Please note that the adjustment of pilot services to small ships (shore-based pilotage included) will be continued. In some cases, pilotage by helicopter can be arranged on a 'look-see' basis.

case, the pilot will be transported by helicopter to the ship and hoisted onto its winching area or deck. Ships not suitable for pilot embarkation or disembarkation by helicopter will be registered as such.

During adjustment of pilot services to all ships, all ingoing and outgoing ships suitable for pilot embarkation or disembarkation by helicopter may proceed. The VTS operator of Maas Approach will ask the Captain if his ship is suitable for embarkation of the pilot by helicopter. If that is the case, the pilot will be transported by helicopter to the ship and hoisted onto its winching area or deck. Ships not suitable for pilot embarkation or disembarkation by helicopter will be registered as such.

Please note that the assessment of the safety of the hoisting operation is the responsibility of the helicopter and this means that an operation can still be called off at the very last moment. In that case, the pilot cannot come on board. If it turns out that a ship is not suitable to receive the pilot by helicopter, or if a ship has been registered as such, it will be entered into the schedule and labelled 'may proceed as conditions allow'. The agent will be informed of this by the Harbour Coordination Centre. The ship can proceed as soon as normal pilotage has been resumed.

7.6.4 Wind speed limits

The Harbour Master has introduced specific wind speed limits for certain harbour basins. A ship's arrival or departure will be cancelled if the wind speed exceeds the limit. In that case, the ship will be entered into the schedule and labelled 'may proceed as conditions allow'. The ship can proceed as soon as the wind drops below the limit and the agent will be informed of this by the Harbour Coordination Centre. Wind speed limits may come into force if the wind speed at Hook of Holland reaches 12 m/s.

In the event of borderline situations, the agent will be contacted to discuss whether the ship's scheduled arrival, departure or berth shift must go ahead - with the risk of cancellation and associated costs.

7.7 Tidal windows/draughts

It is very important for ships to state the correct draught. The draught is decisive in determining whether or not the ship is to be classified as 'tidal bound'. Apart from that, a pilot's licence is coupled to a certain draught and that makes 'draught' a decisive factor in selecting a correctly licenced pilot. Please note that not all pilots have the same licence.

7.8 Loods aantal boten (pilots advice on number of tugs)

When ordering a ship for departure or shifting, the agent can specify the number of tugs requested by the captain. But the agent can also choose for the "Loods Aantal Boten" (or LAB) option. If a ship is ordered with the LAB option, the number of tugboats required will be estimated by the Chief Pilot in advance. The Chief Pilot will base his estimate on information with regard to the location, historical data, characteristics of the ship, and weather conditions. The LAB option can help the towage service to make an accurate advance planning of the number of tugs to allocate to the ship.

When the pilot for the ship in question is scheduled for the job, he will indicate the actual number of tugs to be used and ordered.

7.8.1 Loods Aantal Boten Verplicht (Compulsory Pilot's Advice on Number of Tugs)

In some cases, the "Loods Aantal Boten" option will be compulsory, for instance if a ship is scheduled for departure or shifting in conditions close to its wind or tidal limits. The actual number of tugs to be used will be determined by the pilot. So as soon as the pilot in question is called (1.5 hours prior to ETD), he/she can still adjust the number of tugs scheduled in advance.

The criteria for ships departing and arriving in various other harbour basins are laid down in the Tidal Guidelines document. This document has been drawn up by the Rotterdam Harbour Master's Division (DHMR) in cooperation with Loodswezen and includes criteria such as current, water level, and wind.

Consultation between the HCC Duty Officer and the Chief Pilot will take place if only one tug is ordered for a departing container ship with a length of 350 metres or more. In this case, the HCC Duty Officer and the Chief Pilot will weigh the circumstances against the currently applicable guidelines. They may contact the agent and warn him of possible delays if the captain and the pilot decide that additional tugs are required.

7.9 Customer service

Should you have any remarks or questions in relation to our service or other matters in the Rotterdam-Rijnmond region, please contact our Customer Service Desk at rtm.customerservice@loodswezen.nl or by telephone +3188 900 3000. You will receive an acknowledgement of receipt within two working days with an indication of the time needed for answering your e-mail. We aim to provide feedback within one working week.

7.10 Addresses

Loodswezen North

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E-mail: nrd.customerservice@loodswezen.nl

Loodswezen Amsterdam-IJmond

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