PILOTAGE TARIFFS 2024

REGION ROTTERDAM-RIJNMOND

Loodswezen

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

This part gives general as well as detailed maps.

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These tables can be found in part 3.

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

In other situations a pilot expense reimbursement is payable.

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PILOTAGE TARIFFS

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
Page 75

Tariff structure

This booklet contains the pilotage tariffs for 2024 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.

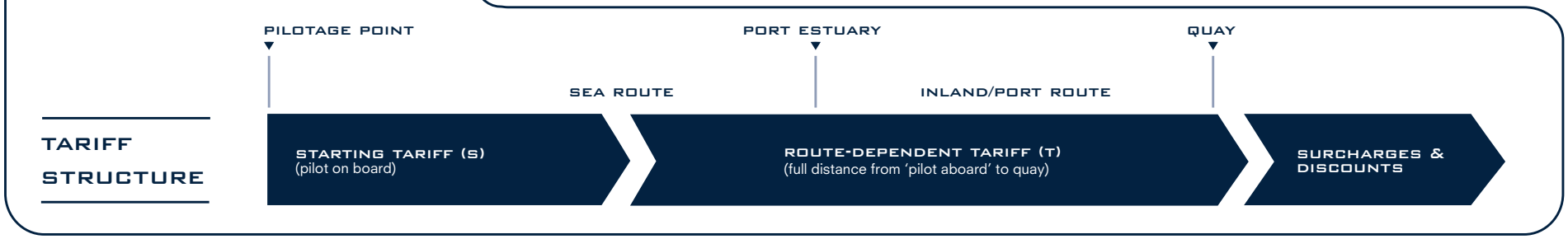
The tariff structure consists of a starting rate (S), the basic, fixed tariff for taking the pilot to and from the ship and for covering the fixed costs of Loodswezen.

This tariff is based on the actual draught[1] 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



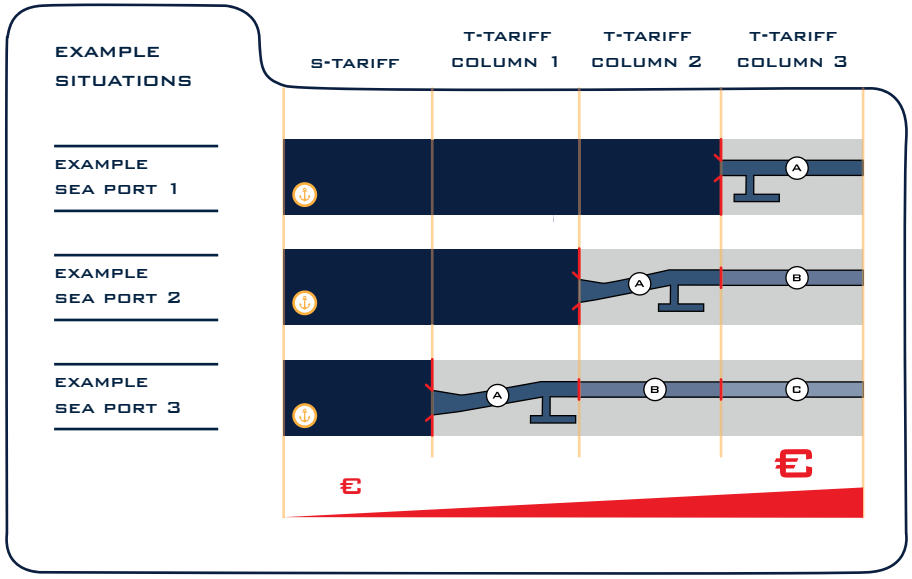
Start tariff

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.

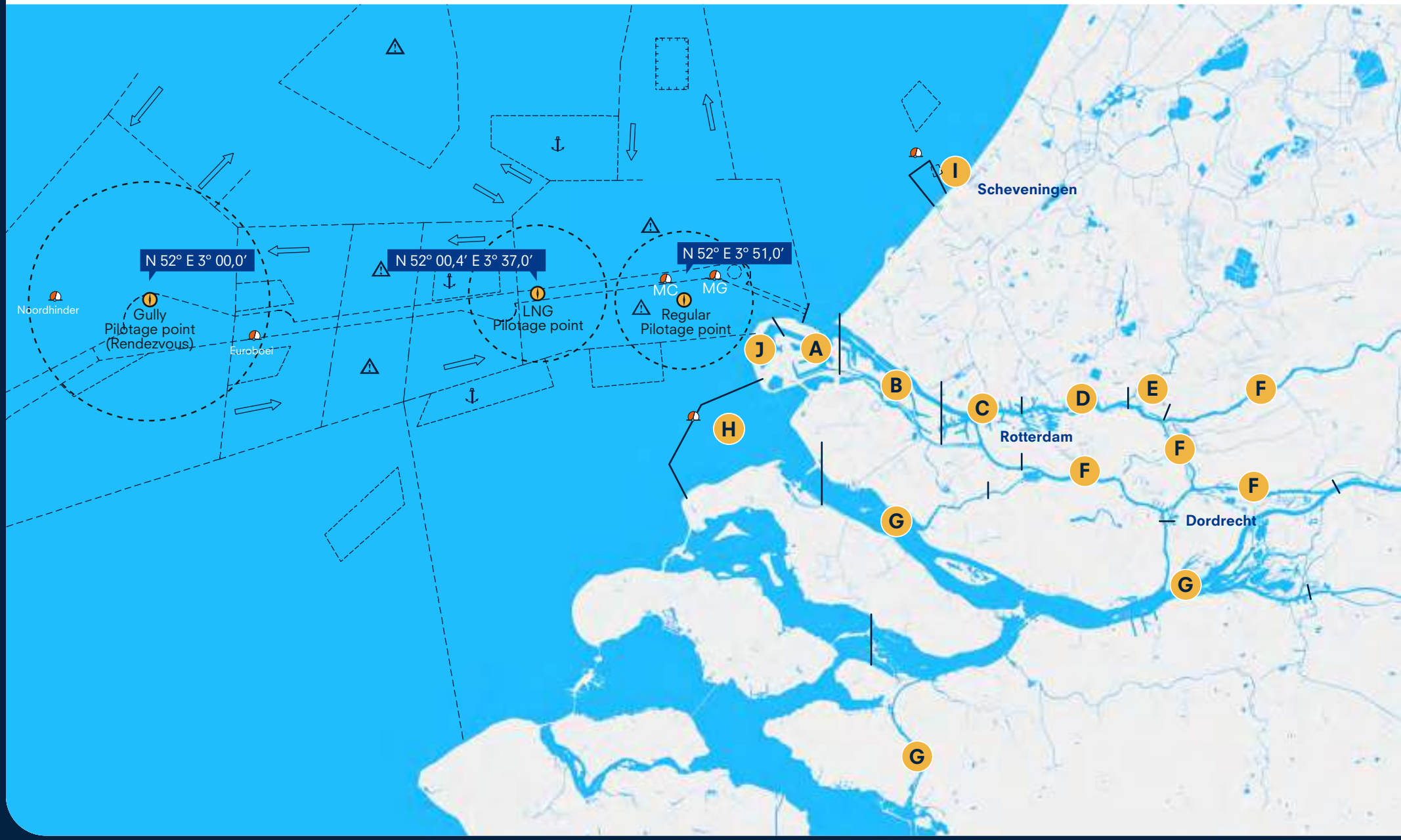
The port area has been divided in tariff areas A to J; all tariff areas have been divided into uniform national tariff columns.

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.



TARIFF AREAS

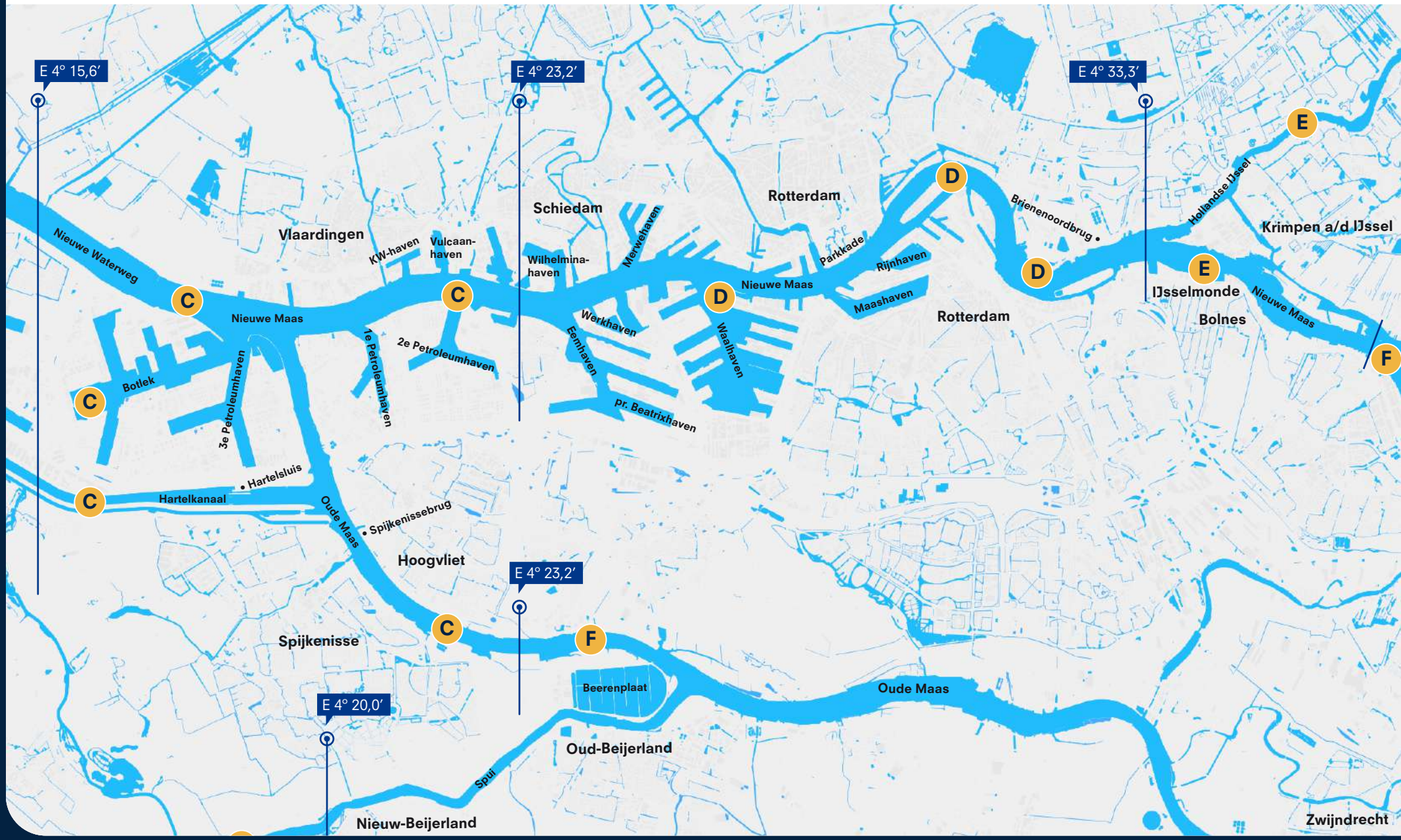
ROTTERDAM-RIJNMOND - TARIFF AREA OVERVIEW



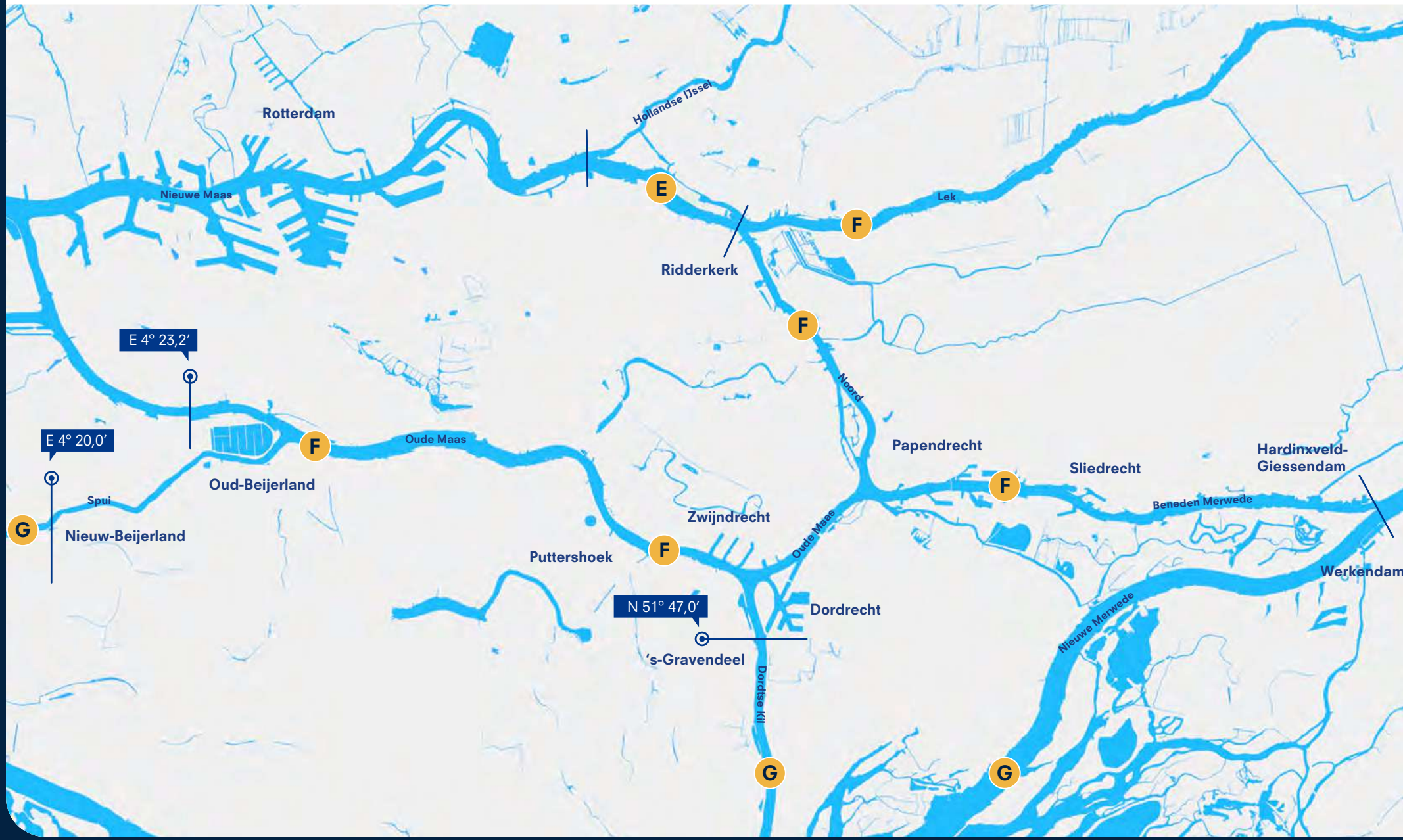
ROTTERDAM-RIJNMOND - TARIFF AREA A-J

ROTTERDAM-RIJNMOND - TARIFF AREA B

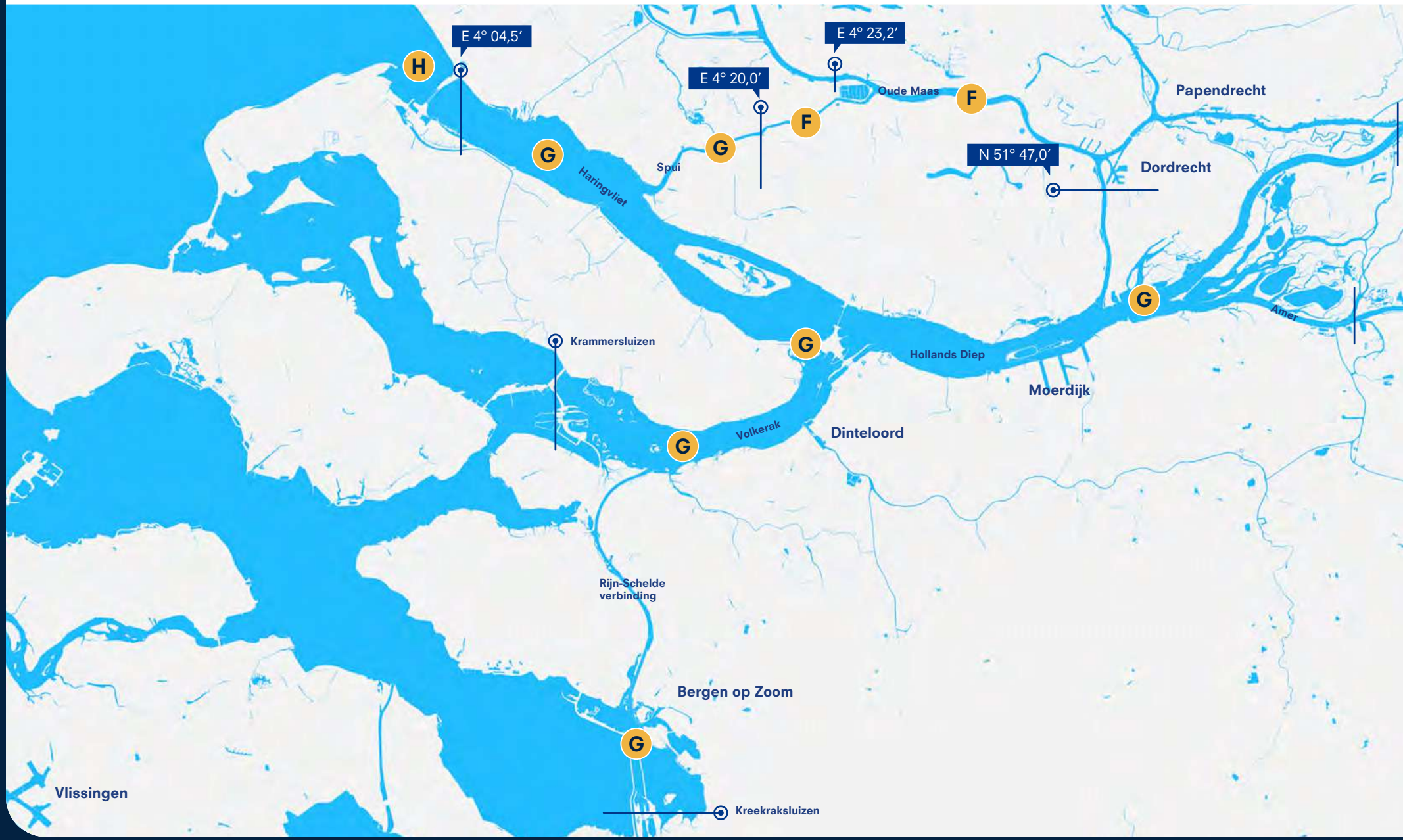
ROTTERDAM-RIJNMOND - TARIFF AREA C-D-E



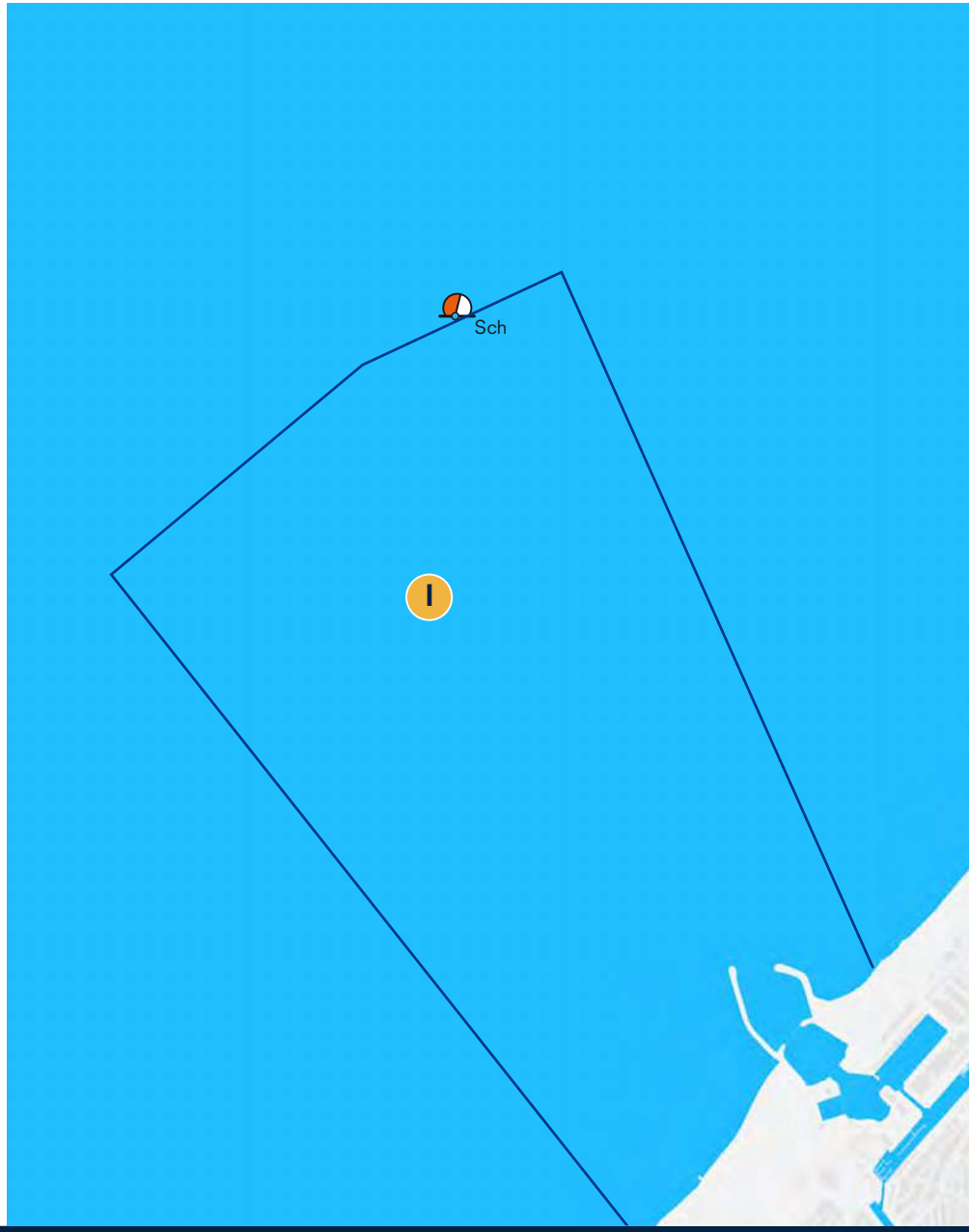
ROTTERDAM-RIJNMOND - TARIFF AREA F



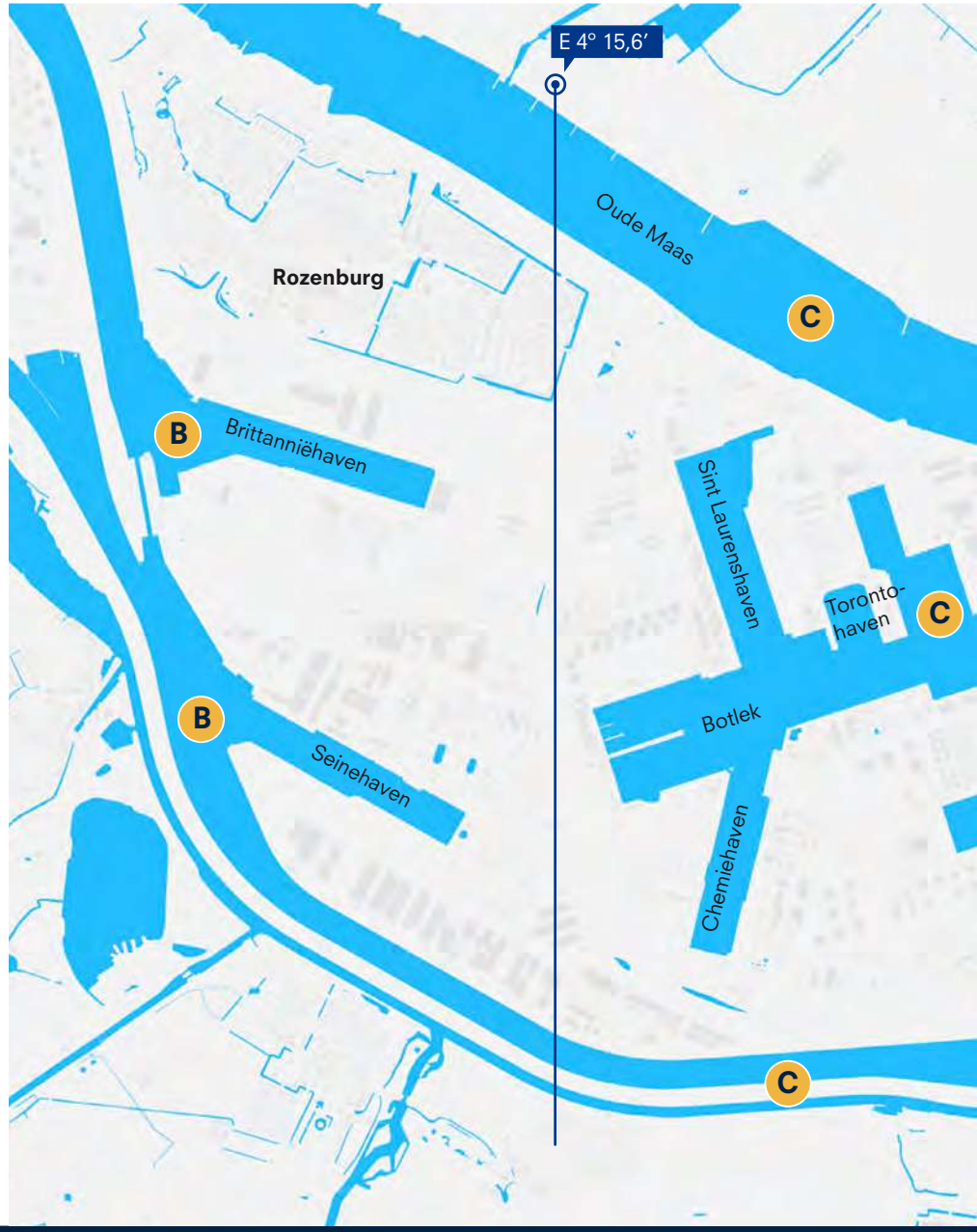
ROTTERDAM-RIJNMOND - TARIFF AREA G



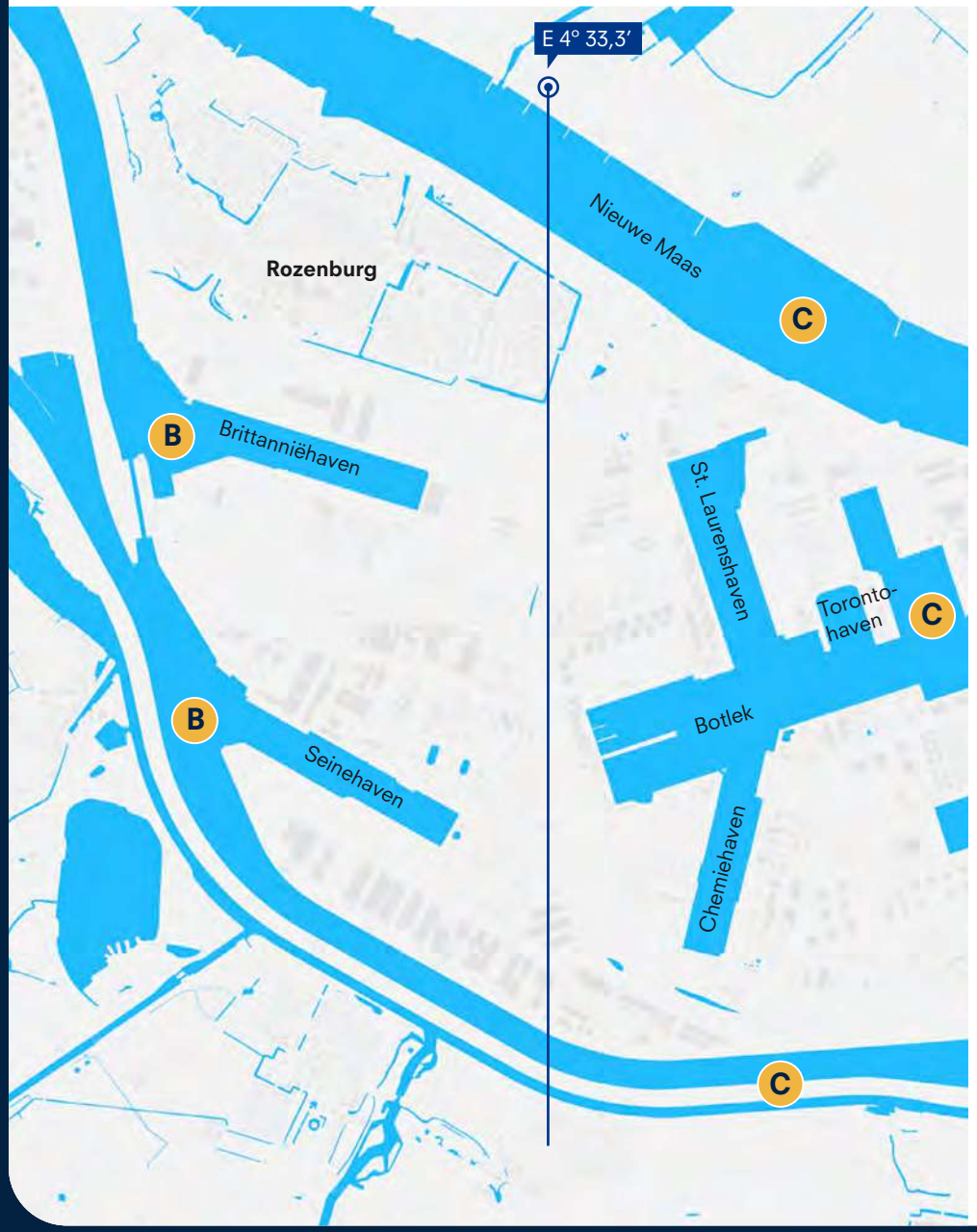
ROTTERDAM-RIJNMOND - TARIFF AREA H-I

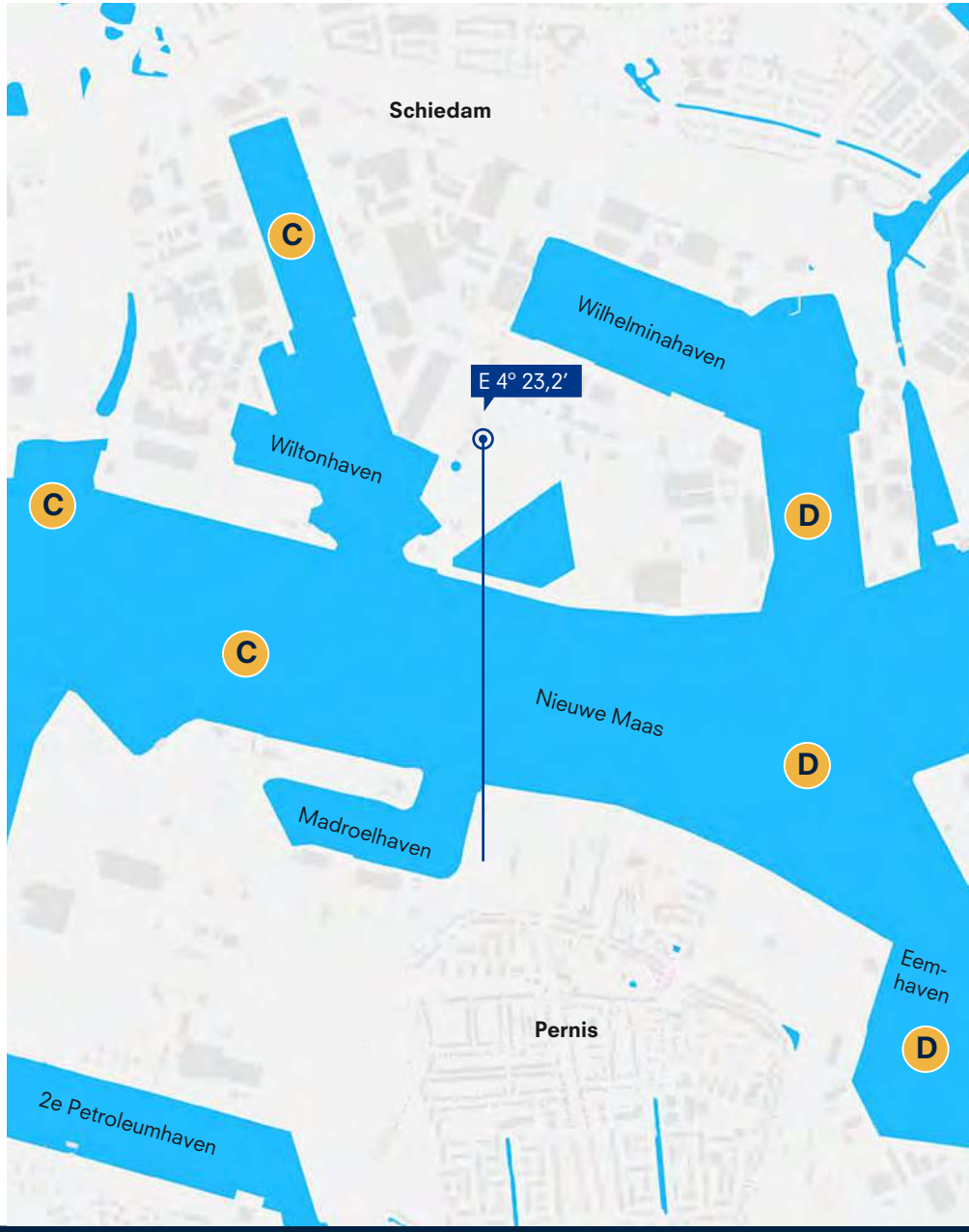


ROTTERDAM-RIJNMOND - TARIFF AREA B DETAIL



ROTTERDAM-RIJNMOND - TARIFF AREA C DETAIL





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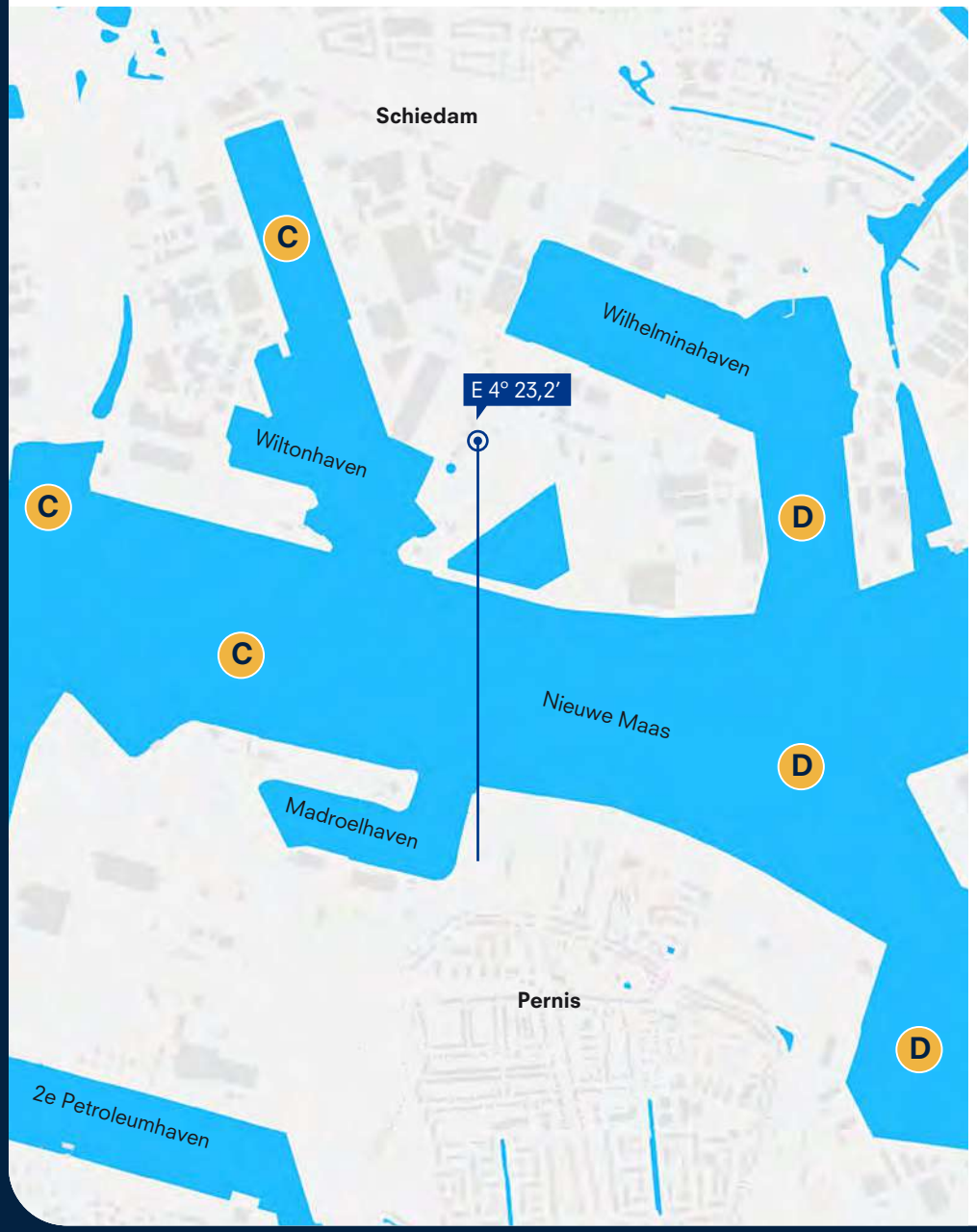
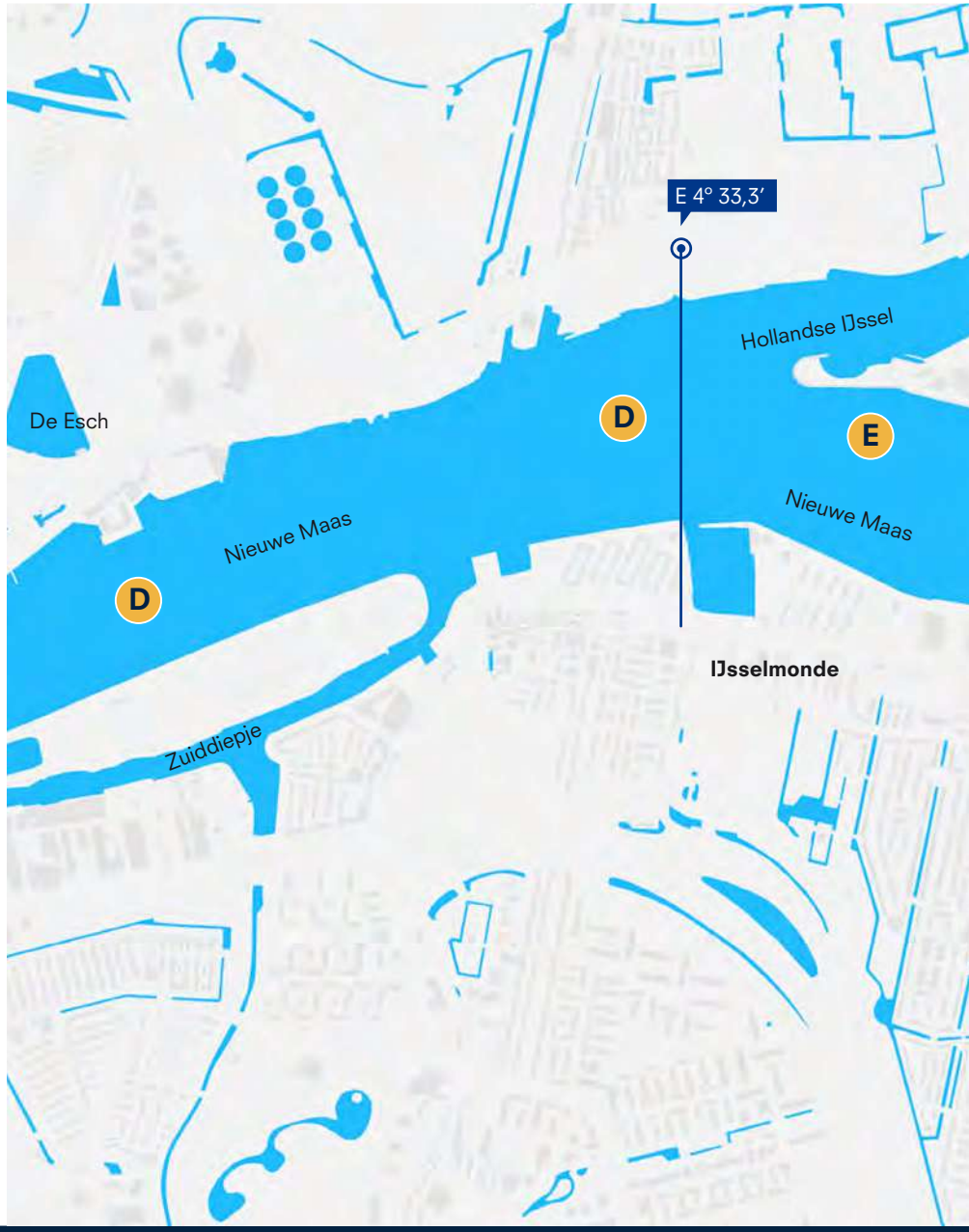
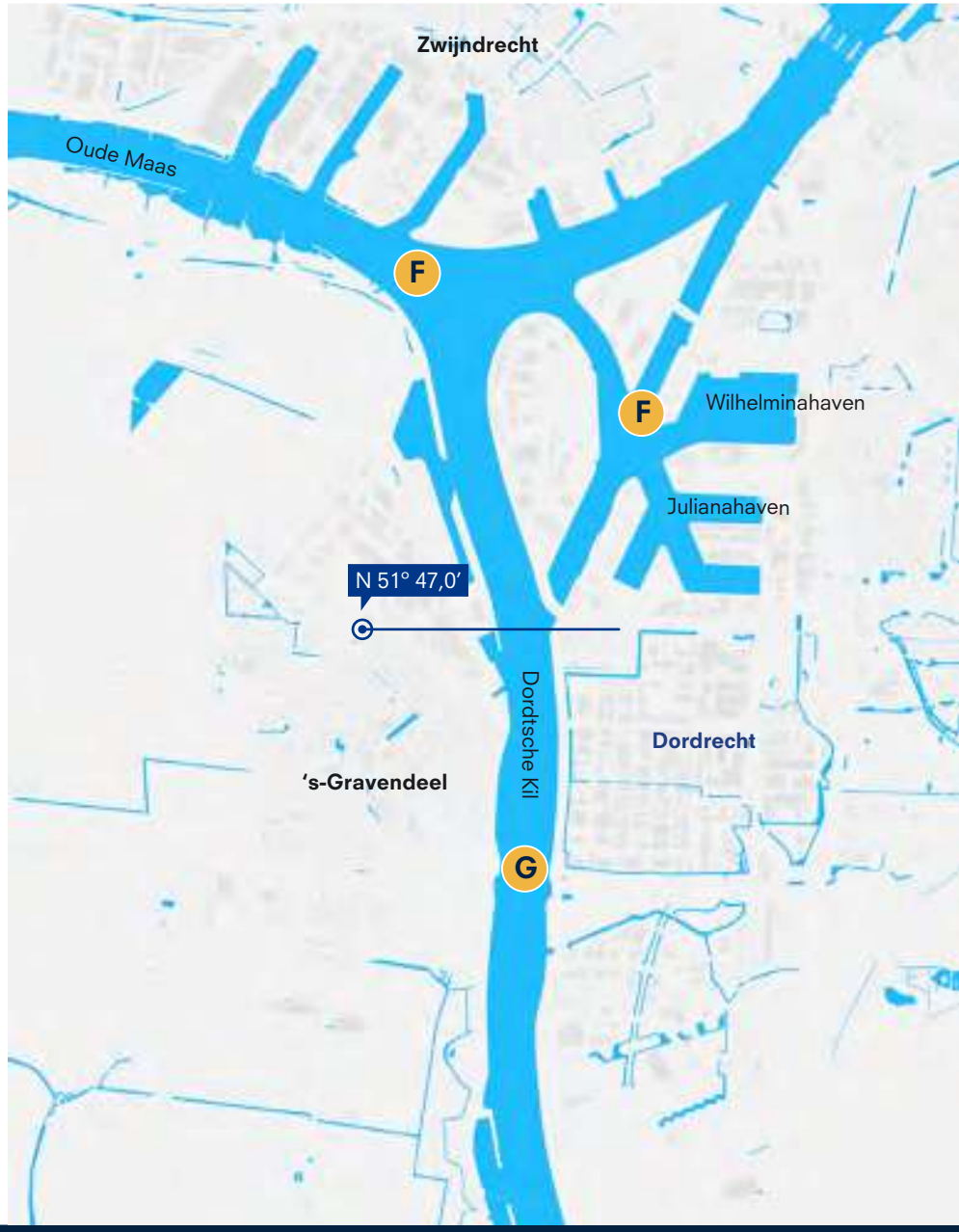




ROTTERDAM-RIJNMOND - TARIFF AREA E DETAIL

ROTTERDAM-RIJNMOND - TARIFF AREA F DETAIL



ROTTERDAM-RIJNMOND - TARIFF AREA F DETAIL

TARIFF TABLES

TO AND FROM THE PILOT STATION

The matrix below 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	2e 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	2e 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 voyages
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).

INGOING AND OUTGOING VOYAGES (PILOT STATION)

- Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
					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	295	24	33	41	51	58	66	73	83	90	99	108	115	123	131	142	150
28	315	27	36	45	53	61	70	79	87	97	106	114	122	131	142	150	158
29	335	29	38	48	57	66	73	85	94	102	111	122	128	142	150	159	168
30	355	30	39	51	59	70	79	89	99	109	118	128	138	150	158	169	177
31	365	32	40	52	61	72	82	93	101	112	122	131	143	153	163	173	183
32	373	32	41	52	64	73	84	94	106	115	124	136	147	157	167	179	187
33	383	32	42	53	66	75	86	96	108	118	127	138	151	162	171	184	194
34	394	33	44	54	67	78	87	98	111	122	130	143	156	165	174	191	198
35	403	35	45	56	70	81	89	100	114	124	135	145	159	170	179	195	205
36	415	35	46	58	71	82	94	103	115	126	138	150	162	172	185	197	208
37	440	37	49	60	73	87	98	110	122	135	147	159	171	183	197	208	220
38	464	38	52	64	78	93	102	115	128	143	156	169	180	194	208	220	233
39	489	40	56	66	83	97	108	122	137	150	163	177	191	205	220	231	247
40	512	42	59	70	87	101	113	128	145	157	171	186	198	213	231	243	258
41	537	45	61	73	90	108	118	136	152	163	180	197	208	224	243	255	270
42	564	46	62	78	94	109	124	143	157	172	187	205	220	235	251	267	282
43	609	52	67	85	101	116	136	153	170	185	204	220	237	255	270	287	305
44	652	56	73	90	108	125	146	164	182	199	218	237	255	272	290	308	328
45	698	59	78	97	115	135	157	176	195	212	232	255	272	291	310	330	352
46	744	64	84	102	122	143	167	186	207	226	247	270	290	310	331	349	373
47	787	67	88	109	128	151	177	198	220	241	261	287	308	330	349	370	395
48	830	70	94	115	138	162	185	208	231	255	277	302	323	346	369	392	416
49	877	73	98	122	147	171	197	220	245	269	293	318	344	367	391	416	442
50	929	78	102	128	156	180	208	233	258	284	310	336	364	388	414	440	466
51	976	83	108	137	163	191	220	247	271	302	325	354	382	408	435	464	491
52	1.025	87	113	145	171	198	231	258	284	317	344	372	402	430	456	488	517
53	1.074	90	118	152	180	208	243	270	298	332	360	389	422	450	478	513	541
54	1.127	94	124	157	187	220	251	282	312	345	376	408	439	470	501	533	563
55	1.200	100	133	168	200	234	268	302	334	367	401	435	468	501	535	568	601
56	1.273	107	143	177	212	249	283	319	355	390	426	463	497	533	568	603	639
57	1.347	112	150	187	225	263	302	339	376	414	450	489	527	563	601	639	676
58	1.421	118	158	198	238	278	317	358	395	435	476	517	555	595	635	674	714

INGOING AND OUTGOING VOYAGES (PILOT STATION) - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
					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	1.494	124	167	209	251	292	334	376	417	459	500	543	585	627	667	710	751
60	1.570	130	174	219	262	306	349	393	437	480	525	568	612	655	699	742	786
61	1.643	137	183	228	275	320	366	411	458	503	549	595	641	687	733	777	824
62	1.718	144	192	239	287	335	382	431	478	527	575	623	669	717	765	813	861
63	1.795	150	199	250	299	349	400	450	499	549	599	649	699	749	799	849	899
64	1.868	157	208	261	311	365	416	468	520	573	625	676	728	781	833	883	936
65	1.943	163	216	270	324	379	433	487	541	595	649	703	757	812	865	920	973
66	2.015	169	224	281	336	392	449	504	561	617	673	729	785	841	898	953	1.009
67	2.093	174	233	292	349	408	466	525	582	641	699	758	816	875	933	991	1.048
68	2.173	181	241	304	364	423	484	544	603	665	725	787	848	909	968	1.028	1.089
69	2.250	186	250	316	377	439	501	563	627	688	751	816	879	941	1.005	1.065	1.128
70	2.329	194	258	325	390	455	519	583	648	713	777	846	910	974	1.039	1.104	1.168
71	2.409	199	267	339	404	470	537	603	669	737	803	875	941	1.008	1.076	1.140	1.206
72	2.487	208	277	346	416	484	554	624	693	761	831	901	969	1.039	1.108	1.178	1.246
73	2.561	213	284	358	429	499	572	642	714	784	856	927	999	1.070	1.141	1.214	1.286
74	2.636	220	293	367	442	515	588	660	736	808	881	955	1.028	1.102	1.175	1.248	1.323
75	2.710	226	303	378	453	529	603	679	755	830	907	982	1.057	1.133	1.207	1.285	1.360
76	2.784	233	310	388	466	543	622	698	776	853	931	1.009	1.086	1.164	1.241	1.319	1.398
77	2.855	239	318	397	478	557	638	716	798	875	956	1.035	1.116	1.195	1.275	1.355	1.435
78	2.932	245	325	408	490	572	653	736	816	898	980	1.061	1.143	1.225	1.306	1.388	1.470
79	2.997	250	334	417	500	583	667	751	835	918	1.003	1.084	1.169	1.251	1.336	1.417	1.502
80	3.060	255	341	428	512	595	683	767	852	937	1.023	1.107	1.193	1.279	1.365	1.449	1.535
81	3.124	261	348	435	521	610	697	784	869	957	1.045	1.130	1.218	1.305	1.394	1.478	1.566
82	3.186	266	356	445	532	622	712	801	887	976	1.067	1.152	1.243	1.332	1.423	1.509	1.599
83	3.252	270	364	455	542	634	727	818	906	997	1.090	1.176	1.269	1.360	1.453	1.539	1.631
84	3.318	277	369	463	554	647	739	831	923	1.017	1.108	1.201	1.293	1.386	1.478	1.570	1.662
85	3.388	282	378	471	566	660	754	849	944	1.036	1.131	1.226	1.320	1.414	1.509	1.604	1.697
86	3.456	290	386	480	577	674	770	867	963	1.058	1.154	1.250	1.347	1.443	1.541	1.636	1.732
87	3.526	295	394	490	589	687	785	883	983	1.079	1.177	1.276	1.375	1.473	1.572	1.670	1.766
88	3.596	303	402	499	600	701	801	902	1.004	1.099	1.200	1.300	1.401	1.502	1.604	1.704	1.799
89	3.665	308	410	507	612	714	816	920	1.022	1.120	1.222	1.326	1.428	1.531	1.635	1.736	1.834
90	3.733	311	416	519	624	728	831	935	1.039	1.143	1.246	1.351	1.454	1.558	1.662	1.767	1.871

INGOING AND OUTGOING VOYAGES (PILOT STATION)

- Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
					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	3.802	318	423	529	635	741	847	953	1.059	1.164	1.271	1.377	1.482	1.588	1.693	1.799	1.904
92	3.872	324	431	538	646	754	862	970	1.079	1.185	1.293	1.401	1.509	1.617	1.724	1.833	1.940
93	3.942	331	438	548	658	767	877	988	1.098	1.205	1.315	1.426	1.536	1.647	1.757	1.866	1.974
94	4.010	337	445	556	668	782	895	1.007	1.119	1.227	1.339	1.452	1.563	1.675	1.787	1.900	2.008
95	4.079	344	452	566	680	796	910	1.023	1.138	1.246	1.362	1.476	1.590	1.705	1.819	1.933	2.042
96	4.148	346	463	577	693	809	923	1.039	1.154	1.271	1.386	1.501	1.617	1.732	1.847	1.963	2.079
97	4.222	353	470	588	705	823	939	1.058	1.176	1.293	1.411	1.527	1.647	1.764	1.881	1.998	2.115
98	4.295	359	478	598	717	838	957	1.077	1.196	1.315	1.436	1.556	1.675	1.794	1.915	2.034	2.153
99	4.369	366	487	610	730	852	973	1.095	1.217	1.339	1.461	1.582	1.705	1.827	1.948	2.068	2.192
100	4.441	372	494	619	742	867	991	1.115	1.238	1.362	1.486	1.609	1.733	1.857	1.981	2.105	2.227
101	4.514	378	503	630	755	881	1.007	1.133	1.258	1.385	1.510	1.636	1.762	1.888	2.014	2.140	2.265
102	4.592	383	512	639	766	896	1.022	1.150	1.279	1.406	1.534	1.662	1.789	1.918	2.045	2.172	2.302
103	4.627	386	516	644	772	902	1.030	1.159	1.288	1.416	1.545	1.674	1.803	1.932	2.060	2.190	2.319
104	4.661	390	519	649	778	910	1.036	1.168	1.298	1.427	1.557	1.686	1.816	1.946	2.077	2.207	2.336
105	4.698	393	524	654	785	917	1.044	1.176	1.306	1.438	1.568	1.698	1.830	1.961	2.092	2.223	2.354
106	4.733	395	528	659	791	923	1.052	1.184	1.315	1.449	1.578	1.711	1.844	1.976	2.109	2.240	2.372
107	4.768	400	532	665	798	931	1.059	1.192	1.326	1.459	1.592	1.723	1.857	1.990	2.123	2.256	2.389
108	4.800	401	535	667	802	935	1.068	1.203	1.336	1.470	1.604	1.737	1.871	2.003	2.138	2.270	2.406
109	4.840	404	540	673	809	943	1.078	1.214	1.347	1.483	1.617	1.753	1.885	2.020	2.155	2.290	2.424
110	4.878	407	543	679	814	950	1.088	1.224	1.359	1.496	1.630	1.767	1.901	2.038	2.172	2.309	2.444
111	4.917	409	548	684	821	957	1.096	1.233	1.369	1.508	1.645	1.781	1.918	2.053	2.192	2.326	2.465
112	4.956	414	551	688	826	964	1.106	1.244	1.383	1.520	1.658	1.795	1.933	2.069	2.209	2.346	2.485
113	4.997	416	555	693	833	971	1.116	1.254	1.393	1.532	1.670	1.809	1.949	2.087	2.226	2.364	2.505
114	5.037	421	561	701	841	981	1.121	1.262	1.402	1.543	1.682	1.822	1.963	2.102	2.243	2.383	2.523
115	5.076	423	564	708	848	990	1.131	1.273	1.413	1.555	1.696	1.836	1.979	2.120	2.261	2.403	2.543
116	5.115	428	569	712	853	998	1.140	1.283	1.425	1.566	1.709	1.851	1.994	2.137	2.277	2.421	2.563
117	5.153	430	574	716	861	1.007	1.148	1.293	1.437	1.578	1.722	1.866	2.011	2.152	2.297	2.438	2.583
118	5.195	433	577	722	867	1.015	1.159	1.303	1.449	1.593	1.736	1.881	2.026	2.168	2.313	2.458	2.603
119	5.233	435	582	728	872	1.022	1.169	1.314	1.460	1.605	1.750	1.895	2.041	2.185	2.332	2.478	2.624
120	5.272	440	587	736	881	1.028	1.175	1.320	1.467	1.613	1.761	1.906	2.055	2.203	2.349	2.495	2.642
121	5.313	443	590	740	887	1.035	1.184	1.331	1.480	1.626	1.774	1.922	2.072	2.220	2.367	2.515	2.662
122	5.352	446	595	745	895	1.042	1.193	1.342	1.491	1.639	1.787	1.938	2.087	2.236	2.385	2.533	2.682

INGOING AND OUTGOING VOYAGES (PILOT STATION)

- Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
					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	5.391	450	599	750	900	1.049	1.203	1.353	1.502	1.652	1.802	1.952	2.102	2.252	2.403	2.552	2.701
124	5.431	452	603	755	907	1.057	1.213	1.363	1.513	1.664	1.816	1.967	2.117	2.269	2.420	2.571	2.723
125	5.470	456	607	760	912	1.064	1.221	1.374	1.524	1.676	1.830	1.981	2.135	2.285	2.436	2.590	2.741
126	5.509	460	614	766	921	1.074	1.228	1.381	1.534	1.687	1.841	1.994	2.148	2.302	2.455	2.608	2.761
127	5.551	464	617	771	926	1.082	1.236	1.390	1.545	1.700	1.854	2.010	2.163	2.318	2.472	2.627	2.781
128	5.590	466	623	777	933	1.091	1.244	1.401	1.557	1.711	1.868	2.025	2.178	2.334	2.490	2.645	2.800
129	5.629	470	627	783	938	1.098	1.252	1.412	1.568	1.724	1.881	2.039	2.195	2.351	2.507	2.666	2.819
130	5.669	472	631	787	946	1.107	1.261	1.422	1.578	1.737	1.893	2.053	2.210	2.367	2.526	2.683	2.840
131	5.708	476	635	794	951	1.116	1.270	1.433	1.592	1.750	1.906	2.067	2.225	2.385	2.542	2.701	2.861
132	5.747	479	640	800	960	1.120	1.280	1.439	1.600	1.760	1.920	2.080	2.240	2.401	2.560	2.719	2.880
133	5.809	484	646	809	970	1.132	1.293	1.454	1.617	1.778	1.940	2.102	2.262	2.424	2.587	2.747	2.910
134	5.866	490	652	816	981	1.143	1.306	1.469	1.634	1.795	1.958	2.123	2.285	2.450	2.613	2.776	2.940
135	5.926	494	659	825	992	1.154	1.320	1.484	1.650	1.814	1.979	2.145	2.309	2.475	2.639	2.804	2.970
136	5.987	500	665	833	1.003	1.167	1.334	1.498	1.667	1.831	1.998	2.166	2.332	2.499	2.666	2.833	3.001
137	6.047	505	671	841	1.012	1.178	1.347	1.512	1.683	1.848	2.018	2.189	2.354	2.526	2.690	2.861	3.030
138	6.103	508	679	850	1.020	1.189	1.359	1.528	1.698	1.869	2.039	2.209	2.379	2.547	2.718	2.889	3.058
139	6.172	517	687	859	1.031	1.203	1.375	1.548	1.718	1.889	2.061	2.234	2.406	2.578	2.750	2.921	3.092
140	6.241	523	696	868	1.042	1.216	1.390	1.565	1.738	1.910	2.085	2.259	2.432	2.606	2.781	2.954	3.126
141	6.311	529	704	877	1.054	1.230	1.405	1.582	1.759	1.931	2.109	2.283	2.459	2.637	2.812	2.988	3.161
142	6.379	535	713	887	1.065	1.243	1.421	1.600	1.778	1.952	2.130	2.309	2.486	2.666	2.842	3.021	3.194
143	6.450	541	722	897	1.077	1.256	1.437	1.618	1.797	1.973	2.153	2.333	2.514	2.694	2.875	3.055	3.230
144	6.517	544	727	908	1.089	1.271	1.452	1.634	1.815	1.995	2.177	2.359	2.541	2.723	2.903	3.084	3.266
145	6.577	549	733	916	1.098	1.282	1.465	1.648	1.831	2.014	2.198	2.381	2.563	2.745	2.929	3.112	3.295
146	6.636	554	739	923	1.109	1.293	1.478	1.662	1.847	2.032	2.217	2.403	2.587	2.772	2.957	3.141	3.327
147	6.696	560	745	932	1.119	1.304	1.492	1.676	1.865	2.052	2.237	2.423	2.610	2.797	2.983	3.169	3.356
148	6.756	564	751	939	1.130	1.315	1.506	1.691	1.881	2.069	2.256	2.445	2.631	2.821	3.010	3.196	3.386
149	6.817	570	757	949	1.140	1.328	1.519	1.706	1.897	2.088	2.276	2.467	2.654	2.848	3.037	3.226	3.417
150	6.872	575	765	957	1.146	1.339	1.529	1.721	1.914	2.105	2.297	2.487	2.680	2.870	3.062	3.253	3.443
151	6.932	579	771	966	1.158	1.350	1.544	1.736	1.930	2.123	2.317	2.509	2.701	2.896	3.087	3.281	3.474
152	6.990	585	777	973	1.169	1.362	1.558	1.752	1.946	2.142	2.335	2.531	2.725	2.920	3.113	3.309	3.504
153	7.052	589	784	982	1.179	1.374	1.571	1.766	1.963	2.161	2.355	2.553	2.747	2.946	3.141	3.338	3.535
154	7.111	595	791	991	1.189	1.385	1.584	1.780	1.980	2.179	2.374	2.576	2.770	2.970	3.166	3.366	3.564

INGOING AND OUTGOING VOYAGES (PILOT STATION)

- Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
					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	7.171	600	798	999	1.200	1.397	1.598	1.794	1.996	2.199	2.395	2.596	2.793	2.995	3.191	3.393	3.595
156	7.227	603	806	1.007	1.207	1.409	1.609	1.811	2.012	2.213	2.416	2.617	2.816	3.018	3.220	3.421	3.622
157	7.289	610	812	1.015	1.218	1.420	1.622	1.827	2.029	2.232	2.434	2.639	2.840	3.044	3.245	3.449	3.652
158	7.347	614	818	1.022	1.229	1.432	1.636	1.841	2.045	2.249	2.455	2.659	2.863	3.068	3.272	3.477	3.682
159	7.408	619	824	1.031	1.239	1.442	1.650	1.855	2.061	2.266	2.474	2.682	2.886	3.092	3.297	3.505	3.713
160	7.468	625	830	1.039	1.249	1.454	1.663	1.870	2.079	2.283	2.493	2.703	2.909	3.118	3.325	3.534	3.744
161	7.528	630	837	1.047	1.260	1.466	1.676	1.884	2.094	2.303	2.514	2.726	2.932	3.143	3.350	3.561	3.773
162	7.583	634	845	1.056	1.268	1.478	1.690	1.900	2.111	2.322	2.533	2.743	2.956	3.167	3.378	3.589	3.801
163	7.644	639	851	1.064	1.278	1.490	1.704	1.915	2.128	2.340	2.553	2.766	2.978	3.191	3.403	3.617	3.831
164	7.703	644	857	1.073	1.288	1.501	1.717	1.929	2.143	2.360	2.573	2.788	3.001	3.217	3.430	3.646	3.860
165	7.763	649	863	1.081	1.299	1.512	1.731	1.943	2.161	2.379	2.592	2.810	3.023	3.242	3.455	3.673	3.891
166	7.823	654	869	1.090	1.308	1.523	1.744	1.957	2.177	2.397	2.613	2.833	3.048	3.267	3.481	3.702	3.921
167	7.883	659	875	1.097	1.319	1.536	1.758	1.973	2.195	2.416	2.631	2.854	3.071	3.291	3.509	3.730	3.951
168	7.939	662	883	1.105	1.327	1.548	1.768	1.989	2.211	2.431	2.652	2.873	3.094	3.316	3.537	3.758	3.979
169	8.001	667	892	1.114	1.337	1.558	1.781	2.003	2.227	2.450	2.673	2.896	3.117	3.341	3.562	3.786	4.009
170	8.060	673	897	1.121	1.347	1.570	1.795	2.018	2.244	2.469	2.691	2.917	3.141	3.366	3.588	3.814	4.039
171	8.119	679	904	1.130	1.357	1.581	1.809	2.032	2.261	2.487	2.711	2.939	3.162	3.390	3.614	3.842	4.069
172	8.178	684	910	1.138	1.368	1.593	1.822	2.047	2.276	2.506	2.730	2.961	3.185	3.415	3.640	3.871	4.099
173	8.240	688	916	1.146	1.379	1.605	1.836	2.061	2.295	2.526	2.750	2.982	3.208	3.440	3.665	3.898	4.129
174	8.295	693	923	1.154	1.386	1.617	1.847	2.079	2.310	2.541	2.772	3.002	3.233	3.464	3.695	3.925	4.156
175	8.355	698	931	1.163	1.397	1.627	1.862	2.093	2.325	2.558	2.792	3.023	3.257	3.489	3.721	3.953	4.186
176	8.414	703	936	1.172	1.406	1.639	1.875	2.109	2.344	2.576	2.811	3.047	3.280	3.514	3.748	3.982	4.216
177	8.476	709	943	1.180	1.416	1.651	1.888	2.123	2.360	2.593	2.830	3.068	3.301	3.539	3.774	4.010	4.248
178	8.534	714	949	1.189	1.427	1.662	1.901	2.137	2.375	2.612	2.851	3.089	3.326	3.564	3.802	4.038	4.277
179	8.592	718	955	1.196	1.438	1.674	1.916	2.151	2.393	2.629	2.870	3.112	3.347	3.589	3.830	4.067	4.307
180	8.649	722	963	1.203	1.445	1.685	1.928	2.166	2.408	2.647	2.890	3.131	3.371	3.612	3.854	4.094	4.335
181	8.709	728	969	1.213	1.455	1.697	1.941	2.182	2.424	2.668	2.910	3.153	3.394	3.637	3.879	4.123	4.365
182	8.770	733	975	1.220	1.466	1.708	1.954	2.197	2.442	2.687	2.929	3.174	3.418	3.662	3.906	4.151	4.395
183	8.830	738	982	1.229	1.476	1.719	1.968	2.211	2.458	2.704	2.950	3.196	3.440	3.688	3.931	4.179	4.424
184	8.888	742	988	1.237	1.487	1.732	1.981	2.225	2.475	2.724	2.969	3.218	3.463	3.712	3.957	4.206	4.457
185	8.948	748	994	1.244	1.497	1.743	1.994	2.240	2.492	2.742	2.989	3.240	3.486	3.736	3.984	4.235	4.486
186	9.006	752	1.004	1.253	1.504	1.756	2.005	2.256	2.507	2.757	3.008	3.259	3.510	3.761	4.011	4.263	4.513

INGOING AND OUTGOING VOYAGES (PILOT STATION) - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	**S-tariff** (starting tariff) **in €**	**T-tariff** (route-dependent tariff) **in €**														
					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	9.066	757	1.009	1.262	1.514	1.767	2.019	2.270	2.523	2.778	3.028	3.281	3.534	3.786	4.038	4.290	4.543
188	9.126	763	1.016	1.271	1.524	1.778	2.032	2.285	2.541	2.796	3.049	3.302	3.555	3.811	4.065	4.318	4.573
189	9.185	767	1.021	1.279	1.536	1.789	2.045	2.300	2.557	2.813	3.068	3.326	3.579	3.835	4.089	4.347	4.604
190	9.245	772	1.028	1.287	1.547	1.801	2.060	2.315	2.575	2.834	3.087	3.346	3.602	3.860	4.116	4.374	4.633
191	9.304	777	1.034	1.295	1.557	1.813	2.074	2.330	2.590	2.852	3.107	3.369	3.624	3.886	4.141	4.402	4.665
192	9.361	783	1.042	1.303	1.564	1.824	2.085	2.346	2.605	2.867	3.128	3.388	3.649	3.910	4.170	4.431	4.690
193	9.481	794	1.056	1.320	1.583	1.847	2.112	2.375	2.639	2.903	3.167	3.431	3.696	3.959	4.222	4.486	4.751
194	9.597	803	1.069	1.337	1.604	1.871	2.139	2.407	2.674	2.940	3.206	3.474	3.743	4.010	4.276	4.543	4.809
195	9.717	813	1.083	1.354	1.622	1.893	2.165	2.436	2.706	2.976	3.245	3.516	3.788	4.059	4.328	4.599	4.869
≥196	9.836	822	1.095	1.369	1.643	1.917	2.192	2.465	2.738	3.011	3.285	3.559	3.833	4.107	4.381	4.655	4.928

TARIFF TABLES

BERTH SHIFT VOYAGES

The matrix below 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	2e 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	2e 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 voyages
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).

BERTH SHIFT VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, 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	TC 15	TC 16
≤27	47	41	51	58	66	73	83	90	99	108	115	123	131	142	150	157	165
28	50	45	53	61	70	79	87	97	106	114	122	131	142	150	158	168	176
29	53	48	57	66	73	85	94	102	111	122	128	142	150	159	168	177	185
30	58	51	59	70	79	89	99	109	118	128	138	150	158	169	177	187	198
31	59	52	61	72	82	93	101	112	122	131	143	153	163	173	183	194	204
32	61	52	64	73	84	94	106	115	124	136	147	157	167	179	187	198	208
33	62	53	66	75	86	96	108	118	127	138	151	162	171	184	194	205	212
34	64	54	67	78	87	98	111	122	130	143	156	165	174	191	198	209	219
35	65	56	70	81	89	100	114	124	135	145	159	170	179	195	205	213	223
36	66	58	71	82	94	103	115	126	138	150	162	172	185	197	208	220	231
37	70	60	73	87	98	110	122	135	147	159	171	183	197	208	220	233	245
38	73	64	78	93	102	115	128	143	156	169	180	194	208	220	233	247	258
39	77	66	83	97	108	122	137	150	163	177	191	205	220	231	247	261	271
40	82	70	87	101	113	128	145	157	171	186	198	213	231	243	258	274	284
41	85	73	90	108	118	136	152	163	180	197	208	224	243	255	270	287	298
42	91	78	94	109	124	143	157	172	187	205	220	235	251	267	282	297	312
43	97	85	101	116	136	153	170	185	204	220	237	255	270	287	305	321	339
44	105	90	108	125	146	164	182	199	218	237	255	272	290	308	328	345	364
45	111	97	115	135	157	176	195	212	232	255	272	291	310	330	352	369	388
46	118	102	122	143	167	186	207	226	247	270	290	310	331	349	373	393	414
47	125	109	128	151	177	198	220	241	261	287	308	330	349	370	395	417	438
48	134	115	138	162	185	208	231	255	277	302	323	346	369	392	416	439	463
49	142	122	147	171	197	220	245	269	293	318	344	367	391	416	442	465	489
50	150	128	156	180	208	233	258	284	310	336	364	388	414	440	466	491	517
51	158	137	163	191	220	247	271	302	325	354	382	408	435	464	491	518	543
52	165	145	171	198	231	258	284	317	344	372	402	430	456	488	517	543	570
53	175	152	180	208	243	270	298	332	360	389	422	450	478	513	541	569	597
54	181	157	187	220	251	282	312	345	376	408	439	470	501	533	563	595	627
55	193	168	200	234	268	302	334	367	401	435	468	501	535	568	601	635	667
56	204	177	212	249	283	319	355	390	426	463	497	533	568	603	639	674	710
57	218	187	225	263	302	339	376	414	450	489	527	563	601	639	676	714	751
58	230	198	238	278	317	358	395	435	476	517	555	595	635	674	714	753	794

BERTH SHIFT VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, 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	TC 15	TC 16
59	**242**	209	251	292	334	376	417	459	500	543	585	627	667	710	751	794	835
60	**253**	219	262	306	349	393	437	480	525	568	612	655	699	742	786	830	873
61	**265**	228	275	320	366	411	458	503	549	595	641	687	733	777	824	869	916
62	**275**	239	287	335	382	431	478	527	575	623	669	717	765	813	861	910	957
63	**287**	250	299	349	400	450	499	549	599	649	699	749	799	849	899	949	999
64	**298**	261	311	365	416	468	520	573	625	676	728	781	833	883	936	988	1.040
65	**311**	270	324	379	433	487	541	595	649	703	757	812	865	920	973	1.028	1.082
66	**323**	281	336	392	449	504	561	617	673	729	785	841	898	953	1.009	1.065	1.121
67	**337**	292	349	408	466	525	582	641	699	758	816	875	933	991	1.048	1.107	1.165
68	**352**	304	364	423	484	544	603	665	725	787	848	909	968	1.028	1.089	1.147	1.208
69	**364**	316	377	439	501	563	627	688	751	816	879	941	1.005	1.065	1.128	1.190	1.252
70	**379**	325	390	455	519	583	648	713	777	846	910	974	1.039	1.104	1.168	1.231	1.297
71	**392**	339	404	470	537	603	669	737	803	875	941	1.008	1.076	1.140	1.206	1.274	1.340
72	**402**	346	416	484	554	624	693	761	831	901	969	1.039	1.108	1.178	1.246	1.315	1.386
73	**411**	358	429	499	572	642	714	784	856	927	999	1.070	1.141	1.214	1.286	1.355	1.427
74	**425**	367	442	515	588	660	736	808	881	955	1.028	1.102	1.175	1.248	1.323	1.396	1.469
75	**434**	378	453	529	603	679	755	830	907	982	1.057	1.133	1.207	1.285	1.360	1.435	1.510
76	**447**	388	466	543	622	698	776	853	931	1.009	1.086	1.164	1.241	1.319	1.398	1.474	1.552
77	**457**	397	478	557	638	716	798	875	956	1.035	1.116	1.195	1.275	1.355	1.435	1.513	1.594
78	**469**	408	490	572	653	736	816	898	980	1.061	1.143	1.225	1.306	1.388	1.470	1.551	1.634
79	**480**	417	500	583	667	751	835	918	1.003	1.084	1.169	1.251	1.336	1.417	1.502	1.585	1.669
80	**491**	428	512	595	683	767	852	937	1.023	1.107	1.193	1.279	1.365	1.449	1.535	1.620	1.705
81	**500**	435	521	610	697	784	869	957	1.045	1.130	1.218	1.305	1.394	1.478	1.566	1.655	1.740
82	**511**	445	532	622	712	801	887	976	1.067	1.152	1.243	1.332	1.423	1.509	1.599	1.688	1.774
83	**520**	455	542	634	727	818	906	997	1.090	1.176	1.269	1.360	1.453	1.539	1.631	1.722	1.809
84	**533**	463	554	647	739	831	923	1.017	1.108	1.201	1.293	1.386	1.478	1.570	1.662	1.756	1.847
85	**544**	471	566	660	754	849	944	1.036	1.131	1.226	1.320	1.414	1.509	1.604	1.697	1.791	1.885
86	**556**	480	577	674	770	867	963	1.058	1.154	1.250	1.347	1.443	1.541	1.636	1.732	1.829	1.926
87	**568**	490	589	687	785	883	983	1.079	1.177	1.276	1.375	1.473	1.572	1.670	1.766	1.865	1.963
88	**580**	499	600	701	801	902	1.004	1.099	1.200	1.300	1.401	1.502	1.604	1.704	1.799	1.900	2.001
89	**591**	507	612	714	816	920	1.022	1.120	1.222	1.326	1.428	1.531	1.635	1.736	1.834	1.938	2.040
90	**601**	519	624	728	831	935	1.039	1.143	1.246	1.351	1.454	1.558	1.662	1.767	1.871	1.975	2.079

BERTH SHIFT VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, 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	TC 15	TC 16
91	611	529	635	741	847	953	1.059	1.164	1.271	1.377	1.482	1.588	1.693	1.799	1.904	2.011	2.116
92	624	538	646	754	862	970	1.079	1.185	1.293	1.401	1.509	1.617	1.724	1.833	1.940	2.047	2.155
93	634	548	658	767	877	988	1.098	1.205	1.315	1.426	1.536	1.647	1.757	1.866	1.974	2.084	2.195
94	646	556	668	782	895	1.007	1.119	1.227	1.339	1.452	1.563	1.675	1.787	1.900	2.008	2.121	2.234
95	659	566	680	796	910	1.023	1.138	1.246	1.362	1.476	1.590	1.705	1.819	1.933	2.042	2.157	2.270
96	664	577	693	809	923	1.039	1.154	1.271	1.386	1.501	1.617	1.732	1.847	1.963	2.079	2.195	2.310
97	676	588	705	823	939	1.058	1.176	1.293	1.411	1.527	1.647	1.764	1.881	1.998	2.115	2.234	2.351
98	690	598	717	838	957	1.077	1.196	1.315	1.436	1.556	1.675	1.794	1.915	2.034	2.153	2.273	2.393
99	701	610	730	852	973	1.095	1.217	1.339	1.461	1.582	1.705	1.827	1.948	2.068	2.192	2.312	2.434
100	713	619	742	867	991	1.115	1.238	1.362	1.486	1.609	1.733	1.857	1.981	2.105	2.227	2.352	2.477
101	724	630	755	881	1.007	1.133	1.258	1.385	1.510	1.636	1.762	1.888	2.014	2.140	2.265	2.392	2.518
102	737	639	766	896	1.022	1.150	1.279	1.406	1.534	1.662	1.789	1.918	2.045	2.172	2.302	2.430	2.556
103	744	644	772	902	1.030	1.159	1.288	1.416	1.545	1.674	1.803	1.932	2.060	2.190	2.319	2.448	2.576
104	748	649	778	910	1.036	1.168	1.298	1.427	1.557	1.686	1.816	1.946	2.077	2.207	2.336	2.466	2.596
105	752	654	785	917	1.044	1.176	1.306	1.438	1.568	1.698	1.830	1.961	2.092	2.223	2.354	2.485	2.616
106	759	659	791	923	1.052	1.184	1.315	1.449	1.578	1.711	1.844	1.976	2.109	2.240	2.372	2.505	2.634
107	763	665	798	931	1.059	1.192	1.326	1.459	1.592	1.723	1.857	1.990	2.123	2.256	2.389	2.522	2.654
108	771	667	802	935	1.068	1.203	1.336	1.470	1.604	1.737	1.871	2.003	2.138	2.270	2.406	2.539	2.673
109	777	673	809	943	1.078	1.214	1.347	1.483	1.617	1.753	1.885	2.020	2.155	2.290	2.424	2.559	2.694
110	785	679	814	950	1.088	1.224	1.359	1.496	1.630	1.767	1.901	2.038	2.172	2.309	2.444	2.581	2.715
111	790	684	821	957	1.096	1.233	1.369	1.508	1.645	1.781	1.918	2.053	2.192	2.326	2.465	2.601	2.737
112	797	688	826	964	1.106	1.244	1.383	1.520	1.658	1.795	1.933	2.069	2.209	2.346	2.485	2.621	2.759
113	804	693	833	971	1.116	1.254	1.393	1.532	1.670	1.809	1.949	2.087	2.226	2.364	2.505	2.642	2.781
114	807	701	841	981	1.121	1.262	1.402	1.543	1.682	1.822	1.963	2.102	2.243	2.383	2.523	2.666	2.804
115	813	708	848	990	1.131	1.273	1.413	1.555	1.696	1.836	1.979	2.120	2.261	2.403	2.543	2.686	2.826
116	820	712	853	998	1.140	1.283	1.425	1.566	1.709	1.851	1.994	2.137	2.277	2.421	2.563	2.706	2.848
117	830	716	861	1.007	1.148	1.293	1.437	1.578	1.722	1.866	2.011	2.152	2.297	2.438	2.583	2.727	2.868
118	836	722	867	1.015	1.159	1.303	1.449	1.593	1.736	1.881	2.026	2.168	2.313	2.458	2.603	2.747	2.891
119	843	728	872	1.022	1.169	1.314	1.460	1.605	1.750	1.895	2.041	2.185	2.332	2.478	2.624	2.768	2.912
120	847	736	881	1.028	1.175	1.320	1.467	1.613	1.761	1.906	2.055	2.203	2.349	2.495	2.642	2.789	2.936
121	855	740	887	1.035	1.184	1.331	1.480	1.626	1.774	1.922	2.072	2.220	2.367	2.515	2.662	2.810	2.959
122	860	745	895	1.042	1.193	1.342	1.491	1.639	1.787	1.938	2.087	2.236	2.385	2.533	2.682	2.830	2.979

BERTH SHIFT VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, 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	TC 15	TC 16
123	**867**	750	900	1.049	1.203	1.353	1.502	1.652	1.802	1.952	2.102	2.252	2.403	2.552	2.701	2.852	3.001
124	**874**	755	907	1.057	1.213	1.363	1.513	1.664	1.816	1.967	2.117	2.269	2.420	2.571	2.723	2.872	3.022
125	**880**	760	912	1.064	1.221	1.374	1.524	1.676	1.830	1.981	2.135	2.285	2.436	2.590	2.741	2.893	3.046
126	**885**	766	921	1.074	1.228	1.381	1.534	1.687	1.841	1.994	2.148	2.302	2.455	2.608	2.761	2.914	3.068
127	**893**	771	926	1.082	1.236	1.390	1.545	1.700	1.854	2.010	2.163	2.318	2.472	2.627	2.781	2.936	3.089
128	**898**	777	933	1.091	1.244	1.401	1.557	1.711	1.868	2.025	2.178	2.334	2.490	2.645	2.800	2.957	3.112
129	**905**	783	938	1.098	1.252	1.412	1.568	1.724	1.881	2.039	2.195	2.351	2.507	2.666	2.819	2.977	3.133
130	**910**	787	946	1.107	1.261	1.422	1.578	1.737	1.893	2.053	2.210	2.367	2.526	2.683	2.840	2.998	3.156
131	**920**	794	951	1.116	1.270	1.433	1.592	1.750	1.906	2.067	2.225	2.385	2.542	2.701	2.861	3.019	3.177
132	**923**	800	960	1.120	1.280	1.439	1.600	1.760	1.920	2.080	2.240	2.401	2.560	2.719	2.880	3.040	3.199
133	**932**	809	970	1.132	1.293	1.454	1.617	1.778	1.940	2.102	2.262	2.424	2.587	2.747	2.910	3.071	3.233
134	**943**	816	981	1.143	1.306	1.469	1.634	1.795	1.958	2.123	2.285	2.450	2.613	2.776	2.940	3.103	3.267
135	**951**	825	992	1.154	1.320	1.484	1.650	1.814	1.979	2.145	2.309	2.475	2.639	2.804	2.970	3.133	3.300
136	**962**	833	1.003	1.167	1.334	1.498	1.667	1.831	1.998	2.166	2.332	2.499	2.666	2.833	3.001	3.165	3.333
137	**971**	841	1.012	1.178	1.347	1.512	1.683	1.848	2.018	2.189	2.354	2.526	2.690	2.861	3.030	3.196	3.367
138	**978**	850	1.020	1.189	1.359	1.528	1.698	1.869	2.039	2.209	2.379	2.547	2.718	2.889	3.058	3.229	3.398
139	**991**	859	1.031	1.203	1.375	1.548	1.718	1.889	2.061	2.234	2.406	2.578	2.750	2.921	3.092	3.265	3.437
140	**1.004**	868	1.042	1.216	1.390	1.565	1.738	1.910	2.085	2.259	2.432	2.606	2.781	2.954	3.126	3.301	3.475
141	**1.016**	877	1.054	1.230	1.405	1.582	1.759	1.931	2.109	2.283	2.459	2.637	2.812	2.988	3.161	3.338	3.513
142	**1.027**	887	1.065	1.243	1.421	1.600	1.778	1.952	2.130	2.309	2.486	2.666	2.842	3.021	3.194	3.374	3.552
143	**1.039**	897	1.077	1.256	1.437	1.618	1.797	1.973	2.153	2.333	2.514	2.694	2.875	3.055	3.230	3.411	3.591
144	**1.046**	908	1.089	1.271	1.452	1.634	1.815	1.995	2.177	2.359	2.541	2.723	2.903	3.084	3.266	3.448	3.628
145	**1.056**	916	1.098	1.282	1.465	1.648	1.831	2.014	2.198	2.381	2.563	2.745	2.929	3.112	3.295	3.479	3.662
146	**1.066**	923	1.109	1.293	1.478	1.662	1.847	2.032	2.217	2.403	2.587	2.772	2.957	3.141	3.327	3.510	3.696
147	**1.077**	932	1.119	1.304	1.492	1.676	1.865	2.052	2.237	2.423	2.610	2.797	2.983	3.169	3.356	3.541	3.728
148	**1.086**	939	1.130	1.315	1.506	1.691	1.881	2.069	2.256	2.445	2.631	2.821	3.010	3.196	3.386	3.572	3.761
149	**1.097**	949	1.140	1.328	1.519	1.706	1.897	2.088	2.276	2.467	2.654	2.848	3.037	3.226	3.417	3.604	3.796
150	**1.104**	957	1.146	1.339	1.529	1.721	1.914	2.105	2.297	2.487	2.680	2.870	3.062	3.253	3.443	3.635	3.826
151	**1.113**	966	1.158	1.350	1.544	1.736	1.930	2.123	2.317	2.509	2.701	2.896	3.087	3.281	3.474	3.665	3.859
152	**1.123**	973	1.169	1.362	1.558	1.752	1.946	2.142	2.335	2.531	2.725	2.920	3.113	3.309	3.504	3.698	3.893
153	**1.134**	982	1.179	1.374	1.571	1.766	1.963	2.161	2.355	2.553	2.747	2.946	3.141	3.338	3.535	3.728	3.927
154	**1.144**	991	1.189	1.385	1.584	1.780	1.980	2.179	2.374	2.576	2.770	2.970	3.166	3.366	3.564	3.760	3.959

BERTH SHIFT VOYAGES - *Pilotage tariffs decision ACM, 13 December 2018 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, 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	TC 15	TC 16
155	**1.154**	999	1.200	1.397	1.598	1.794	1.996	2.199	2.395	2.596	2.793	2.995	3.191	3.393	3.595	3.791	3.993
156	**1.159**	1.007	1.207	1.409	1.609	1.811	2.012	2.213	2.416	2.617	2.816	3.018	3.220	3.421	3.622	3.823	4.026
157	**1.170**	1.015	1.218	1.420	1.622	1.827	2.029	2.232	2.434	2.639	2.840	3.044	3.245	3.449	3.652	3.855	4.058
158	**1.181**	1.022	1.229	1.432	1.636	1.841	2.045	2.249	2.455	2.659	2.863	3.068	3.272	3.477	3.682	3.886	4.092
159	**1.192**	1.031	1.239	1.442	1.650	1.855	2.061	2.266	2.474	2.682	2.886	3.092	3.297	3.505	3.713	3.917	4.125
160	**1.201**	1.039	1.249	1.454	1.663	1.870	2.079	2.283	2.493	2.703	2.909	3.118	3.325	3.534	3.744	3.947	4.158
161	**1.212**	1.047	1.260	1.466	1.676	1.884	2.094	2.303	2.514	2.726	2.932	3.143	3.350	3.561	3.773	3.980	4.192
162	**1.217**	1.056	1.268	1.478	1.690	1.900	2.111	2.322	2.533	2.743	2.956	3.167	3.378	3.589	3.801	4.011	4.222
163	**1.227**	1.064	1.278	1.490	1.704	1.915	2.128	2.340	2.553	2.766	2.978	3.191	3.403	3.617	3.831	4.042	4.255
164	**1.238**	1.073	1.288	1.501	1.717	1.929	2.143	2.360	2.573	2.788	3.001	3.217	3.430	3.646	3.860	4.075	4.290
165	**1.246**	1.081	1.299	1.512	1.731	1.943	2.161	2.379	2.592	2.810	3.023	3.242	3.455	3.673	3.891	4.105	4.322
166	**1.257**	1.090	1.308	1.523	1.744	1.957	2.177	2.397	2.613	2.833	3.048	3.267	3.481	3.702	3.921	4.137	4.357
167	**1.268**	1.097	1.319	1.536	1.758	1.973	2.195	2.416	2.631	2.854	3.071	3.291	3.509	3.730	3.951	4.167	4.389
168	**1.274**	1.105	1.327	1.548	1.768	1.989	2.211	2.431	2.652	2.873	3.094	3.316	3.537	3.758	3.979	4.200	4.420
169	**1.286**	1.114	1.337	1.558	1.781	2.003	2.227	2.450	2.673	2.896	3.117	3.341	3.562	3.786	4.009	4.231	4.455
170	**1.295**	1.121	1.347	1.570	1.795	2.018	2.244	2.469	2.691	2.917	3.141	3.366	3.588	3.814	4.039	4.263	4.486
171	**1.305**	1.130	1.357	1.581	1.809	2.032	2.261	2.487	2.711	2.939	3.162	3.390	3.614	3.842	4.069	4.293	4.520
172	**1.315**	1.138	1.368	1.593	1.822	2.047	2.276	2.506	2.730	2.961	3.185	3.415	3.640	3.871	4.099	4.324	4.555
173	**1.326**	1.146	1.379	1.605	1.836	2.061	2.295	2.526	2.750	2.982	3.208	3.440	3.665	3.898	4.129	4.357	4.586
174	**1.331**	1.154	1.386	1.617	1.847	2.079	2.310	2.541	2.772	3.002	3.233	3.464	3.695	3.925	4.156	4.388	4.618
175	**1.341**	1.163	1.397	1.627	1.862	2.093	2.325	2.558	2.792	3.023	3.257	3.489	3.721	3.953	4.186	4.418	4.652
176	**1.353**	1.172	1.406	1.639	1.875	2.109	2.344	2.576	2.811	3.047	3.280	3.514	3.748	3.982	4.216	4.450	4.684
177	**1.362**	1.180	1.416	1.651	1.888	2.123	2.360	2.593	2.830	3.068	3.301	3.539	3.774	4.010	4.248	4.480	4.718
178	**1.373**	1.189	1.427	1.662	1.901	2.137	2.375	2.612	2.851	3.089	3.326	3.564	3.802	4.038	4.277	4.512	4.751
179	**1.381**	1.196	1.438	1.674	1.916	2.151	2.393	2.629	2.870	3.112	3.347	3.589	3.830	4.067	4.307	4.543	4.784
180	**1.389**	1.203	1.445	1.685	1.928	2.166	2.408	2.647	2.890	3.131	3.371	3.612	3.854	4.094	4.335	4.575	4.817
181	**1.399**	1.213	1.455	1.697	1.941	2.182	2.424	2.668	2.910	3.153	3.394	3.637	3.879	4.123	4.365	4.606	4.850
182	**1.408**	1.220	1.466	1.708	1.954	2.197	2.442	2.687	2.929	3.174	3.418	3.662	3.906	4.151	4.395	4.639	4.883
183	**1.418**	1.229	1.476	1.719	1.968	2.211	2.458	2.704	2.950	3.196	3.440	3.688	3.931	4.179	4.424	4.669	4.917
184	**1.427**	1.237	1.487	1.732	1.981	2.225	2.475	2.724	2.969	3.218	3.463	3.712	3.957	4.206	4.457	4.699	4.950
185	**1.441**	1.244	1.497	1.743	1.994	2.240	2.492	2.742	2.989	3.240	3.486	3.736	3.984	4.235	4.486	4.731	4.983
186	**1.447**	1.253	1.504	1.756	2.005	2.256	2.507	2.757	3.008	3.259	3.510	3.761	4.011	4.263	4.513	4.765	5.015

BERTH SHIFT VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	**S-tariff** (starting tariff) **in €**	**T-tariff** (route-dependent tariff) **in €**														
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, 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	TC 15	TC 16
187	**1.458**	1.262	1.514	1.767	2.019	2.270	2.523	2.778	3.028	3.281	3.534	3.786	4.038	4.290	4.543	4.794	5.048
188	**1.466**	1.271	1.524	1.778	2.032	2.285	2.541	2.796	3.049	3.302	3.555	3.811	4.065	4.318	4.573	4.827	5.079
189	**1.476**	1.279	1.536	1.789	2.045	2.300	2.557	2.813	3.068	3.326	3.579	3.835	4.089	4.347	4.604	4.856	5.114
190	**1.487**	1.287	1.547	1.801	2.060	2.315	2.575	2.834	3.087	3.346	3.602	3.860	4.116	4.374	4.633	4.889	5.148
191	**1.496**	1.295	1.557	1.813	2.074	2.330	2.590	2.852	3.107	3.369	3.624	3.886	4.141	4.402	4.665	4.919	5.182
192	**1.503**	1.303	1.564	1.824	2.085	2.346	2.605	2.867	3.128	3.388	3.649	3.910	4.170	4.431	4.690	4.952	5.212
193	**1.522**	1.320	1.583	1.847	2.112	2.375	2.639	2.903	3.167	3.431	3.696	3.959	4.222	4.486	4.751	5.015	5.280
194	**1.540**	1.337	1.604	1.871	2.139	2.407	2.674	2.940	3.206	3.474	3.743	4.010	4.276	4.543	4.809	5.076	5.344
195	**1.558**	1.354	1.622	1.893	2.165	2.436	2.706	2.976	3.245	3.516	3.788	4.059	4.328	4.599	4.869	5.140	5.413
≥196	**1.577**	1.369	1.643	1.917	2.192	2.465	2.738	3.011	3.285	3.559	3.833	4.107	4.381	4.655	4.928	5.204	5.477

TARIFF TABLES

RENDEZVOUS VOYAGES

The matrix below 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	2e 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	2e 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 voyages
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).

RENDEZVOUS VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €																
											LNG, A	LNG, B, J	LNG, C, D			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	TC 15	TC 16
≤27	183	44	58	72	87	101	115	128	145	159	172	186	201	216	231	247	261
28	195	46	61	77	94	108	122	138	155	170	184	199	214	231	247	262	278
29	206	51	66	83	99	115	128	147	163	180	196	212	228	247	262	279	295
30	220	52	70	87	103	122	138	157	172	192	208	224	243	261	277	294	311
31	228	53	72	88	108	124	143	160	177	196	213	231	250	268	284	304	320
32	234	54	73	90	110	127	147	164	183	200	220	237	257	275	293	310	330
33	242	56	75	94	113	130	151	169	187	206	226	244	265	282	303	319	337
34	248	57	78	95	115	135	156	172	194	211	233	250	271	290	310	328	345
35	254	58	81	97	120	137	159	177	198	216	239	256	279	296	318	336	354
36	256	60	82	101	122	143	162	182	201	222	243	262	282	304	323	344	365
37	271	65	87	108	128	150	171	193	213	236	257	278	299	320	344	365	386
38	286	69	93	113	136	158	180	204	226	250	271	293	317	339	364	385	408
39	299	73	97	120	144	167	191	212	239	263	285	309	333	356	382	406	430
40	316	77	101	125	151	174	198	223	253	277	302	324	349	373	402	428	451
41	331	82	108	131	158	183	208	234	265	290	316	340	366	391	422	447	474
42	346	83	109	137	164	193	220	247	275	303	330	358	383	410	439	466	492
43	374	88	116	149	177	208	237	267	296	324	355	385	415	443	474	502	533
44	403	95	125	158	192	223	255	285	318	349	380	414	444	476	506	540	573
45	429	101	135	169	206	239	272	306	340	373	407	442	475	506	542	575	612
46	455	108	143	179	219	255	290	324	363	396	433	470	504	540	576	612	652
47	482	113	151	191	232	270	308	345	383	421	459	497	535	573	611	648	690
48	513	122	162	201	243	282	323	365	404	444	484	526	566	605	647	687	728
49	543	128	171	213	257	299	344	386	429	471	515	556	599	643	686	728	771
50	573	136	180	226	271	317	364	408	451	499	543	588	632	679	724	767	814
51	603	144	191	239	285	333	382	430	476	526	573	619	666	715	763	809	858
52	632	151	198	253	302	349	402	451	499	553	601	651	699	752	801	849	902
53	663	158	208	265	316	366	422	474	524	579	631	681	733	788	840	890	946
54	697	164	220	275	330	383	439	492	548	603	659	713	767	823	876	932	987
55	741	176	234	292	352	408	468	526	585	643	702	759	819	876	935	993	1.052
56	786	186	249	310	373	434	497	557	622	683	746	807	869	931	993	1.055	1.117
57	833	198	263	328	394	459	527	589	658	722	789	853	921	985	1.052	1.117	1.181
58	877	210	278	345	416	484	555	623	693	761	833	900	971	1.039	1.110	1.178	1.244

RENDEZVOUS VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €														
											LNG, A	LNG, B, J	LNG, C, D			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	TC 15	TC 16
59	923	221	292	364	438	507	585	654	730	801	876	947	1.022	1.093	1.169	1.239	1.310
60	968	229	306	382	459	536	612	688	764	841	918	994	1.070	1.146	1.224	1.300	1.377
61	1.016	241	320	401	480	561	641	722	801	881	961	1.041	1.121	1.202	1.282	1.362	1.441
62	1.059	251	335	418	502	586	669	753	838	921	1.006	1.089	1.174	1.255	1.340	1.423	1.508
63	1.105	261	349	435	525	611	699	785	873	960	1.048	1.134	1.224	1.310	1.398	1.485	1.572
64	1.151	271	365	453	546	636	728	818	910	1.000	1.092	1.182	1.275	1.364	1.457	1.547	1.638
65	1.196	282	379	471	568	660	757	850	947	1.039	1.135	1.229	1.326	1.417	1.514	1.607	1.705
66	1.243	294	392	491	589	687	785	882	981	1.080	1.178	1.276	1.375	1.472	1.570	1.669	1.767
67	1.293	306	408	512	612	714	816	918	1.020	1.122	1.224	1.326	1.428	1.529	1.631	1.734	1.836
68	1.341	317	423	531	635	741	848	951	1.058	1.165	1.270	1.376	1.483	1.589	1.692	1.799	1.905
69	1.391	330	439	550	658	767	879	986	1.096	1.207	1.314	1.425	1.537	1.648	1.754	1.865	1.976
70	1.441	340	455	570	680	796	910	1.021	1.134	1.250	1.361	1.474	1.592	1.705	1.816	1.931	2.045
71	1.488	352	470	589	703	822	941	1.055	1.175	1.293	1.406	1.524	1.646	1.764	1.877	1.996	2.115
72	1.537	365	484	605	728	849	969	1.091	1.213	1.334	1.454	1.576	1.697	1.819	1.941	2.060	2.183
73	1.583	374	499	625	749	873	999	1.123	1.248	1.374	1.498	1.622	1.747	1.872	1.998	2.123	2.248
74	1.629	385	515	642	771	899	1.028	1.155	1.286	1.412	1.543	1.670	1.798	1.928	2.054	2.184	2.311
75	1.672	394	529	659	794	923	1.057	1.189	1.320	1.453	1.585	1.717	1.850	1.981	2.112	2.246	2.375
76	1.718	406	543	677	814	949	1.086	1.220	1.357	1.492	1.629	1.764	1.900	2.036	2.168	2.307	2.441
77	1.764	416	557	695	837	973	1.116	1.252	1.394	1.531	1.673	1.809	1.952	2.088	2.226	2.367	2.506
78	1.810	429	572	714	857	1.000	1.143	1.286	1.428	1.572	1.715	1.857	2.000	2.143	2.285	2.430	2.572
79	1.850	438	583	730	875	1.021	1.169	1.314	1.460	1.607	1.753	1.897	2.044	2.190	2.335	2.483	2.628
80	1.892	447	595	746	896	1.043	1.193	1.342	1.491	1.641	1.789	1.939	2.088	2.237	2.386	2.534	2.684
81	1.932	456	610	761	913	1.065	1.218	1.369	1.522	1.675	1.828	1.979	2.131	2.283	2.435	2.589	2.740
82	1.971	466	622	777	932	1.088	1.243	1.398	1.553	1.709	1.865	2.019	2.175	2.331	2.485	2.641	2.797
83	2.011	476	634	794	951	1.109	1.269	1.426	1.584	1.744	1.901	2.060	2.220	2.376	2.534	2.694	2.853
84	2.051	484	647	809	969	1.132	1.293	1.454	1.617	1.778	1.941	2.102	2.262	2.424	2.587	2.747	2.910
85	2.091	494	660	825	991	1.155	1.320	1.485	1.650	1.816	1.981	2.145	2.310	2.477	2.640	2.805	2.970
86	2.133	505	674	841	1.011	1.180	1.347	1.514	1.683	1.853	2.023	2.189	2.357	2.527	2.694	2.862	3.030
87	2.174	517	687	858	1.032	1.203	1.375	1.545	1.717	1.890	2.061	2.234	2.404	2.578	2.749	2.919	3.091
88	2.217	527	701	875	1.053	1.228	1.401	1.575	1.750	1.928	2.102	2.276	2.450	2.629	2.802	2.976	3.151
89	2.259	537	714	893	1.074	1.251	1.428	1.606	1.783	1.966	2.143	2.320	2.497	2.680	2.856	3.034	3.211
90	2.305	545	728	910	1.091	1.274	1.454	1.636	1.819	2.000	2.183	2.363	2.545	2.728	2.910	3.092	3.272

RENDEZVOUS VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
											LNG, A	LNG, B, J	LNG, C, D			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	TC 15	TC 16
91	2.348	555	741	925	1.111	1.298	1.482	1.667	1.851	2.039	2.223	2.408	2.592	2.779	2.964	3.149	3.333
92	2.393	566	754	943	1.131	1.320	1.509	1.697	1.885	2.075	2.263	2.450	2.639	2.829	3.018	3.206	3.393
93	2.435	576	767	959	1.150	1.344	1.536	1.728	1.919	2.113	2.305	2.494	2.687	2.882	3.072	3.264	3.454
94	2.479	587	782	975	1.171	1.369	1.563	1.758	1.952	2.150	2.346	2.539	2.732	2.932	3.126	3.321	3.514
95	2.523	597	796	993	1.190	1.393	1.590	1.787	1.985	2.187	2.386	2.582	2.780	2.982	3.180	3.378	3.574
96	2.559	605	809	1.010	1.213	1.414	1.617	1.819	2.020	2.222	2.424	2.627	2.828	3.030	3.233	3.436	3.637
97	2.605	617	823	1.028	1.233	1.439	1.647	1.851	2.056	2.262	2.469	2.674	2.880	3.084	3.290	3.495	3.703
98	2.653	628	838	1.045	1.255	1.465	1.675	1.883	2.093	2.302	2.512	2.722	2.931	3.138	3.347	3.558	3.768
99	2.696	638	852	1.064	1.278	1.490	1.705	1.916	2.129	2.340	2.556	2.767	2.981	3.192	3.405	3.620	3.833
100	2.742	648	867	1.081	1.300	1.514	1.733	1.948	2.165	2.381	2.600	2.813	3.033	3.246	3.462	3.679	3.899
101	2.789	659	881	1.098	1.320	1.540	1.762	1.980	2.203	2.420	2.643	2.862	3.084	3.301	3.519	3.743	3.966
102	2.837	671	896	1.119	1.342	1.565	1.789	2.013	2.237	2.460	2.684	2.908	3.132	3.355	3.579	3.804	4.027
103	2.858	676	902	1.127	1.353	1.577	1.803	2.029	2.253	2.479	2.704	2.929	3.156	3.380	3.607	3.832	4.057
104	2.879	681	910	1.134	1.363	1.589	1.816	2.044	2.269	2.498	2.726	2.952	3.179	3.405	3.634	3.861	4.088
105	2.899	687	917	1.143	1.374	1.600	1.830	2.060	2.288	2.517	2.745	2.973	3.203	3.430	3.660	3.891	4.117
106	2.922	691	923	1.151	1.384	1.611	1.844	2.075	2.303	2.534	2.767	2.995	3.228	3.454	3.688	3.920	4.148
107	2.945	697	931	1.160	1.394	1.622	1.857	2.091	2.320	2.554	2.788	3.017	3.252	3.480	3.714	3.948	4.179
108	2.963	701	935	1.170	1.402	1.636	1.871	2.105	2.337	2.572	2.805	3.040	3.272	3.507	3.742	3.976	4.207
109	2.987	708	943	1.179	1.413	1.650	1.885	2.123	2.358	2.592	2.828	3.064	3.300	3.537	3.772	4.008	4.241
110	3.013	714	950	1.189	1.425	1.663	1.901	2.140	2.376	2.614	2.852	3.089	3.328	3.565	3.804	4.040	4.277
111	3.038	720	957	1.197	1.437	1.676	1.918	2.158	2.397	2.633	2.875	3.114	3.354	3.595	3.834	4.072	4.311
112	3.063	727	964	1.206	1.449	1.691	1.933	2.175	2.417	2.654	2.897	3.141	3.381	3.623	3.866	4.104	4.346
113	3.091	733	971	1.216	1.460	1.705	1.949	2.194	2.436	2.676	2.920	3.165	3.408	3.652	3.897	4.137	4.379
114	3.110	737	981	1.227	1.472	1.718	1.963	2.209	2.453	2.699	2.945	3.190	3.436	3.679	3.925	4.172	4.416
115	3.134	742	990	1.236	1.484	1.732	1.979	2.226	2.473	2.719	2.966	3.215	3.462	3.710	3.956	4.204	4.451
116	3.159	749	998	1.244	1.496	1.745	1.994	2.244	2.492	2.740	2.990	3.240	3.489	3.738	3.988	4.237	4.485
117	3.184	755	1.007	1.254	1.507	1.759	2.011	2.262	2.512	2.761	3.012	3.265	3.516	3.768	4.019	4.269	4.519
118	3.209	761	1.015	1.264	1.518	1.772	2.026	2.278	2.532	2.782	3.036	3.289	3.543	3.798	4.050	4.304	4.555
119	3.233	767	1.022	1.274	1.528	1.785	2.041	2.297	2.552	2.802	3.059	3.315	3.570	3.826	4.081	4.338	4.587
120	3.256	771	1.028	1.286	1.543	1.798	2.055	2.311	2.569	2.826	3.082	3.340	3.597	3.854	4.109	4.367	4.625
121	3.282	777	1.035	1.294	1.553	1.813	2.072	2.330	2.589	2.848	3.106	3.365	3.623	3.883	4.141	4.401	4.659
122	3.306	784	1.042	1.303	1.565	1.827	2.087	2.347	2.608	2.867	3.129	3.389	3.650	3.912	4.173	4.434	4.693

RENDEZVOUS VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
											LNG, A	LNG, B, J	LNG, C, D			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	TC 15	TC 16
123	3.332	789	1.049	1.313	1.576	1.840	2.102	2.364	2.628	2.889	3.151	3.414	3.677	3.941	4.204	4.467	4.728
124	3.358	797	1.057	1.323	1.588	1.853	2.117	2.382	2.646	2.909	3.174	3.440	3.705	3.970	4.235	4.500	4.763
125	3.382	802	1.064	1.331	1.599	1.866	2.135	2.401	2.668	2.929	3.196	3.464	3.732	3.998	4.266	4.534	4.795
126	3.403	806	1.074	1.342	1.610	1.879	2.148	2.416	2.684	2.952	3.221	3.489	3.759	4.027	4.296	4.563	4.833
127	3.428	812	1.082	1.351	1.621	1.892	2.163	2.433	2.703	2.973	3.244	3.514	3.786	4.055	4.325	4.596	4.866
128	3.454	818	1.091	1.361	1.634	1.905	2.178	2.450	2.724	2.994	3.267	3.539	3.813	4.086	4.359	4.629	4.901
129	3.478	824	1.098	1.369	1.646	1.920	2.195	2.469	2.743	3.014	3.289	3.564	3.839	4.114	4.389	4.660	4.936
130	3.502	830	1.107	1.380	1.656	1.933	2.210	2.486	2.764	3.036	3.314	3.589	3.867	4.143	4.420	4.693	4.968
131	3.528	837	1.116	1.389	1.668	1.946	2.225	2.505	2.784	3.057	3.335	3.614	3.893	4.173	4.451	4.726	5.004
132	3.550	840	1.120	1.400	1.680	1.959	2.240	2.520	2.799	3.079	3.359	3.640	3.920	4.200	4.479	4.758	5.039
133	3.586	848	1.132	1.414	1.697	1.980	2.262	2.545	2.828	3.112	3.394	3.677	3.960	4.243	4.527	4.808	5.092
134	3.623	856	1.143	1.429	1.716	1.999	2.285	2.572	2.858	3.144	3.429	3.715	4.001	4.288	4.573	4.856	5.144
135	3.659	864	1.154	1.443	1.733	2.019	2.309	2.597	2.887	3.175	3.463	3.752	4.041	4.332	4.620	4.906	5.197
136	3.698	872	1.167	1.459	1.752	2.039	2.332	2.625	2.916	3.208	3.498	3.789	4.082	4.374	4.667	4.954	5.247
137	3.733	881	1.178	1.473	1.768	2.059	2.354	2.649	2.946	3.241	3.533	3.828	4.124	4.418	4.715	5.004	5.300
138	3.769	893	1.189	1.487	1.784	2.080	2.379	2.676	2.973	3.271	3.566	3.865	4.163	4.460	4.757	5.053	5.350
139	3.811	902	1.203	1.503	1.804	2.105	2.406	2.706	3.007	3.308	3.608	3.909	4.209	4.511	4.812	5.112	5.413
140	3.854	912	1.216	1.520	1.823	2.129	2.432	2.736	3.040	3.345	3.649	3.952	4.255	4.562	4.865	5.169	5.472
141	3.896	923	1.230	1.537	1.844	2.152	2.459	2.766	3.073	3.383	3.690	3.996	4.303	4.612	4.919	5.225	5.532
142	3.935	933	1.243	1.553	1.864	2.176	2.486	2.797	3.106	3.421	3.730	4.040	4.350	4.665	4.974	5.283	5.593
143	3.978	944	1.256	1.570	1.883	2.200	2.514	2.827	3.141	3.457	3.770	4.083	4.396	4.716	5.028	5.340	5.653
144	4.023	953	1.271	1.588	1.904	2.222	2.541	2.858	3.175	3.492	3.809	4.128	4.446	4.764	5.078	5.397	5.715
145	4.062	961	1.282	1.602	1.922	2.243	2.563	2.884	3.204	3.525	3.844	4.165	4.486	4.806	5.127	5.445	5.767
146	4.099	969	1.293	1.617	1.941	2.263	2.587	2.910	3.233	3.556	3.879	4.203	4.527	4.850	5.173	5.495	5.819
147	4.135	978	1.304	1.631	1.957	2.283	2.610	2.936	3.263	3.589	3.914	4.240	4.568	4.893	5.220	5.543	5.872
148	4.173	986	1.315	1.647	1.976	2.306	2.631	2.962	3.291	3.622	3.946	4.278	4.608	4.938	5.267	5.593	5.924
149	4.207	994	1.328	1.661	1.993	2.325	2.654	2.988	3.321	3.653	3.982	4.315	4.647	4.980	5.315	5.641	5.975
150	4.244	1.006	1.339	1.674	2.010	2.345	2.680	3.014	3.349	3.682	4.018	4.353	4.688	5.023	5.357	5.691	6.026
151	4.280	1.013	1.350	1.688	2.027	2.363	2.701	3.040	3.378	3.715	4.052	4.390	4.729	5.065	5.403	5.741	6.079
152	4.318	1.021	1.362	1.704	2.044	2.383	2.725	3.065	3.407	3.747	4.087	4.427	4.769	5.110	5.448	5.789	6.131
153	4.355	1.030	1.374	1.718	2.061	2.404	2.747	3.092	3.437	3.780	4.121	4.464	4.809	5.155	5.495	5.839	6.182
154	4.393	1.037	1.385	1.732	2.080	2.422	2.770	3.118	3.465	3.812	4.155	4.502	4.850	5.198	5.540	5.887	6.236

RENDEZVOUS VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
											LNG, A	LNG, B, J	LNG, C, D			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	TC 15	TC 16
155	4.428	1.046	1.397	1.746	2.097	2.443	2.793	3.144	3.494	3.844	4.190	4.541	4.890	5.241	5.587	5.936	6.287
156	4.463	1.056	1.409	1.760	2.113	2.465	2.816	3.169	3.522	3.873	4.226	4.576	4.931	5.282	5.635	5.985	6.339
157	4.499	1.064	1.420	1.774	2.130	2.485	2.840	3.194	3.551	3.906	4.261	4.615	4.969	5.325	5.680	6.035	6.391
158	4.536	1.073	1.432	1.789	2.149	2.506	2.863	3.221	3.579	3.937	4.295	4.653	5.011	5.370	5.725	6.083	6.443
159	4.574	1.081	1.442	1.804	2.165	2.527	2.886	3.246	3.609	3.970	4.328	4.689	5.051	5.413	5.772	6.133	6.495
160	4.610	1.090	1.454	1.819	2.184	2.547	2.909	3.272	3.638	4.002	4.363	4.728	5.092	5.456	5.817	6.181	6.547
161	4.648	1.097	1.466	1.833	2.201	2.569	2.932	3.298	3.666	4.034	4.397	4.765	5.133	5.500	5.863	6.231	6.599
162	4.682	1.108	1.478	1.847	2.217	2.587	2.956	3.326	3.695	4.066	4.434	4.804	5.172	5.541	5.911	6.281	6.651
163	4.718	1.117	1.490	1.863	2.235	2.606	2.978	3.351	3.723	4.096	4.469	4.841	5.213	5.586	5.958	6.331	6.703
164	4.758	1.125	1.501	1.877	2.252	2.628	3.001	3.377	3.752	4.129	4.502	4.878	5.254	5.629	6.005	6.379	6.755
165	4.793	1.133	1.512	1.891	2.269	2.647	3.023	3.402	3.782	4.162	4.536	4.916	5.294	5.673	6.053	6.429	6.807
166	4.831	1.141	1.523	1.905	2.289	2.670	3.048	3.429	3.811	4.193	4.571	4.953	5.335	5.716	6.097	6.476	6.860
167	4.867	1.148	1.536	1.920	2.306	2.690	3.071	3.454	3.839	4.226	4.605	4.991	5.376	5.761	6.145	6.526	6.910
168	4.902	1.160	1.548	1.934	2.321	2.708	3.094	3.481	3.868	4.255	4.642	5.028	5.415	5.802	6.189	6.576	6.962
169	4.940	1.169	1.558	1.949	2.338	2.728	3.117	3.507	3.897	4.288	4.676	5.064	5.455	5.846	6.236	6.625	7.014
170	4.975	1.177	1.570	1.963	2.357	2.747	3.141	3.534	3.927	4.318	4.711	5.103	5.496	5.888	6.280	6.674	7.065
171	5.013	1.185	1.581	1.977	2.373	2.767	3.162	3.559	3.956	4.352	4.744	5.140	5.537	5.933	6.326	6.723	7.117
172	5.051	1.193	1.593	1.991	2.392	2.787	3.185	3.585	3.984	4.385	4.779	5.177	5.578	5.976	6.372	6.772	7.170
173	5.088	1.202	1.605	2.007	2.409	2.806	3.208	3.611	4.014	4.416	4.814	5.215	5.617	6.021	6.417	6.821	7.221
174	5.123	1.213	1.617	2.020	2.424	2.828	3.233	3.637	4.040	4.446	4.849	5.254	5.657	6.062	6.465	6.870	7.274
175	5.159	1.220	1.627	2.036	2.443	2.850	3.257	3.663	4.070	4.477	4.883	5.291	5.698	6.106	6.512	6.919	7.326
176	5.197	1.229	1.639	2.050	2.460	2.870	3.280	3.690	4.099	4.510	4.918	5.329	5.739	6.150	6.557	6.968	7.379
177	5.234	1.237	1.651	2.064	2.478	2.891	3.301	3.715	4.128	4.542	4.952	5.367	5.778	6.193	6.603	7.016	7.430
178	5.270	1.244	1.662	2.079	2.495	2.911	3.326	3.742	4.157	4.574	4.987	5.403	5.819	6.237	6.648	7.065	7.482
179	5.307	1.253	1.674	2.093	2.514	2.933	3.347	3.767	4.186	4.606	5.021	5.441	5.860	6.280	6.695	7.114	7.534
180	5.342	1.264	1.685	2.108	2.529	2.951	3.371	3.794	4.214	4.636	5.058	5.479	5.900	6.322	6.742	7.164	7.586
181	5.378	1.273	1.697	2.122	2.546	2.970	3.394	3.819	4.243	4.668	5.092	5.516	5.940	6.364	6.790	7.213	7.638
182	5.415	1.281	1.708	2.137	2.564	2.990	3.418	3.844	4.273	4.699	5.126	5.553	5.981	6.409	6.835	7.262	7.690
183	5.453	1.289	1.719	2.150	2.582	3.009	3.440	3.872	4.302	4.732	5.160	5.591	6.022	6.451	6.883	7.311	7.742
184	5.488	1.298	1.732	2.164	2.600	3.028	3.463	3.897	4.332	4.765	5.195	5.629	6.062	6.497	6.930	7.360	7.794
185	5.527	1.305	1.743	2.179	2.617	3.049	3.486	3.923	4.360	4.796	5.229	5.665	6.102	6.540	6.977	7.409	7.846
186	5.561	1.315	1.756	2.195	2.631	3.071	3.510	3.948	4.388	4.827	5.266	5.704	6.142	6.582	7.020	7.459	7.898

RENDEZVOUS VOYAGES - *Pilotage tariffs decision ACM, 5 December 2023 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT*

Actual draught (in dm)	**S-tariff** (starting tariff) **in €**	**T-tariff** (route-dependent tariff) **in €**														
										LNG, A	LNG, B, J	LNG, C, D			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	TC 15	TC 16
187	5.596	1.325	1.767	2.209	2.649	3.092	3.534	3.976	4.416	4.857	5.300	5.742	6.182	6.625	7.065	7.509	7.949
188	5.635	1.332	1.778	2.223	2.668	3.112	3.555	4.001	4.446	4.890	5.333	5.778	6.224	6.669	7.112	7.556	8.001
189	5.672	1.341	1.789	2.238	2.686	3.133	3.579	4.027	4.474	4.924	5.369	5.816	6.263	6.712	7.158	7.606	8.053
190	5.710	1.349	1.801	2.252	2.702	3.155	3.602	4.053	4.504	4.954	5.402	5.854	6.305	6.756	7.203	7.654	8.106
191	5.746	1.357	1.813	2.266	2.722	3.175	3.624	4.080	4.533	4.988	5.436	5.892	6.345	6.799	7.249	7.704	8.157
192	5.780	1.368	1.824	2.280	2.736	3.192	3.649	4.104	4.561	5.016	5.473	5.929	6.385	6.841	7.297	7.754	8.209
193	5.853	1.386	1.847	2.310	2.770	3.233	3.696	4.156	4.619	5.078	5.542	6.004	6.465	6.927	7.388	7.851	8.314
194	5.929	1.403	1.871	2.338	2.805	3.273	3.743	4.207	4.678	5.144	5.612	6.079	6.547	7.014	7.482	7.949	8.417
195	6.003	1.421	1.893	2.367	2.839	3.315	3.788	4.261	4.736	5.207	5.682	6.153	6.627	7.100	7.574	8.047	8.520
≥196	6.072	1.438	1.917	2.396	2.875	3.354	3.833	4.311	4.792	5.271	5.750	6.230	6.709	7.188	7.666	8.145	8.624

CALCULATION EXAMPLES FOR THE REGION ROTTERDAM-RIJNMOND

Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

I. 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.	€ 4.698 ,-
T tariff column 4 105 dm.	€ 788,-
Total:	**€ 5.486,-**

II. 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.	€ 311,-
Calculation T-tariff: (TC6 - TC6) + TC1 = TC1	
T tariff column 1 65 dm.	€ 270,-
Total:	**€ 581,-**

III. RENDEZVOUS

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

Calculation:

S tariff Rendezvous 191 dm.	€ 5.746,-
T tariff MVI Rendezvous (tariff column 15)	€ 7.704,-
Rendezvous fixed sum	€ 6.269,-
Total:	**€ 19.719,-**

ADDITIONAL TARIFFS

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 2024, 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 2024, 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 2024, 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: € 402,- for ingoing voyages and ingoing rendezvous voyages. For outgoing voyages, outgoing rendezvous voyages and berth shift voyages € 219,-. 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 € 219,-.

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: € 118,- 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	59
	46	60	0,50	59
1>2 hr	61	75	0,50	59
	76	90	1,00	118
	91	105	1,00	118
	106	120	1,50	177
2>3 hr	121	135	1,50	177
	136	150	2,00	236
	151	165	2,00	236
	166	180	2,50	295
3>4 hr	181	195	2,50	295
	196	210	3,00	354
	211	225	3,00	354
	226	240	3,50	413
4>5 hr	241	255	3,50	413
	256	270	4,00	472
	271	285	4,00	472
	286	300	4,50	531
5>6 hr	301	315	4,50	531
	316	330	5,00	590
	331	345	5,00	590
	346	360	5,50	649

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 € 118,- 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: € 1.415,- for the first 12 hours and € 945,- 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. € 1.415,- for the first 12 hours and € 945,- 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: € 1.415,- for the first 12 hours and € 945,- 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: € 6.269,-
Fixed sum incoming voyages: € 3.457,-
Fixed sum outgoing voyages: € 3.457,-
Fixed sum LNG voyage: € 4.550,-

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) 2024 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 Certitificates

Amounts in € per PEC-candidate	Basic tariff 2024	Introduction tariff 2024	Module 1 2024	Module 2 2024*	Module 4 2024
Examination					
Rotterdam-Rijnmond	€ 4.479	€ 1.891	€ 995	€ 299	€ 1.294

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

TARIFFS 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	162	446
2 persons	176	446
3 persons	191	446
4 persons	204	446
5 persons	218	446
6 persons	234	446
7 persons	248	446
8 persons	264	446
parcels > 25 kg, per parcel	35	446

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. 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 by 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; and
- 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 1-1-2024

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 are 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. 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 by 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 rtm.customerservice@loodswezen.nl or by telephone +3188 900 3000.

OTHER 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 Infor-mation 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 cal-culation 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, mention-ing 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.

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.

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

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