



**Port of
Antwerp
Bruges**

Tariff regulations for sea-going vessels

FREE TRANSLATION - Only the Dutch version is legally valid

Haven van Antwerpen-Brugge NV van Publiek Recht (Port of Antwerp-Bruges)

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Basic principles

article 1 Terminology

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

1.1 sea-going vessels

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

1.2 sea shipping dues

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

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

1.3 the port area of the Port of Antwerp

The area as defined by the Police regulations of the port.

1.4 duration of stay

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

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

1.5 working days

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

1.6 month

A period of 30 consecutive calendar days.

1.7 tons

A mass of 1,000 kg.

1.8 freight ton

A mass expressed in ton or m³, whereby the larger of the two is used as a basis for measurement.

1.9 unit of gross tonnage

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

1.10 general cargo ship

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

1.11 container ship

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

1.12 open-top container ship

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

1.13 bulk carrier

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

1.14 roll-on/roll-off ship

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

1.15 vehicle carrier

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

1.16 refrigerated cargo ship

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

1.17 tanker

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

1.18 single hull

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

1.19 segregated ballast tank

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

1.20 parcel tanker

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

1.21 bulk cargo

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

1.22 project goods / cargo

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

1.23 empty-handed

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

1.24 shipping lines

Recognised by the Port of Antwerp-Bruges on the basis of the set requirements.

1.25 bulk lines

Recognised by the Port of Antwerp-Bruges on the basis of the set requirements.

1.26 services of brokerage

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

1.27 selfbill note

Administrative document formatted by the Port of Antwerp-Bruges concerning brokerage service fees for which no credit note can be granted.

1.28 principal

Principal of the agent;
the shipping company, the owner, the charterer or the captain who grants the of Antwerp-Bruges to act in his name

1.29 ESI

Environmental Ship Index: identifies seagoing ships that emit fewer polluting substances than allowed. A ship can have an ESI score between 0 and 100, where a ship scores 0 if it complies with the legal standards regarding NOx- and SOx- emissions. Ships with the best performance score close to 100, i.e. their SOx and NOx emissions are virtually zero and they can report a downward trend in their CO2 emissions. Bonus points can be obtained by having a shore power connection on board.

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

1.30 Port

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1.31 Port Dues Department

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

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T +32 3 205 70 77

article 2 Application range

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

article 3 Main principles

3.1 payment of port dues

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

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

3.2 formalities

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

3.3 correspondence with the Port

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

article 4 Payment

4.1 invoices

Electronic invoices

Invoices can be obtained electronically upon registration of the agent in the web application 'C-point'. The invoices can then be consulted in the web application 'Portdues portal' by selecting the activity 'consulting invoices'.

Invoicing to the principal

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

4.2 date

Date of payment

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

Guarantees

Whether or not it is obligatory to provide a guarantee depends on two factors, as described below:

- the client is a member of the relevant trade association
- a direct debit, as described under 'date of payment', has been set up.

	The client has set up a direct debit	The client has not set up a direct debit
The client is a member of the relevant trade association	No bank guarantee	A bank guarantee amounting to 1 month's turnover
The client is not a member of the relevant trade association	A bank guarantee amounting to 1 month's turnover	A bank guarantee amounting to 1 month's turnover

The bank guarantee needs to be issued by a guarantor (bank, insurance company, ...) which is under the supervision of the Financial Services and Markets Of Antwerp-Bruges (FSMA) in Belgium.

If the client has to provide a direct debit, the invoices need to be paid by giro into one of the accounts held by the Port.

If a direct debit is not provided, was cancelled or payment was declined, the client will immediately be required to set the requested guarantees. If an invoice remains unpaid, the normal trajectory for collecting the invoiced funds will be initiated and the file will be transferred to the legal department. When a problematic payment history is determined, the Port has the right to demand a bank guarantee amounting to 2 month's turnover. Such a bank guarantee can also be requested as condition for allowing a repayment schedule.

Late payment

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

Term of payment

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

Foreign currency

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

Competent court of jurisdiction

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

4.3 outstanding claims

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

4.4 payment of credit notes or selfbill notes

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

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

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

The authorizations which are handed over to the Port must be renewed every two years. The Port's Port Dues Department reserves the right to, for verification purposes, directly address the operator with a letter in which this mandate is acknowledged, and the authorized agent will receive a copy of this notification.

4.5 credit note or selfbill note payment terms

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

Tonnage dues

article 5 Principles of application

5.1 formalities

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

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

5.2 calculation basis for the tonnage dues

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

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

5.3 tonnage dues under guarantee

The tonnage dues imposed under guarantee amount to 1.62 EUR per GT. This charge will definitely be imposed unless sufficient proof to the contrary is submitted within 15 calendar days of the sea-going vessel's departure.

5.4 duration of stay

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

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

As from the notice that sea-going vessels are placed under curatorship, the duration of stay of new tonnage dues will only count ten days.

5.5 measures to protect the environment

ESI discount

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

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

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

article 6 Exemptions and reductions

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

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

6.1 exemptions shall apply for sea-going vessels that:

1. are school ships or war ships;
2. remain inactive at the roadstead;
3. call into port solely for tank cleaning and/or degassing purposes and
 - that deliver the residues to a recognised collector of such substances;
 - a certificate issued by the acquirer or an extract from the logbook indicating the start and completion of the operations has to be submitted;
 - the vessel has to leave port within 48 hours, the time for tank cleaning and/or degassing purposes, Sundays and holidays not included;
4. are cruise ships mooring at the river Scheldt quays;
5. at the request of the Flemish Region, the City of Antwerp and the Belgian State, the Management Committee may decide to grant exemption from (maritime rights) for contracts carried out for one of these parties or for the Port;
6. are tugboats that have paid an inland navigation subscription.

6.2 a tariff of 0.1822 EUR/GT will be applied for sea-going vessels entering the port:

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

6. after they unloaded during a stay, subsequently degass at sea and conclusively call the port again to execute new trade activities. The initial stay however will be charged basis the tariff regulation and the applicable liner or non liner tariff;
7. exclusively for repairs to be carried out by a ship repairer on condition that the vessel is not laid up in port;
8. to go into dry dock on condition that the vessel is not laid up in port;
9. exclusively for transit within 18 hours; time spent on Sundays and public holidays shall not be taken into account. Time spent on Sundays and public holidays will, however, be included when defining the length of stay in port if there is no injunction forbidding the use of the waterway to commercial shipping on the Albert Canal during this time.

article 7 Non-liner trade tariffs

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

NON-LINER TRADE	EUR/GT
container ship on the River Scheldt	0.6858
container ship behind the locks	0.6476
roll-on/roll-off carrier / car carrier / vehicle carrier	0.5304
tanker	0.7932
reefer	0.6476
bulk carrier or general cargo ship*	0.6476
other vessels	0.7932

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

article 8 Liner trade tariffs

8.1 geographical shipping areas

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

8.2 shipping lines

Regular shipping lines are classified into:

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

8.3 requirements for recognition

- the shipping line must be established by a single operator, including companies that are proven to be 100% owned by the operator;
- the shipping line must be organised in such a way that an average of one voyage per month is achieved on an annual basis;
- the voyages must be completed either by non-chartered vessels that are owned by, or vessels at the disposal of, the shipowner or charterer who is establishing the shipping line;
- the voyages must be completed in the shipping area of the shipping line;
- In order to register voyages in a short sea shipping line, the ships and their cargo must originate from or be destined for a port within the short sea shipping area;
- In order to register voyages in a deep sea shipping line, the ships and their cargo must originate from or be destined for a port within the deep sea shipping area;
- the date of arrival of the call into port shall be the effective start date;
- the shipping line must have passed a 2 month regularity test before recognition as a regular shipping line can be obtained. The regularity test is conducted solely on the basis of delivering proof, no calls are cleared in the line;
- new shipping lines and existing shipping lines that have undergone changes must opt for electronic invoicing.

8.4 procedure for applications for the recognition of a shipping line

A shipping line will only be recognised after the operator or its authorised agent submits an application file in the manner set out by the Port.

The Port shall decide on the recognition of the shipping line within a period of 20 working days from the date of receipt of the complete application file and after the operator is consulted. If any supporting documents are missing, the date on which the final supporting document is received shall apply. Recognition shall not be provided with retroactive effect, but shall commence on the date on which the shipping line is recognised.

8.5 voyages

Regular voyages are voyages completed within the requested sailing area and within 30 days of the previous 'date counting' voyage in the line or when the achieved frequency during the 12 previous months shows an expected frequency of 1 call per month.

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

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

The following are considered 'date counting' voyages:

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

8.6 procedure simplified evidence of chartering

When the "simplified evidence of chartering procedure" is applied, the operator or agent shall specify the method of chartering in the Port dues portal, and the call will then be registered under the selected shipping line. The agent or operator must only submit the charter party if Port dues asks for it.

Port dues shall carry out spot checks on a regular basis for each shipping line that is subject to the simplified evidence of chartering procedure.

Port dues shall contact the operators or agents that are eligible for this and will register them once agreement has been made. Registration shall be carried out per shipping line and per operator or agent.

If the Port finds that an unjustified application for a reduction has been made three times for the same line, or if the agent or operator is unable to provide the correct supporting documents requested during a spot check, the shipping line shall be regarded as a risk line. In specific terms, this will mean that physical evidence will need to be provided every time a call is made in connection with this shipping line. The automation of a regular shipping is only possible after a positive evaluation during 6 months.

8.7 procedure for chartering or for the ownership of ship

At the latest one working day after the ship has arrived in port, the operator or agent shall specify the method of chartering in order to register this call under a regular shipping line.

This can be achieved in the following ways:

- by specifying the method of chartering via the "Port dues portal" web application
- by specifying the method of chartering by sending an e-mail to portdues.seashipping@portofantwerpbruges.com. In this case, the operator or agent must provide one of the following supporting documents to Port Dues within a period of 2 months from the arrival of the ship:
 - proof of ownership of the ship
 - an overview list of its own vessels, signed by the operator
 - the charter party between the owner of the vessel and the operator of the shipping line, where applicable with addenda; proof of authenticity must be submitted every 2 years for long term charter parties;
 - An overview list signed by the operator, containing long-term vessel charters with starting date and final date of the charter period;
 - in the absence of a charter party for the vessel in question, a long term chartering contract in the name of the operator of the recognised shipping line with a nomination for each vessel that is utilised;
 - if the above is not possible, any kind of proof that can be submitted to the satisfaction of the Port Dues Department;

8.8 charge of the liner trade tariff

Immediate charge of the liner trade tariff

The tonnage dues at liner trade tariff shall be applied for regular voyages completed by vessels for which it is stated or proven that

- they are owned, managed, operated or under time charter by the operator and have not been chartered to a third party exploiting a regular shipping line in Antwerp;

- they can be included in the shipping line as a time charter by the operator.

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

Voyages which are not immediately charged with the liner trade tariff are always charged with the non-liner trade tariff. If it is stated or proven that the vessels can be included in the shipping line by an operator by means of a voyage charter, contract of affreightment or to be nominated, a credit note and/or selfbill note liner trade is granted to the operator.

8.9 revocation of the recognition of a shipping line

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

8.10 liner trade tariffs

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

	deepsea	shortsea **
	EUR/GT	EUR/GT
container ship on the River Scheldt	0.2782	0.2234
container ship behind the locks	0.2435	0.2234
roll on/roll off carrier/car carrier/vehicle carrier	0.1901	0.1901
tanker	0.4037	0.4037
reefer	0.3076	0.3076
bulk carrier or general cargo ship*	0.3076	0.3076
other vessels	0.4522	0.4522

* Applicable when the total loaded and unloaded general cargo weight, not including containers, is at least 30% of the total loaded and unloaded quantity on

board of the ship and this is reported to the Port Dues Department at the latest upon arrival of the vessel. These ships are not eligible to be cleared in a bulk line. If they don't live up to these conditions, the tariff 'other vessels' will be charged.

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

Credit notes and/or selfbill notes liner trade

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

CREDIT NOTE AND/OR SELFBILL NOTE	EUR/GT
vessels charged at bulk carrier or general cargo ship trade tariff	0.2652
other vessels	0.2590
vessels charged at the shortsea tariff for container vessels	0.3515

8.11 frequency reduction

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

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

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

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

8.12 reduction project cargo

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

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

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

8.13 reduction for second call

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

article 9 Bulk shipping tariffs

9.1 dry and liquid bulk line

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

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

Credit note and/or selfbill note bulk line	loaded / discharged tons bulk cargo		EUR/GT
	from	to / incl.	
general cargo ship bulk carriers tanker	1	200,000	0.2118
	200,001	400,000	0.2244
	400,001	600,000	0.2287
	600,001	1,000,000	0.2413
	1,000,001		0.3410

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

9.2 geographical shipping area

The shipping area contains all sea ports throughout the world.

9.3 requirements for recognition

- The bulk line can only be established by a single operator, including those companies of which has been proven they're 100% owned by the operator, who buys or sells a minimum of 100,000 ton dry bulk cargo or 300,000 tons liquid bulk cargo, with unloading/loading in the port of Antwerp:
 - either on the basis of one or more purchasing/sales contracts;
 - either on the basis of a provisional declaration of intent to buy and/or sell;
- voyages must be completed within the framework of the tonnage listed in one or more purchasing/sales contracts or a provisional declaration of intent to buy and/or sell;
- prior to recognition as a bulk line, the bulk line operator must have loaded/unloaded 100,000 ton of dry bulk or 300,000 ton of liquid bulk cargo in the port of Antwerp. The evaluation is conducted solely on the basis of delivering proof, no calls are registered in the bulk line;
- these tonnages must be reached within one year after date of application;
- new bulk lines and existing bulk lines that have undergone changes must opt for electronic invoicing.

9.4 procedure application for approval of a bulk line

A bulk line will only be recognised after the operator or its authorised agent submits an application file in the manner set out by the Port.

The Port shall decide on the recognition of the bulk line within a period of 20 working days from the date of receipt of the complete application file and after the operator is consulted. If any supporting documents are missing, the date on which the final supporting document is received shall apply. Recognition shall not be provided with retroactive effect and shall commence on the date on which the bulk line is recognised.

9.5 procedure proof of transport

At the latest one working day after the ship's arrival in the port, the operator or agent shall give notice that it will provide proof of transportation for this call.

This can be achieved in the following ways:

- via the "Port dues" web application
- by sending an e-mail to portdues.seashipping@portofantwerpbruges.com.

In both cases, the bulk line operator or agent must present a bill of lading in the name of the bulk line operator, with an indication of the transported quantity and nature of the bulk cargo. If no bill of lading is available the Port Dues Department may accept other proof.

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

9.6 credit notes and/or selfbill notes bulk lines

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

9.7 revocation of the recognition of a bulk line

The executive committee or its authorised representative shall be entitled to revoke the recognition when the applicable conditions are no longer being met.

This revocation shall take effect if the recognised bulk line has been inactive for a period of 1 calendar year.

article 10 late notification or submission

If the operator or agent specifies the method of chartering or proof of transport after the invoice has been issued by the Port, the operator or agent shall have the option to obtain the liner trade tariff or bulk shipping tariff by paying an administrative charge of EUR 34. If the stay has been registered under a different line, rectification shall no longer be possible.

In the event that the operator or agent requests a rectification and / or the requested charter parties are submitted between 2 and 4 months after date of arrival of the ship, the operator or agent is entitled to obtain the liner trade tariff or bulk shipping tariff by paying an additional fee of 667 EUR. The charter party always has to be provided.

If a period of 4 months has elapsed following the date of arrival of the ship, rectification shall no longer be possible.

If the stay has been registered under a different line, rectification shall no longer be possible.

Berthing dues

article 11 Tariffs

goods handled	EUR/ton
containers	0.1824
general cargo	0.0404
other	0.1752

Containers: both loaded and empty containers

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

11.1 formalities

In order to determine the indebted berthing dues, the shipowner, shipping company, charterer, master or representative authorised to act on behalf of any of these parties, must submit an electronic declaration via the webapplication 'Portdues Portal'. unless the Port grants exemption.

11.2 the electronic declaration

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

The declaration must be submitted at the latest 10 working days both after loading and unloading. In case no discharge or loading operations were carried out, the shipping agent will have to decline the electronic declaration, stating the reason why.

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

11.3 documentary evidence

The loading and unloading report or any other document must be submitted electronically on request of the Port.

11.4 charge

- Berthing dues shall be charged at a minimum rate of 35 EUR per declaration, if electronic invoicing has not been opted for.
- The berthing dues tariff for containers includes the scanning fee. The scanning fee is the compensation due for containers that are scanned by the customs department.

11.5 basis

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

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

When the shipping agent does not complete (both after loading and discharging operation) or declines (because of no discharging or loading operation) the electronic declaration within the period of 10 working days, the berthing dues will be calculated with enforcement. This calculation shall be based on the highest berthing dues tariff on the sea-going vessel's deadweight tonnage for unloading, increased by the highest berthing dues tariff on the sea-going vessel's deadweight tonnage for loading.

Disputes

article 12 possible disputes

12.1 disputes regular shipping lines

- 1) If multiple operators want to claim the same liner trade reduction and it relates to all of the same loaded and/or unloaded goods, the liner trade reduction shall be granted to the operator that has provided evidence of chartering. The call shall be registered under the line of the latter;
- 2) If multiple operators want to claim the same liner trade reduction and it relates to part of the loaded and/or unloaded goods, the Port dues department shall be entitled to distribute the liner trade reduction on a pro rata basis, according to the extent to which evidence of chartering has been provided. The call shall be registered under the line of the incoming agent;
- 3) If multiple operators wish to make use of the same liner trade reduction, one of them in relation to the goods that were unloaded and the other for the goods that were loaded, the liner trade reduction shall be granted to the incoming operator. The call shall be registered under the line of the latter party

12.2 disputes between dry bulk lines and regular shipping lines

- 1) In the event of a dispute between a bulk line operator and an operator of a regular shipping line, the liner trade reduction shall be granted to the bulk line operator, if all the conditions have been met. The call shall be registered under the bulk line.
- 2) If an operator of a shipping line transports other goods during the call, in addition to the bulk cargo, the liner trade reduction shall be granted to the operator of the incoming voyage, if all the conditions have been met. The call shall be registered under the line of the latter party.
- 3) In the event that the incoming operator registers the call in a bulk line, the chartering will be considered in relation to the part of the bulk goods declared by the incoming operator in connection with the berthing dues and not on the cargo loaded and unloaded.

12.3 disputes between liquid bulk lines and regular shipping lines

- 1) In the event of a dispute between a bulk line operator and an operator of a regular shipping line, the liner trade reduction shall be granted to the operator of the regular shipping line, if all the conditions have been met. The call shall be registered under the line of the latter party.
- 2) if the incoming operator registers the call under a bulk line and the operator of the regular shipping line wishes to register the outgoing cargo under its own line, the liner trade reduction shall be granted to the operator of the incoming voyage, if all the conditions have been met. The call shall be registered under the line of the latter party.

12.4 disputes between bulk lines

- 1) If multiple operators of bulk lines want to claim the liner trade reduction in relation to part of the goods that were unloaded and/or loaded, the liner trade reduction shall be distributed on a pro rata basis, according to the extent to which evidence of chartering has been provided. The call shall be registered under both bulk lines, each in accordance with its respective proportion.
- 2) In the event of a dispute between two bulk lines for the same part of or all of the goods unloaded and/or loaded, the operator listed as "consignee" on the bill of lading shall be entitled to the liner trade reduction. The call shall be registered under the bulk line of the latter party.

12.5 recovery of discounts and reductions

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

12.6 force majeure, unforeseen and exceptional circumstances

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

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

Ship's waste

article 13 Glossary

13.1 notification

Waste pre-notification made by the ship's captain in accordance with the obligations of art. 5.2.10.6. of the VLAREMA.

13.2 ship's waste

All waste, including cargo residues, which is generated during the service of a ship or during loading, unloading and cleaning operations and which falls within the scope of Annexes I, II, IV, V and VI to MARPOL Convention, as well as passively fished waste.

13.3 waste contribution for ship's waste

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

13.4 Apics

Antwerp Port Information and Control System, port information system in Antwerp used to monitor vessel traffic to, from and within the port area, tug operations, lock scheduling, berth management, cargo handling and registration of dangerous goods.

13.5 EER

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

13.6 EU

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

13.7 financial compensation

The compensation granted by the Port to the port reception facility covering part or all of the collecting and processing costs of the waste delivered. This financial compensation depends on the nature and volume of the collected ship's waste.

13.8 frequent port calls

Visits by a ship to the same port taking place at least once a fortnight.

13.9 port reception facility

Any fixed, floating or mobile facility capable of providing the service of receiving waste from ships that has received the necessary approvals of the competent of Antwerp-Bruges to provide these services.

13.10 Helcom

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

13.11 short sea shipping

The ports of Gibraltar in the south to the Gulf of Yenisei in the north, including the ports of Great Britain, Ireland, Iceland and Greenland. A ship is considered to be sailing in the short sea shipping area when both its destination and origin are located in this shipping area.

13.12 cargo residues

The remnants of any cargo material on board which remain on the deck or in holds or tanks following loading and unloading, including loading and unloading excess or spillage, whether in wet or dry condition or entrained in wash-water, excluding cargo dust remaining on the deck after sweeping or dust of the external surfaces of the ship.

13.13 MARPOL

The International Convention for the Prevention of Pollution from Ships, in its up-to-date version.

13.14 notification

Notification made by the port reception facility of the nature and quantities of waste collected from ships for an individual ship.

13.15 oily waste (Marpol annex I)

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

13.16 OVAM

Openbare Vlaamse Afvalstoffen Maatschappij Stationsstraat 110, 2800 Mechelen.

13.17 recreational craft

a ship of any type, with a hull length of 2,5 metres or more, regardless of the means of propulsion, intended for sports or leisure purposes, and not engaged in trade.

13.18 ship's waste (Marpol annex V)

All types of waste, domestic and operational, all plastics, cooking oil, fishing gear and animal carcasses originating from the normal operation of the ship and which must be permanently or periodically removed, with the exception of cargo residues, waste containing asbestos, waste originating from fumigation and the substances described or mentioned in Annexes other than Marpol Annex V.

13.19 sufficient storage capacity

Enough capacity to store the waste on board from the moment of departure until the next port of call, including the waste that is likely to be generated during the voyage.

13.20 traditional vessels

All kinds of historical ships and their replicas including those designed to encourage and promote traditional skills and seamanship, that together serve as living cultural monuments, operated according to traditional principles of seamanship and technique.

13.21 fishing vessel

Every vessel equipped for or operated with the commercial purpose of catching of fish and other living marine resources

article 14 Scope of application

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

waste at another licensed port reception facility.

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

article 15 Registration procedure

15.1 procedure for registration

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

- at least 24 hours prior to arrival of the ship in the port, if the port of call is known at that time
- as soon as the port of call is known, if the information is available less than 24 hours before arrival in the port

at the latest upon the ship's departure from the previous port, if the voyage takes less than 24 hours.

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

15.2 exemption of registration

Following vessels are exempt of registration:

- war vessels, naval auxiliary vessels and other vessels owned or operated by a State that are, at that moment, used solely on a non-commercial basis by the authorities;
- vessels providing port services as stipulated in art. 1.2. of the Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on port transparency;
- any vessel without its own means of propulsion and without a fixed mechanical installation, such as an (empty) pontoon;
- vessels that have been granted an exemption by the OVAM;
- fishing vessels, traditional vessels or recreational craft with a length less than 45 meters;
- seagoing vessels of less than 300 GT;
- bunker vessel up to 5000 ton, ship's supplies and marine equipment.

article 16 Obligations regarding waste disposal

16.1. obligation to separate the disposal of hazardous waste belonging to annex V to the MARPOL Convention

Waste, not being cargo residues, belonging to MARPOL annex V, that is considered hazardous in accordance with the provisions of the VLAREMA, shall be presented to the port reception facility separated from the non-hazardous waste. Hazardous waste means waste marked with an asterisk in the list of annex 2.1 of VLAREMA (Eural). This includes the following types of goods:

- medicines;
- oily rags;
- pyrotechnics;
- fire extinguishers;
- coolant;
- propeller shaft lubricant;
- solvents;
- fluorescent lamps and waste containing mercury;
- paints, ink, glue, resin;
- batteries;
- drums containing oil.

The port reception facility shall decide which mode is to be used to collect the waste based on the quantities to be delivered, the type of waste and any terminal restrictions. If hazardous waste is to be delivered, the request for collection must indicate to the port reception facility what hazardous waste the ship intends to deliver.

The following types of (hazardous) waste are not allowed to be transported in a container:

- waste from fumigation;
- asbestos (bound or unbound);
- pressurised gas cylinders / fire extinguishers;
- pharmaceutical products;
- medical waste (needles, syringes, etc.);
- nuclear waste / nuclear antennas;
- expired pyrotechnics (hand flares, smoke signals, man overboard signals, etc.);
- flammable liquids (paint solvent, etc.);
- other hazardous fluids: paints, acids, bases, etc;
- lead-acid batteries, lithium batteries;
- fire extinguishers containing compressed or liquefied gas (UN1044).

Consequently, this waste can only be collected by truck or inland navigation ship.

The following waste materials may only be transported in a container if they are in leak-proof packaging:

- non-hazardous liquids, such as water-based paint waste and oil used for cooking;
- oily rags, filters and other solid oil waste;
- empty paint cans;
- alkaline batteries;
- refrigerators/freezers containing chlorofluorocarbons;
- fluorescent lamps;

This waste must therefore be presented in leak-proof packaging in a container.

16.2. obligation to deliver explosive substances separately

Waste that is explosive, including pyrotechnics, must be presented separately from other waste to the port reception facility. In addition, the pyrotechnics or other explosive waste must be rendered inoperable.

Preferably, pyrotechnics are handed over to the supplier upon replacement of the expired pyrotechnics.

If it is established that the explosive waste is not being presented separately, the port reception facility may refuse to accept the waste. The port reception facility may, if no other waste has been delivered, charge for the costs incurred to arrive on site.

Pyrotechnics may not be transported by container. Consequently, explosive substances can only be collected by truck or inland navigation ship.

If the port reception facility or the sorting centre discovers after collection that explosive waste was not separated, an additional charge may be imposed by the port reception facility.

16.3. obligation to deliver medicines separately

Medicines must be presented separately from other waste at the port reception facility.

If it is established that the medicines are not being presented separately, the port reception facility may refuse to accept the waste. The port reception facility

may, if no other waste has been delivered, charge the costs incurred to arrive on site.

16.4. Obligation to pack waste appropriately

Hazardous waste must be presented in packaging that is suitable for the type of waste being delivered. The packaging must comply with the ADN-ADR regulations. Hazardous substances will preferably be stored in their original packaging.

The packaging must be in proper condition, leak-proof, well-sealed and clean on the outside.

The packaging must bear the name of the waste and the correct hazard labels in accordance with the CLP Regulation 1272/2008 on the classification, labelling and packaging of substances and mixtures. This involves removing old labels from past content or making them illegible.

If the hazardous waste is not correctly packed in accordance with the above provisions, the port reception facility will charge the costs of delivering the appropriate packaging material, including any additional handling, directly to the port user.

16.5. Charging extra costs

Port reception facilities may charge the port user for certain extra costs they incur in connection with a waste collection. These extra costs are mentioned in the general conditions of the contracts concluded between the port reception facility and the port user and relate, among other things, to:

- costs incurred for overcharged containers
- waiting times if:
 - they need to wait longer than 15 minutes to pick up a container;
 - activities cannot be commenced within half an hour of the agreed time window in the event of collection by inland navigation ship or truck.

Under no circumstances may additional costs be charged on the basis of the volume of waste delivered, except where the delivery is not covered by the indirect funding system. A list of the cases in which indirect funding is not applicable can be found in article 20.

16.6. Waste collection request

If a ship wishes to deliver waste, the waste collection must be requested from the chosen port reception facility at least 24 hours before the desired collection time.

article 17 Fees for ship's waste

For each call a mandatory waste fee must be paid to the Port of Antwerp-Bruges irrespective of the use of a port reception facility. As an incentive to deliver the waste of seagoing vessels at port reception facilities, the disposal of the waste will be partly covered through the collection of these fees.

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

- Fixed fee
 - For ships up to 3,000 GT: 160 EUR
 - For ships from 3,001 GT: 220 EUR
- The variable fee amounts to 0.021 EUR multiplied by the ship's GT.

The maximum waste fee is 1.050 EUR.

The total waste fee will be reduced by 5% for vessels used for short-sea shipping.

If a ship delivers hazardous waste, an additional waste fee will be charged. The additional fee for hazardous ship's waste will consist of a fixed and a variable fee. If the hazardous ship's waste is delivered unseparated, a higher fee will apply. The additional fee for delivery of hazardous waste will be charged on top of the maximum waste fee of 1.050 euro.

- If the hazardous waste is delivered separately:
 - Fixed fee: 150 euro
 - Variable fee: 0,005 euro/BT
 - Maximum additional fee amounts to 500 euro
- If the hazardous waste is delivered unseparately:
 - Fixed fee: 250 euro
 - Variable fee: 0,005 euro/BT
 - Maximum additional fee amounts to 650 euro

A non-exhaustive summary of types of hazardous waste can be found in article 16.1.

If the waste collection takes place outside normal working hours (between 6h and 22h from Monday to Friday), the port reception facility may charge an extra cost as included in the general conditions of the port reception facility.

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

- war vessels, naval auxiliary vessels and other vessels owned or operated by a State that are, at that moment, used solely on a non-commercial basis by the authorities;
- vessels providing port services as stipulated in art. 1.2. of the Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on port transparency;
- any vessel without its own means of propulsion and without a fixed mechanical installation, such as an (empty) pontoon;
- vessels that have been granted an exemption by the OVAM.

article 18 Procedure for application for exemption from the mandatory registration and waste delivery and payment of the waste fee

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

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

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

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

The OVAM offers the use of a digital e-service

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

article 19 Procedure for application for reduced contribution for environmentally friendly ships

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

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

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

The OVAM offers the use of a digital e-service

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

article 20 Basic principles for financial compensation

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

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

The maximum compensation = invoice amount of the port reception facility.

As from 1 July 2022, the waste fee levied will cover the entire cost of delivering ship's waste, without any additional charges based on the volume of waste delivered, except in the following cases:

- where the volume of waste issued exceeds the maximum dedicated storage capacity as stated in the advance waste notification form included in annex 1 of the waste management plan;
- deliveries from the 6th day of a ship's stay at the port;
- delivery of cargo residues;
- where the waste does not arise from normal operation of the ship;
- if waste disposal is combined with the delivery of provisions, the additional cost of collection per inland navigation ship will be charged directly to the ship;
- where the officials responsible for shipping control oblige ships to dispose of their waste;
- if the ship has not paid any waste fee;

- where there are more than 2 deliveries per call;
- waste from fumigation;
- waste containing asbestos.

In the above cases, the costs of delivery shall be charged directly to the ship by the port reception facility. Costs related to the provision of services other than the collection, transport and processing of waste are not covered by the waste fee either. These include the identification and reconditioning of specific waste and the provision of packaging materials used to deliver specific waste.

The financial contribution for oily waste to the ship via the port reception facility consists of a fixed and a variable contribution.

- The fixed contribution for oily waste will be given a maximum of 1 time per call and amounts to 300 euro. Where oily waste is collected by a double-hulled collection vessel, an increased fixed contribution of 350 euro is granted.
An application for a double-hulled collection vessel must be submitted to OVAM.
- The variable contribution amounts to 25 euro/m³ waste

The Port limits the variable compensation for oily waste in each of the following situations:

- when the collected amount exceeds the storage capacity of the waste tanks listed in the International Oil Pollution Prevention Certificate (IOPP);
- deliveries taking place from the 6th day of a ship's stay at the port.

The Port does not offer financial compensation for oily waste in following circumstances:

- when the officials responsible for shipping control oblige ships to dispose of their waste;
- for ballast water and washing water from the cleaning of cargo holds and tanks.

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

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

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

article 21 Conditions for financial compensation to vessels via the port reception facilities

- The port reception facility must have a licence issued by the Port for the collection of ship's waste;
- All other conditions to be able to claim a full or partial financial contribution can be found in the waste management plan of the Port under article 7.6.

article 22 Summary table

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

type of vessel	mandatory registration	waste fee	financial compensation
non-self propelling pontoon	no	no	no
fishing, traditional or recreational vessels with a length less than 45 m	no	yes	yes
vessels carrying out harbour services as stipulated in art. 1.2. of the Regulation (EU) 2017/352	no	no	no
war vessel, navy auxiliary vessel and other vessels owned or operated by a State (non-commercial use)	no	no	no
vessel exempted by the OVAM	no	no	no

vessel that delivered waste in Antwerp	yes	yes	yes
environmentally-friendly vessel that delivered waste in Antwerp	yes	reduction 50%	yes
other vessel	yes	yes	no

article 23 Reporting inadequacies of a port reception facility

The reporting form for reporting inadequacies of a port reception facility can be downloaded via www.portofantwerpbruges.com.

This reporting form shall be submitted to:

Federal Public service of Transport
 General Managership of maritime transport
 Navigation Control Department
 Franklinbuilding
 Posthoflei 5
 B-2600 Antwerp
 Tel. +32-3-229.00.30
 Fax. +32 3 229 00 31
 E-mail: sc.antwerpen@mobiliteit.fgov.be

Haven van Antwerpen-Brugge NV van publiek recht (Port of Antwerp-Bruges)
 Attn. Mr Jacques Vandermeiren, CEO
 Havenhuis, Zaha Hadidplein 1, 2030 Antwerp
 tel. +32-3-205.20.11
 e-mail: info@portofantwerpbruges.com

Rectifications

article 24 Rectifications

24.1 Wrongfully obtaining the liner trade tariff or bulk shipping tariff by providing incomplete or inaccurate information

If it is ascertained during the spot check that incorrect or inaccurate information was provided resulting in the unjust application of the liner trade tariff or bulk shipping:

- the difference between the liner trade tariff or bulk shipping tariff and the non-liner trade tariff must be settled by the agent immediately
- the agent must additionally pay a special additional fee of EUR 667 to the Port.

24.2 Other rectifications

If the Port carries out rectifications at the Client's request, it shall charge an amount of EUR 34 for the additional administration.

Such requests may be made no later than 2 months after the invoice date.

These rectifications do not apply in cases in which charter parties, or the type of chartering, as referred to under Article 10, are submitted late.

In the case of ship's waste, this cost will only be charged if it concerns an adjustment of the principal or when the port reception facility requests a rectification when the current status of the notification has already been noted as 'payment ok' and when the rectification is to the benefit of the port reception facility.

Inspection fees

article 25 Tariffs

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

25.1 human consumption

Applicants who use the facilities of the border inspection centre shall be liable for payment of a fee of 49 EUR for every container containing products that need to be inspected in accordance with EU guidelines, including among others meat, fish and products derived from them for human consumption.

25.2 other inspections

Applicants who use the facilities of the border inspection centre shall be liable for payment of a fee of 15 EUR for every container containing products that need to be inspected in accordance with EU guidelines, including among others meat, fish, plants and products derived from them for animal consumption among others.

25.3 electricity consumption

Applicants shall be charged a fee for the electricity consumed on site by containers parked on the inspection centre's site whilst awaiting inspection or inspection results. Applicants shall pay a fixed fee of 19 EUR per calendar day for the first 3 calendar days and 58 euro per calendar day from the fourth day onwards. Both the day of connection and the day of disconnection will be counted as a complete calendar day.

25.4 use of the site

As soon as the competent of Antwerp-Bruges releases the goods or containers, the goods or containers must immediately leave the premises of the Border Inspection Post.

From the next working day after release, the Port will apply the fees below :

- 20ft' containers : 2.99 EUR/day
- 30ft' containers : 4.48 EUR/day
- 40ft' containers : 5.98 EUR/day
- 45ft' containers : 6.47 EUR/day

the minimum amount for each invoice is 35 EUR, unless electronic invoicing had been opted for.

25.5 Containermoves

The applicant is liable for payment of a fee for each handling in case a container awaiting inspection or awaiting the results of an inspection is placed on the container yard of the inspection centre. The fee amounts to 58 EUR per containermove.

Selfbill notes

article 26 Administrative processing

26.1 method

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

26.2 agreement / disagreement

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

The acceptance piece mentions at least:

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

Both parties must retain their copy of the acceptance piece.

VAT handling

article 27 Exemption

27.1 exemption article 42

The agent agrees that for VAT purposes, orders placed will be treated as services to seagoing vessels and that the applicant will be obliged to confirm the correct VAT handling to the Port during the administrative handling of the call, so that the Port is able to correctly invoke any relevant VAT exemption articles.

Agreeing to the VAT processing in the 'Port dues portal' by the customer of the service (or its representative) means that the customer:

- agrees with the VAT exemption/treatment applied (as referred to in Circular 2019/C/44 dated 29.05.2019 Addendum to VAT notification no. 24 of 29-08-1978)
- declares on its honour
 - that the ship is solely intended to be used for commercial activities
 - that the ship is mainly used for navigation on the high seas or is solely intended for use as a lifeboat or as a ship for inshore fishing
- undertakes, if requested by the Port, to provide evidence that the ship is mainly being used for navigation on the high seas
- undertakes, in the event of failure to comply with the conditions listed above, to pay upon request the VAT due (including any fines imposed and any interest on late payment).

27.2 VAT treatment of selfbills

The Port will apply the VAT reverse charged principle when drawing up a self-bill.

The provisions are based on an individual agreement with Belgian VAT Tax Authorities reference number ET 120.551 and on the applicability of the VAT Circular Letter AAFisc No. 53/2013 of 16 December 2013 on self-billing.

FREE TRANSLATION – Only the Dutch version is legally valid.