

# Tariff regulations for inland shipping

FREE TRANSLATION – Only the Dutch version is legally valid

Antwerp Port Authority  
[www.portofantwerp.com](http://www.portofantwerp.com)

Board of Directors of the 6th of December 2021  
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# Basic principles

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## ARTICLE 1 Nomenclature

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

### 1.1 Dredging vessels

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

### 1.2 Destination

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

### 1.3 Inland shipping dues

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

### 1.4 Inland vessels

Vessels that:

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

but also vessels (named equalised vessels hereafter) that:

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

### 1.5 Bunker vessels

A tanker used to provide other vessels with fuel-, or lubricating oil or natural gas.

## **1.6 Bunker vessels type N**

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

## **1.7 Container ships**

Inland vessels mainly used for the transport of containers.

## **1.8 Passage fee**

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

## **1.9 Push barges**

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

## **1.10 Pushers**

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

## **1.11 Port Authority**

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

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

The territory as described in the Port Police Regulations Issued by the Antwerp Port Authority.

## **1.13 Origin**

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

## **1.14 Month**

A period of 30 consecutive calendar days.

### **1.15 NRMM-regulation**

Regulation (EU) 2016/1628 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery.

### **1.16 Pontoons**

Flat floating devices with or without superstructure.

### **1.17 Tug boats**

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

### **1.18 Tourist inland vessels**

Inland vessels mainly intended for the transport of people.

### **1.19 Port dues**

Fee for the stay in the port.

### **1.20 Work boats**

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



## **ARTICLE 2      Application range**

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

## **ARTICLE 3      Main principles**

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

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

## **ARTICLE 4      Invoices**

### **Invoicing**

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

If the customer opts for electronic invoicing, the Port Authority does not charge the minimum invoice amount of EUR 15 per invoice and may be eligible for a strategic discount and a bonus on additional turnover.

### **Per address**

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

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

### **Per third party**

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

## **Requested changes**

If the Port Authority carries out rectifications at the request, and in personal favour, of the client, it charges the amount of 34 EUR for the extra administration.

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

## **Disputes and complaints**

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

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

## **ARTICLE 5      Payments**

### **Guarantee**

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

### **Payment date**

Invoices relating to these tariff regulations must be paid at the latest on the mentioned due date. The invoices can be paid by giro into a bank account of the Antwerp Port Authority or by subscribing a bank domiciliation with the Antwerp Port Authority. Further information can be via [debiteuren@portofantwerp.com](mailto:debiteuren@portofantwerp.com). Late payment shall by law, and without notice of default, incur interest.

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

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 30 calendar days.

### **Foreign currency**

Costs associated with the exchange of foreign currency into Euro, or any other costs, shall be charged to the invoice recipient..

### **Competent court of jurisdiction**

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

### **Value Added Tax**

The national legislation concerning VAT is applicable to the owed inland shipping dues. All tariffs and/or amounts listed in these tariff regulations are excluding VAT.

The Belgian VAT legislation dictates that the location of the port decides what country's VAT is applicable on the owed port dues. This means that on invoices the Belgian VAT is always applicable. Concerning barge operational waste and the paid use of waste parks, this is considered a separate service on which the reverse charge mechanism for services is applicable.

## **ARTICLE 6 Registration**

### **Registering**

Registering the call at port must happen via the marine VHF radio channels or via APICS Barge. When the use of the marine VHF radio channels is impossible the port dues department must be notified immediately:

24/24 hrs: tel. : +32(0)3 229 71 20 Port of Antwerp is always working on improving the functionalities of its applications. As an alternative to the reporting via radio channels, reports can be made via the application "APICS Barge". This application is part of APICS (Antwerp Port Information and Control System) and is available via a web version, but also available via a mobile app.

### **Notification information**

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

- ENI number (or if the inland vessel does not have an ENI number, the FD number), and name of the inland vessel;

- tonnage;
- origin and destination;
- nature and quantity of cargo with a maximum deviation of 1%;
- passage through or stay in the port;
- draught/draft;
- number of crewmembers.

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

### **Electronic pre-notification**

Before registering arrival and departure it is considered that the electronic pre-notification has been sent.

### **Registering arrival**

Each inland vessel shall report:

- when it enters the port;
- when occupying a berth;
- when launching.

Each inland vessel shall notify when it:

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

### **Registering departure**

Every inland vessel leaving port shall report:

- when leaving the port via a lock;
- when leaving the berth;
- if it is taken out of the water.

Inland vessels which have registered their departure from the berth correctly and send out the mandatory AIS signals, are not obligated to register their departure if they leave the port via the Scheldt-Rhine Canal or via the Albert Canal.

### **No registration of arrival or departure**

For every inland vessel without registration of arrival or departure from the berth and without AIS signals, the port dues department increases the inland port dues with 25%, with a minimum of 10 euros.

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

### Reporting via VHF channels

Registering arrival, and departure via the radio channels is done via VHF channels below:

entering or exiting the left or right bank via:		
Boudewijn lock	VHF channel	71
Van Cauwelaert lock	VHF channel	71
Zandvliet lock	VHF channel	79
Berendrecht lock	VHF channel	79
Kallo lock	VHF channel	1
Kieldrecht lock	VHF channel	1
the America dock from the Straatsburg dock	VHF channel	20
the America dock from the city port	VHF channel	20
the Deurganck dock	VHF channel	60
the Harbour dock B3 from or to the Scheldt-Rhine Canal at the Noordland bridge	VHF channel	60

mooring:		
'Meldpunt Schelde Noord' on the Scheldt, downwards from the Royers lock: at the Scheldt quays, at the Deurganck dock, at the North Sea and Europe terminal.	VHF channel	60
at the Scheldt quays.	VHF channel	60

changing a registered destination:		
	VHF channel	60

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

<b>Deploying a vessel into the water or taking a vessel out of the water</b>		
	VHF channel	60

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

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

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

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

The Port Authority can:

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

## **ARTICLE 8      Fundamentals for billing**

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

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

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

If no inland certificate of measurement was submitted or if the data mentioned on the inland certificate of measurement do not correspond with the real loading capacity, the real greatest length and/or real greatest width of the inland vessel, an estimate will be performed by the port dues department of 25% extra on the owed port dues.

## **ARTICLE 9 Ship's waste**

Information about the waste parks: [www.portofantwerp.com/afvalbeleid](http://www.portofantwerp.com/afvalbeleid)

On presentation of their eco-card, inland vessels can dispose of their commercial waste sorted at the waste facilities set up by the Port Authority.

In accordance with the "Convention on the Collection, Deposit and Reception of Waste in the Rhine and Inland Navigation" (CDNI Convention, further mentioned in the text), a distinction must be made between the following:

1. oil and grease containing ship's industrial waste contained in part A of the CDNI Convention
2. other ship's industrial waste contained in part C of the CDNI-treaty

For the oil and fat-containing ship's industrial waste, a single financing system is applied in all contracting countries and no separate rate is set by the Antwerp Port Authority. When bunkering gas oil, each ship pays a disposal fee that entitles the delivery of oil and grease containing commercial waste to a reception facility in a treaty-compatible country of its choice.

The Port Authority charges the skipper/user/owner of the inland vessel the following costs for the delivery of the remaining commercial waste:

Type of waste	tariff
paints and solvents	1,2 EUR per kg
rough ship's garbage	25,7 EUR per m <sup>3</sup>
with household comparable residual waste	2,6 EUR per garbage bag (60l)

Other ship-generated waste (CDNI - Part C) different from the above waste will be received free of charge. More info about which ship-generated waste can be handed over at which waste reception facility in Antwerp port, see [www.portofantwerp.com/afvalbeleid](http://www.portofantwerp.com/afvalbeleid).

## ARTICLE 10 Environmental Policy

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

The discounts can be granted when using the following technologies:

T1. Discount for diesel-electric propulsion: inland vessels which make use of a diesel-electric main propulsion in which the diesel engine adheres to the emission standards of the CCR-II norm.	-15%
T2. Discount for CCR II: inland vessels which have been built before 2008 and which comply with the emissionstandards of fase IIIA of the NRMM regulations.	-7%
T3. Discount for LNG, CNG, methanol or hydrogen inland vessels which make use of LNG, CNG, methanol or hydrogen as main propulsion (minimum 70%).	-15%
T4. Discount for electric motor: inland vessels which make use of an electric motor with batteries or fuel cells as primary source of energy.	-15%
T5. Discount for fase V: inland vessels wich have been built before 30.6.2020 (for P < 300kW) or 30.6.2021 (for P ≥ 300kW) and which comply with the Stage V requirements of the NRMM regulations.	-15%
T6. Discount for Euro VI inland vessels which make use of a marinised EURO-VI engine.	-15%

- For T2 and T5, the discount applies both to vessels that have an EU type-approved engine according to the relevant standard and to vessels that have an EU type-approved engine to an older standard, but by an after-treatment system does reach the applicable emission standards.
- The burden of proof to show that the vessel is eligible for one of the discounts lies entirely with the applicant. Possible documents that can be offered as proof are the tonnage certificate, the type approval of the engine, test- or measurement results of downstream techniques, ...

## ARTICLE 11 Distribution of drinking water

Taking in drinking water can be done:

- on the water by contacting a drink water barge



- ashore via fixed drinking water facilities

For more information, visit [www.binnenvaartservices.be](http://www.binnenvaartservices.be) or [www.portofantwerp.com/drinkwaterbeleid](http://www.portofantwerp.com/drinkwaterbeleid). The Port Authority charges a fee of 3.66 EUR/m<sup>3</sup> to the skipper/owner/user when he/she takes in drinking water from the drinking water barges or fixed drinking water facilities.

Commercial pleasure crafts can only take in water from fixed drinking water facilities for a fee.

Cruise ships are prohibited from taking in drinking water.

## **ARTICLE 12 Shore power**

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

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

## **ARTICLE 13 Identification**

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

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

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

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

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

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

Mail to: [Portdues.InlandShipping@portofantwerp.com](mailto:Portdues.InlandShipping@portofantwerp.com)

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

## **ARTICLE 14 Proof**

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

# Inland navigation

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## ARTICLE 15 Principles

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

## ARTICLE 16 Port dues

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

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

tariffs	
tariff type	tariff in EUR per ton
basic rate	0.0875
reduced basic rate	0.0836

### 16.1 Basic rate

The Port Authority charges the basic rate to inland vessels per individual trip for an uninterrupted stay in the port of maximum 30 days.

### 16.2 Reduced basic rate

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

## ARTICLE 17 Passage fees

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

loading, unloading or commercial activities have taken place the Port Authority charges port dues.

tariffs			
passage for	inland vessel	tariff in EUR	minimum amount in EUR
loaded inland vessels	all	0.00029 €/1000 kg cargo/km	4.7
empty inland vessels	tonnage < 450 tonnes	2.9	
	tonnage from 450 to 1350 tonnes	4.1	
	tonnage > 1350 tonnes	5.8	

### 17.1 Passage fee for loaded inland vessels

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

### 17.2 Passage fee for empty inland vessels

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

## ARTICLE 18 Frequency reduction

- The Port Authority gives a reduction of 4,5% on port dues for calls by the same inland vessel starting from the 4<sup>th</sup> call in a period of 14 consecutive calendar days. The next period of 14 calendar days commences at the earliest after the conclusion of the previous period and from the next call by the same inland vessel. This reduction is in effect for all inland vessels transporting goods to or from the port of Antwerp, including push barges but excluding containers ships and inland vessels merely traversing the port. Inland vessels wishing to enjoy the frequency reduction are requested to pre-register electronically.
- The Port Authority gives a reduction of 3% on port dues for calls by the same containership starting from the 4<sup>th</sup> call in a period of 14 consecutive calendar

days. The next period of 14 calendar days commences at the earliest after the conclusion of the previous period and from the next call by the same inland vessel. This reduction is in effect for all containerships transporting goods to or from the port of Antwerp. Vessels merely traversing the port are not taken into account.

- The Port Authority gives an additional reduction of 3% for all containerships that transport containers which are intended for loading onto a sea vessel in Antwerp with an overseas destination or containers which have been unloaded in the port of Antwerp off a sea vessel with an overseas origin. Furthermore the ratio of the total loaded and unloaded containers to the total amount of containers must be more than 75%. This additional reduction will only be given after submission of evidence via mail and within 2 months after the call. Inland vessels wishing to enjoy the frequency reduction are requested to pre-register electronically.

## **ARTICLE 19 Strategic discount**

All barge operators can enjoy the strategic discount by registering for electronic invoicing in the portdues portal via [register.portofantwerp.com](http://register.portofantwerp.com) and selecting the options “consult your invoices” and “maintain client data for shippers”.

To be entitled to the strategic discount of 15% per stay, the following criteria must be met:

- the barge operator proves that he reaches a frequency of 3 stays per week on average during 2 months;
- the deployed inland vessel features a CCR2 engine, Stage V standard or environmentally friendlier;
- the vessel calls at a maximum of 3 terminals per stay in the port; or the vessel calls at more than 3 terminals, but the time outside the port since the last departure out of port is less than 36h;
- the vessel loads or unloads during its stay;
- when transporting containers a minimum of 50% of 2 times the TEU capacity must be loaded;
- the ship stays in the port for a maximum of 7 days;
- the redirecting of maritime traffic to other ports may not be the purpose of the stay.

If the frequency is not achieved after 4 months, the discount will be terminated. Stays which do not meet the above mentioned criteria, with the exception of the loading and unloading in the port, count for the frequency but are not entitled to the discount.

The strategic discount is not cumulative with the frequency reduction and does not apply to vessels with yearly subscriptions.

## ARTICLE 20 Yearly subscriptions

Yearly subscriptions are given to below-mentioned vessel types. The request must be sent to havenrechten.binnenvaart@portofantwerp.com. The subscription replaces the normally owed port dues during 1 year, for the vessel for which it was requested. Yearly subscriptions are not granted retroactively, can not be transferred to other vessels and will not be reimbursed in case of sale or end of charter.

Floating dry docks must take a yearly subscription.

### 20.1 Inland vessels

tariffs		
vessel types	flat rate in EUR	variable rate in EUR per tonne
tug boats pusher tugs pushers miniature pushers (in order to complete pusher-barge convoy)	483	2.55
instruction ships bunker vessels supply ships dredging vessels work boats	483	5.07
floating dry docks	483	6.33

If the vessel, with the exception of floating dry docks, is equipped with one of the technologies mentioned in article 10, the variable rate will be reduced with the mentioned percentages.

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

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

tariffs		
VESSEL TYPE	FLAT RATE IN EUR	VARIABLE RATE IN EUR PER TONNE
tug boats	413	2.55

If the vessel, with the exception of floating dry docks, is equipped with one of the technologies mentioned in article 10, the variable rate will be reduced with mentioned percentages.

### ARTICLE 21 Daily rate for inland vessels

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

tariffs		
vessel type	tariff in EUR per metre LOA	charge
all types	1.09	per started calendar day

## **ARTICLE 22**      **Reductions and exemptions**

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

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

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

At the request of the Flemish Region, the City of Antwerp and the Belgian State the management committee may decide to grant exemption from inland waterway dues for contracts performed for one of these parties or for the Antwerp Port Authority. Before the start of the works an overview must be provided via the portdues portal of the ships deployed and the period and location of the works must be communicated.

No exemption is granted if the used inland vessels undertake other activities than those described in the context of the government-issued operations or moor at a different berth than that of the operations.

Exemptions will not be granted retroactively.

### **Exemptions for touristic vessels**

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

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

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

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

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

## **ARTICLE 23**      **Bonus turnover reduction**

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

The bonus turnover reduction equals 1,5% reduction on the bonus turnover compared to the previous calendar year.

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

Conditions for receiving the bonus turnover reduction:



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

**Application:**

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

# Tourist navigation

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## ARTICLE 24 Principles

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

Tourist navigation is divided into:

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

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

### **Commercial pleasure craft**

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

### **Passenger ships**

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

### **Harbour tour ships**

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

### **Cruise ships**

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

## ARTICLE 25 Port dues

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

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

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

## Non-commercial pleasure craft

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

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

tariff type	tariff in EUR per tonne
basic rate	0.0875

### 25.1 Basic rate

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

### 25.2 cruise ships

Cruise ships are obligated to moor in the Antwerp city port or at the Scheldt quays after approval of the berth by the Antwerp city port authority. If they do moor in the seaport area, the daily rate will be charged.

## ARTICLE 26 Daily rate

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

The daily rate will be charged from the day of the determination of the illegitimate stay until the day the inland vessel leaves the port. The Port Authority informs the client of the start of the charge at daily rate in the registered letter.

tariffs		
vessel type	tariff in EUR	charge
cruise ships	1.09/m <sup>2</sup>	per started calendar day
daily rate	1.09/m LOA	per started calendar day

## Disputes

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### **ARTICLE 27 Force majeure, unforeseen and exceptional circumstances**

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

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