



PILOTAGE TARIFFS 2023

REGION ROTTERDAM-RIJNMOND

CONTENTS

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

Part 1 gives an explanation on the pilotage tariff structure.

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

This part gives general as well as detailed maps.

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

These tables can be found in part 3.

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

In other situations a pilot expense reimbursement is payable.

Part 4 gives an explanation of these additional tariffs.

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

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

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

Information about ordering a pilot, visibility restrictions, storm pilotage and contact information.

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PILOTAGE TARIFFS

1. PILOTAGE TARIFFS

Dutch Pilotage

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

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

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

Compulsory Pilotage

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

www.portofrotterdam.com

> Shipping > Sea-shipping

Port Information Guide (download as PDF)

Part V - 11 Nautical Services

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Tariff structure

This booklet contains the pilotage tariffs for 2023 applicable to the Region Rotterdam - Rijnmond.

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

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

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

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

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

TARIFF COMPONENTS



Start tariff

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

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

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

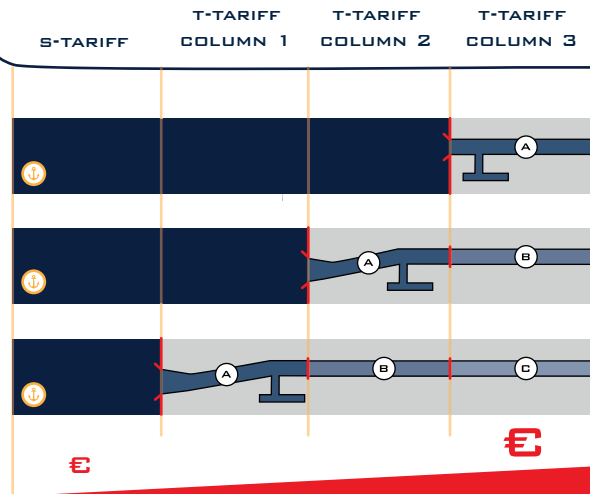
An additional tariff (A) is applicable for special trips, e.g. special transports, navigation in ice or the simultaneous use of more than one pilot.

EXAMPLE SITUATIONS

EXAMPLE SEA PORT 1

EXAMPLE SEA PORT 2

EXAMPLE SEA PORT 3



ROTTERDAM-RIJNSMOND - TARIFF AREA OVERVIEW



ROTTERDAM-RIJNMOND - TARIFF AREA A-J



ROTTERDAM-RIJNMOND - TARIFF AREA B



ROTTERDAM-RIJNMOND - TARIFF AREA C-D-E



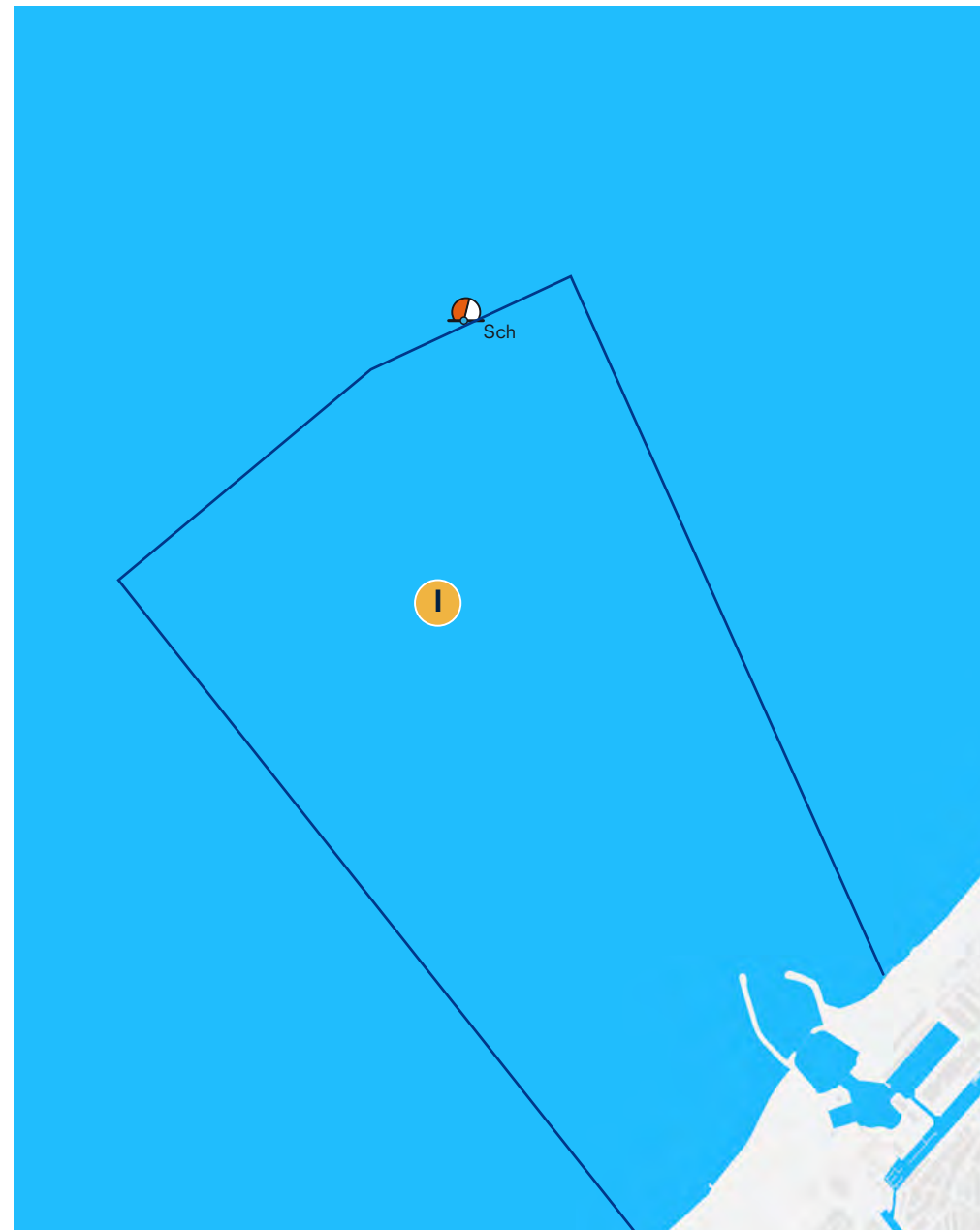
ROTTERDAM-RIJNMOND - TARIFF AREA F



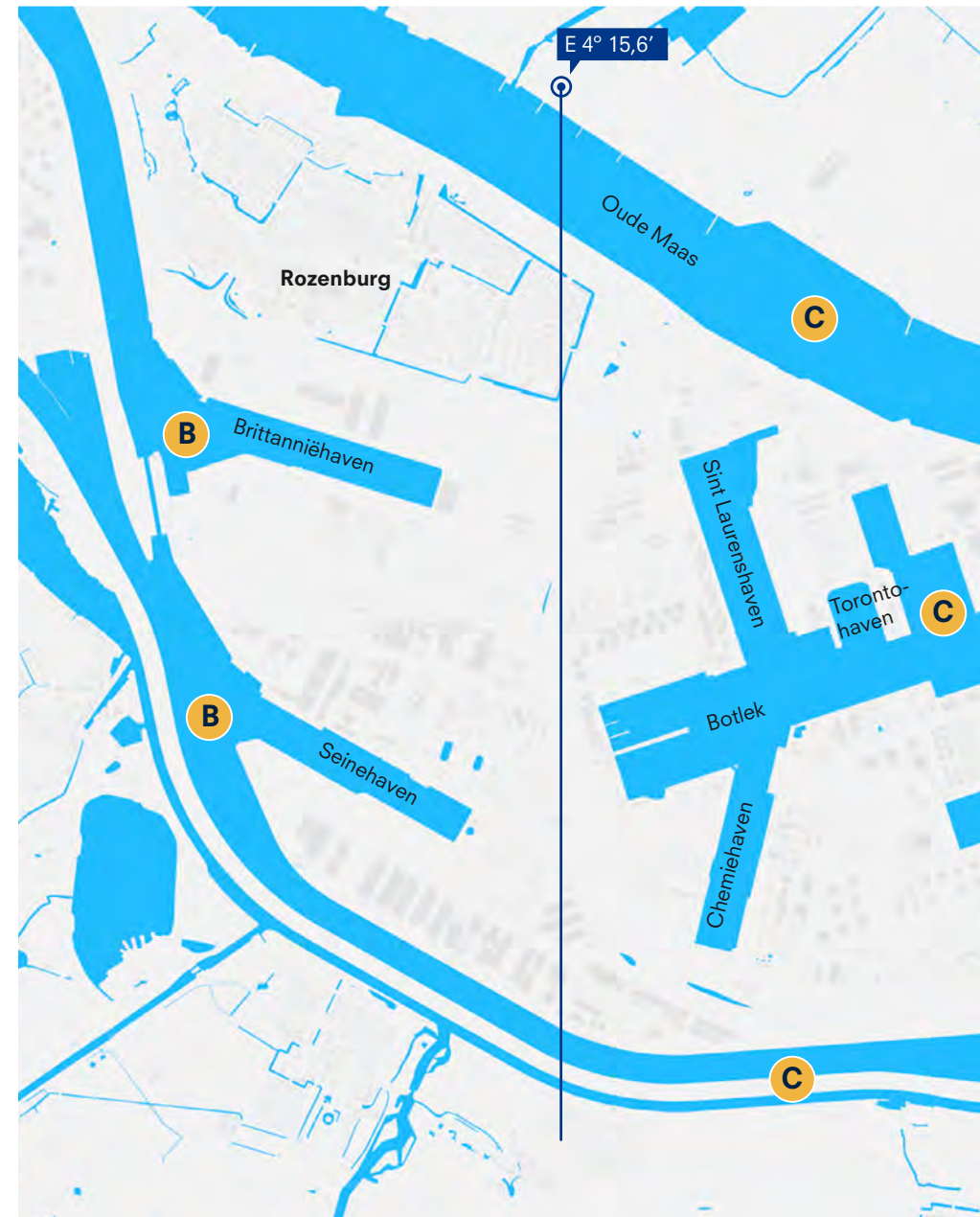
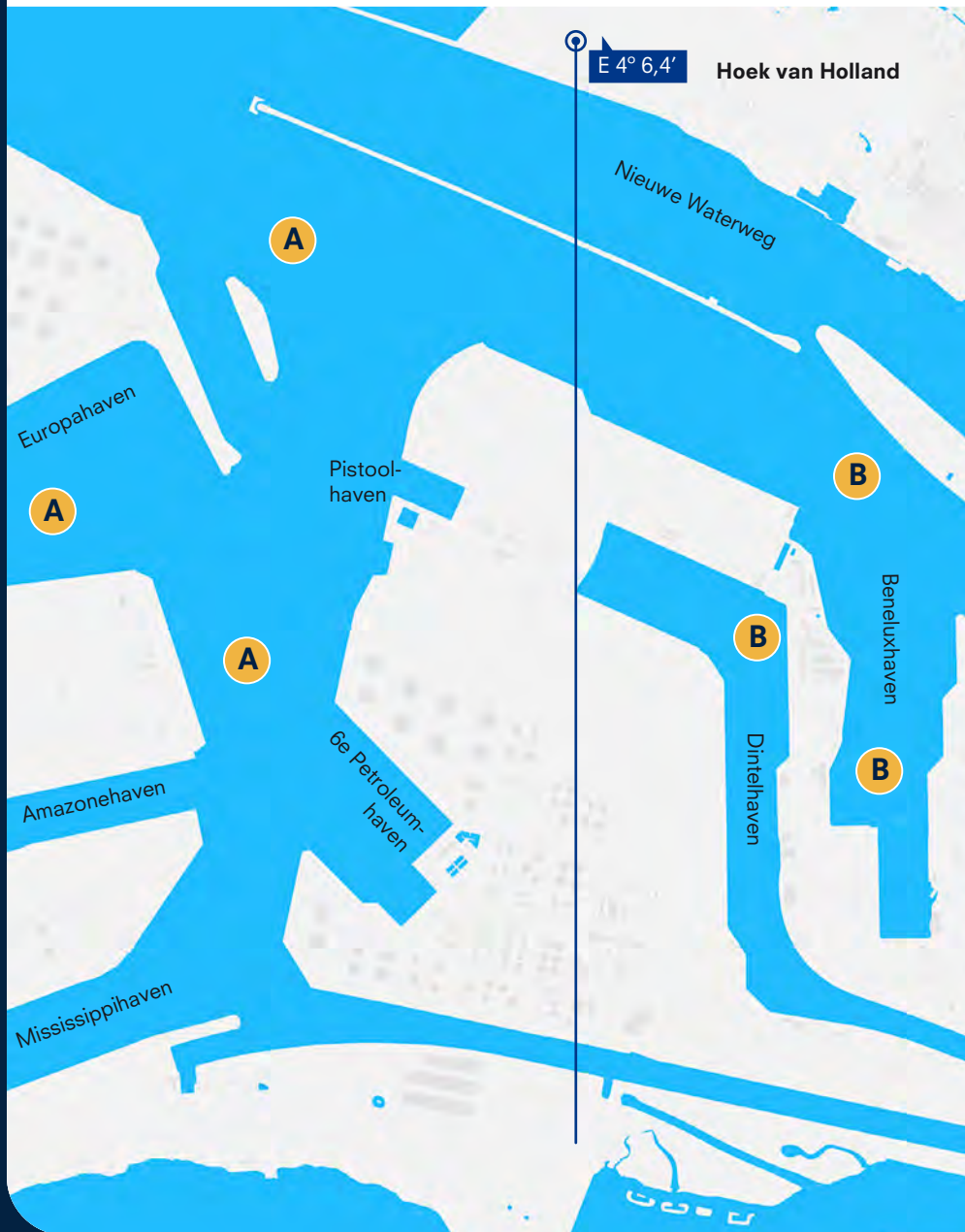
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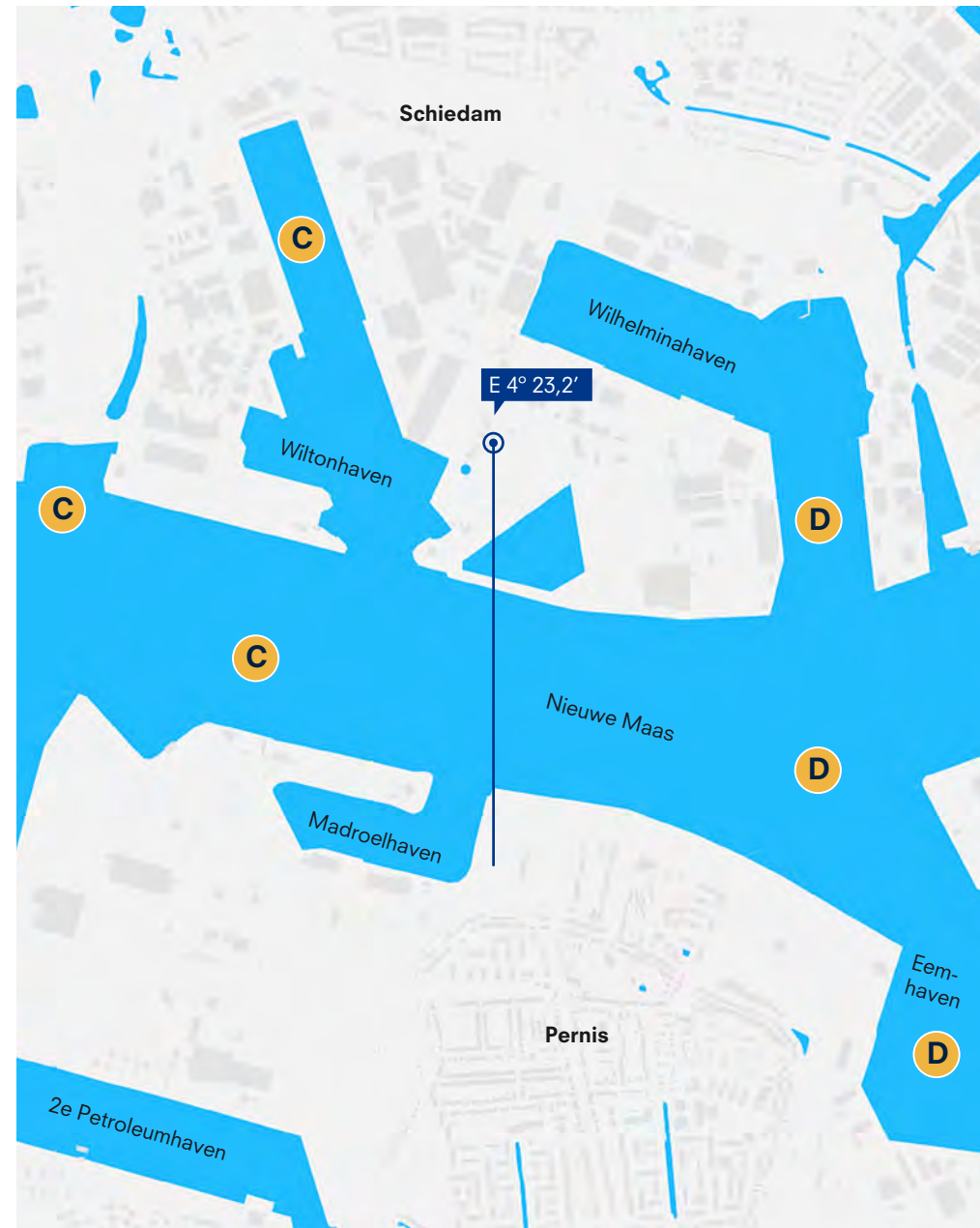
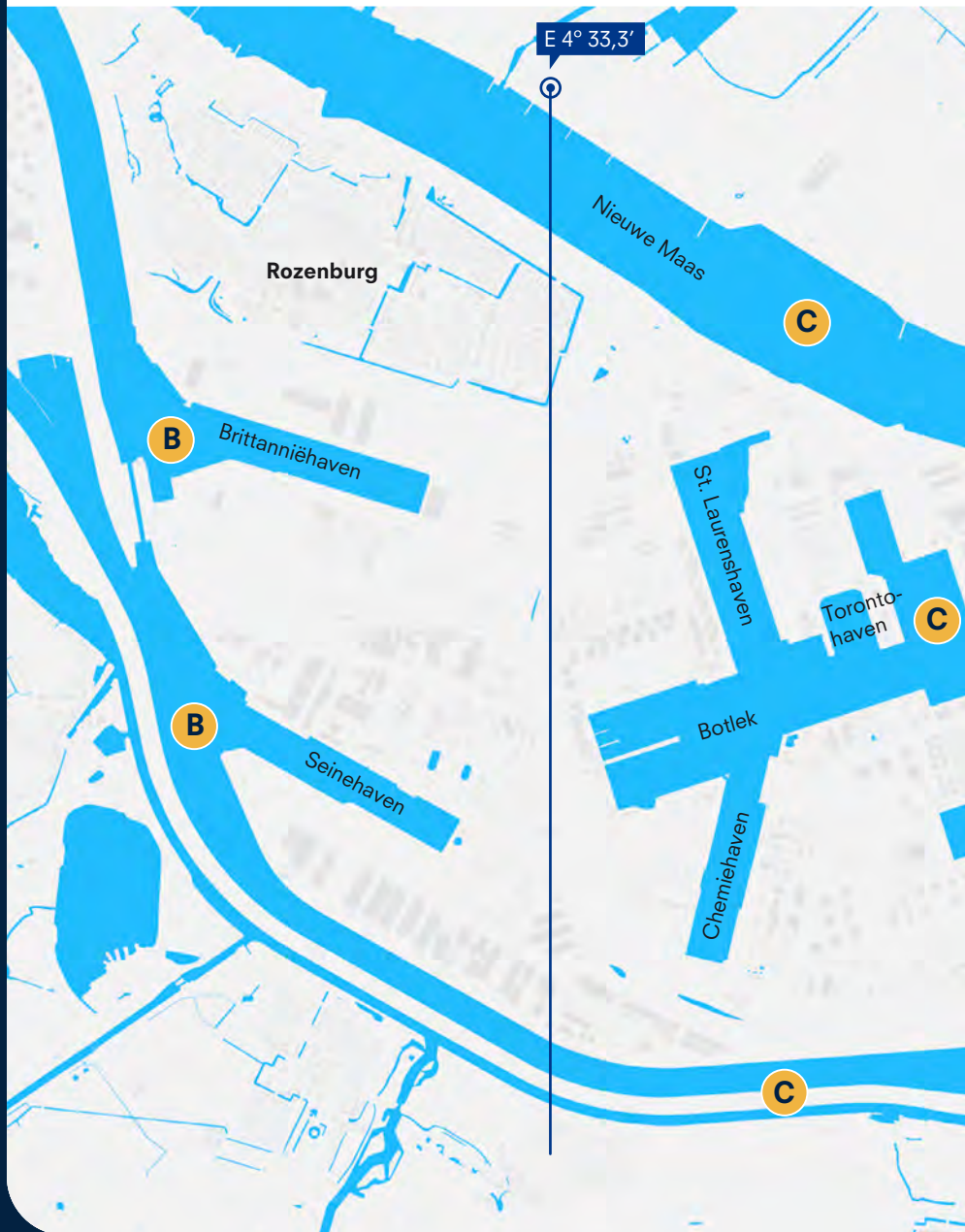
ROTTERDAM-RIJNMOND - TARIFF AREA H-I



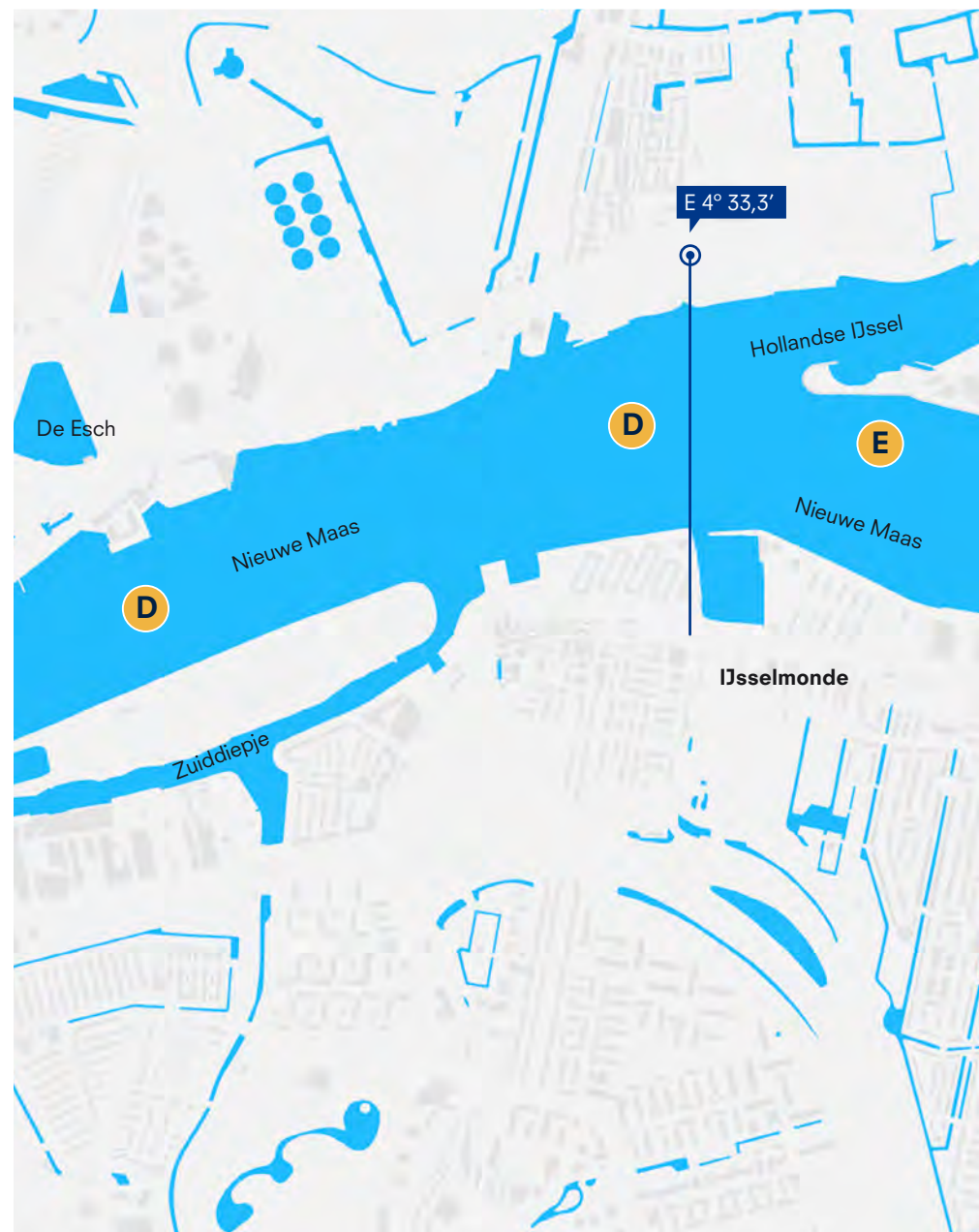
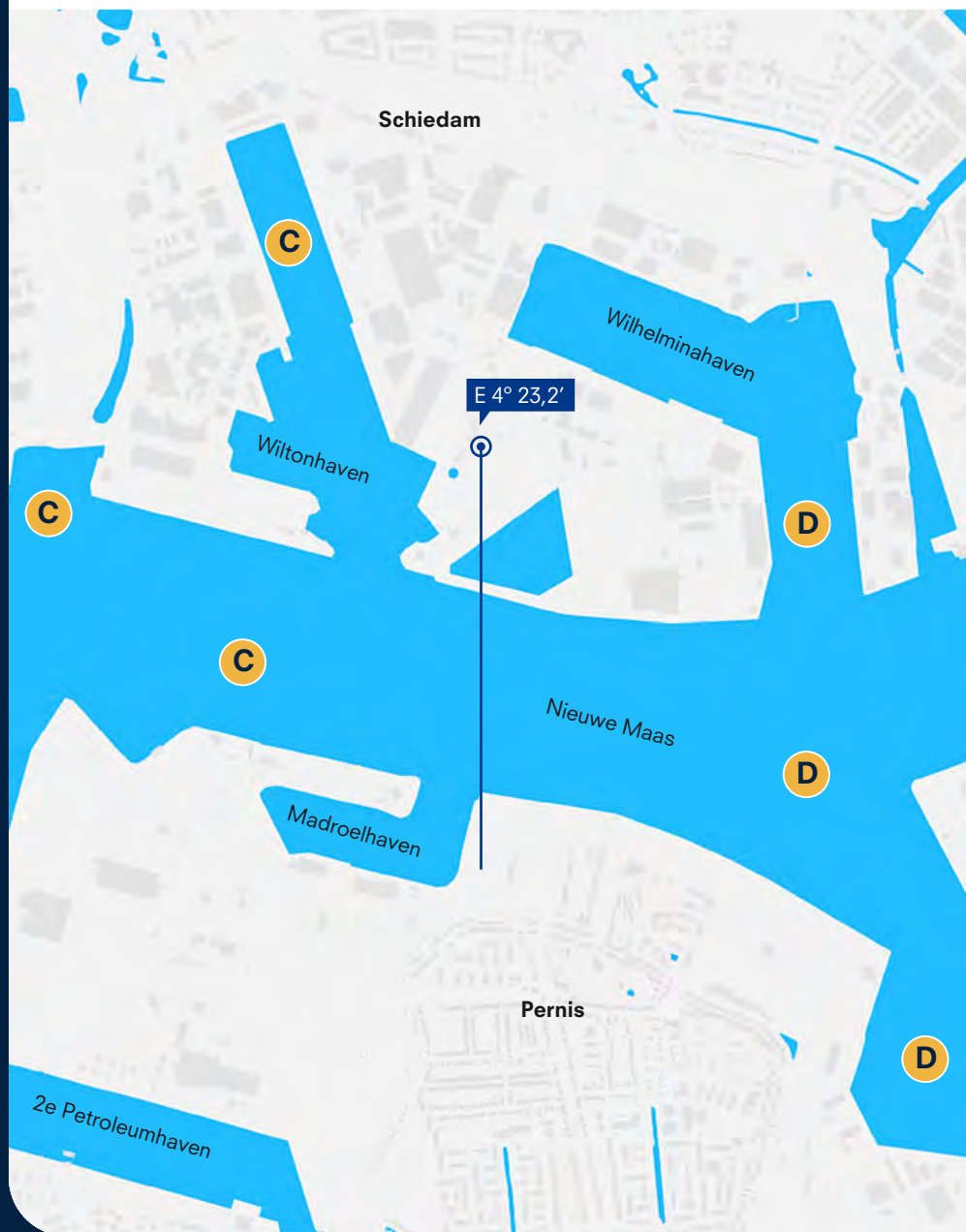
ROTTERDAM-RIJNMOND - TARIFF AREA B DETAIL



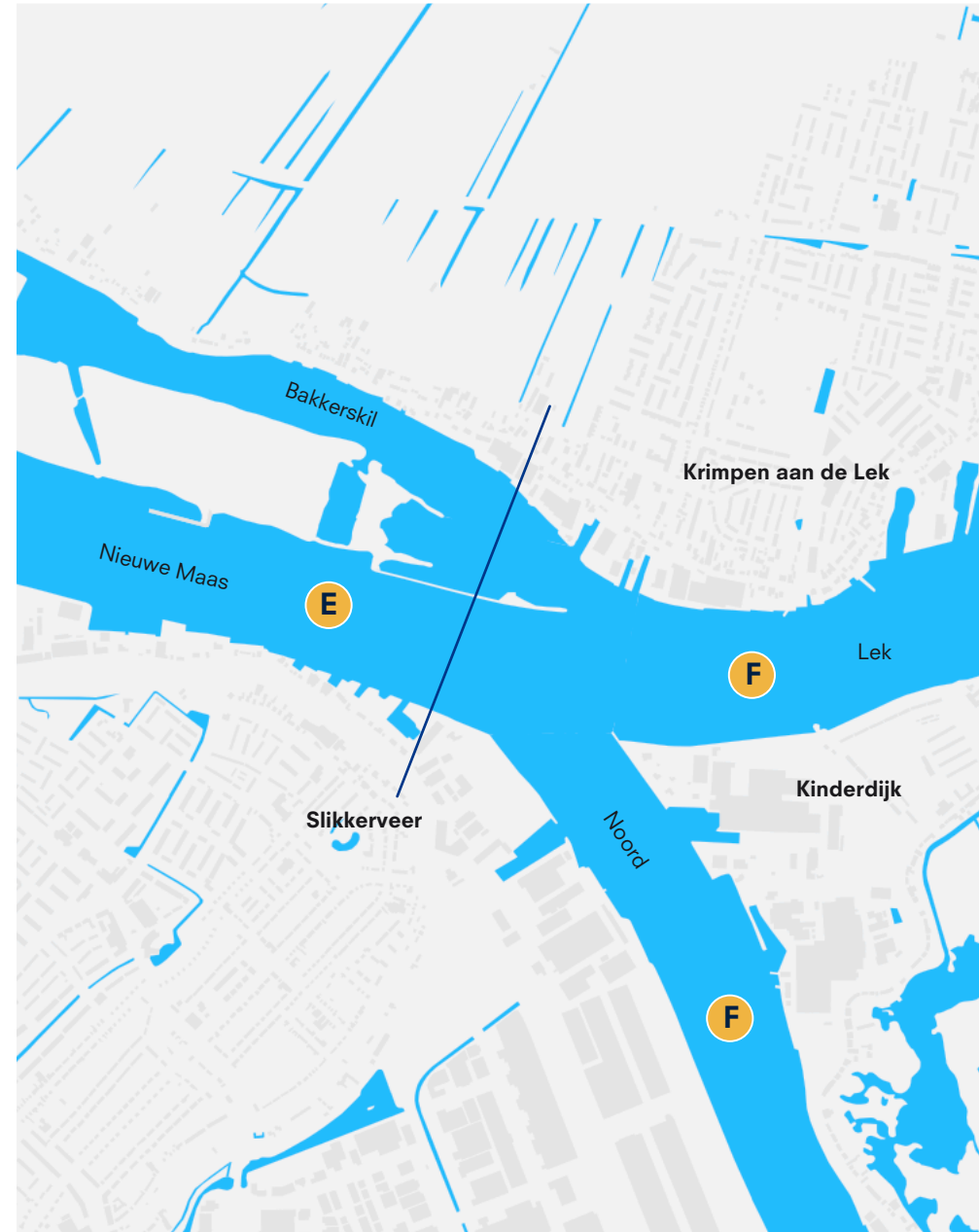
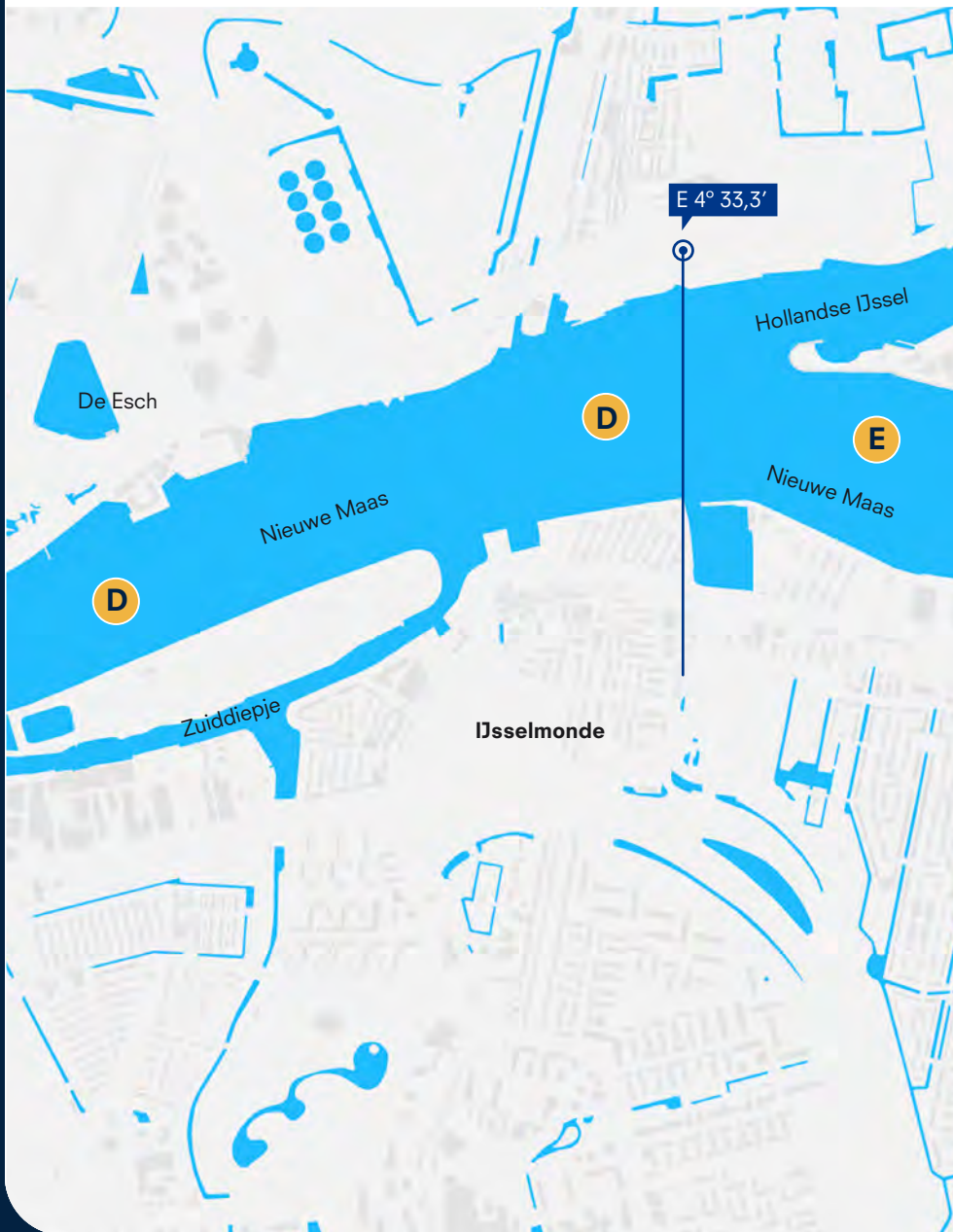
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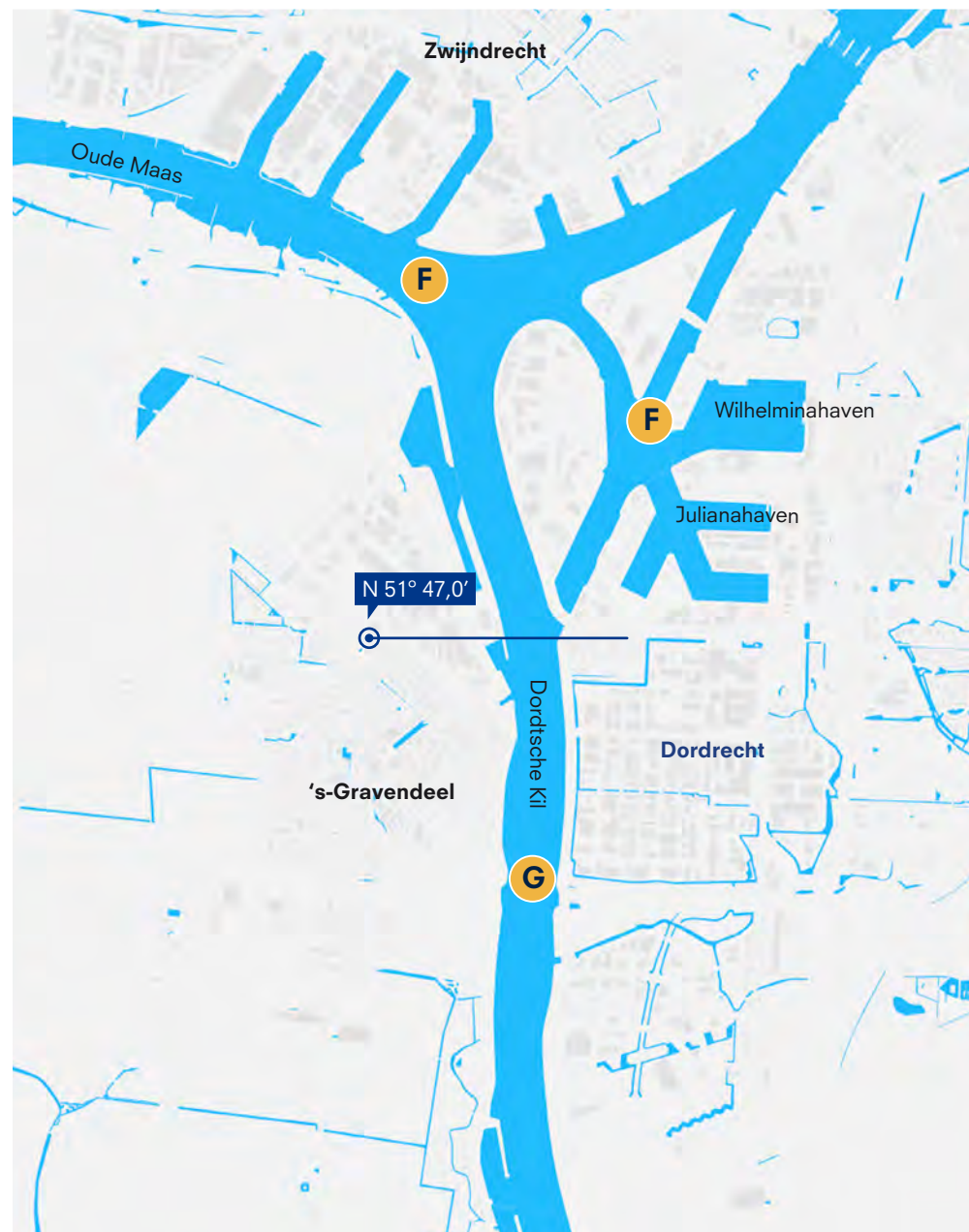
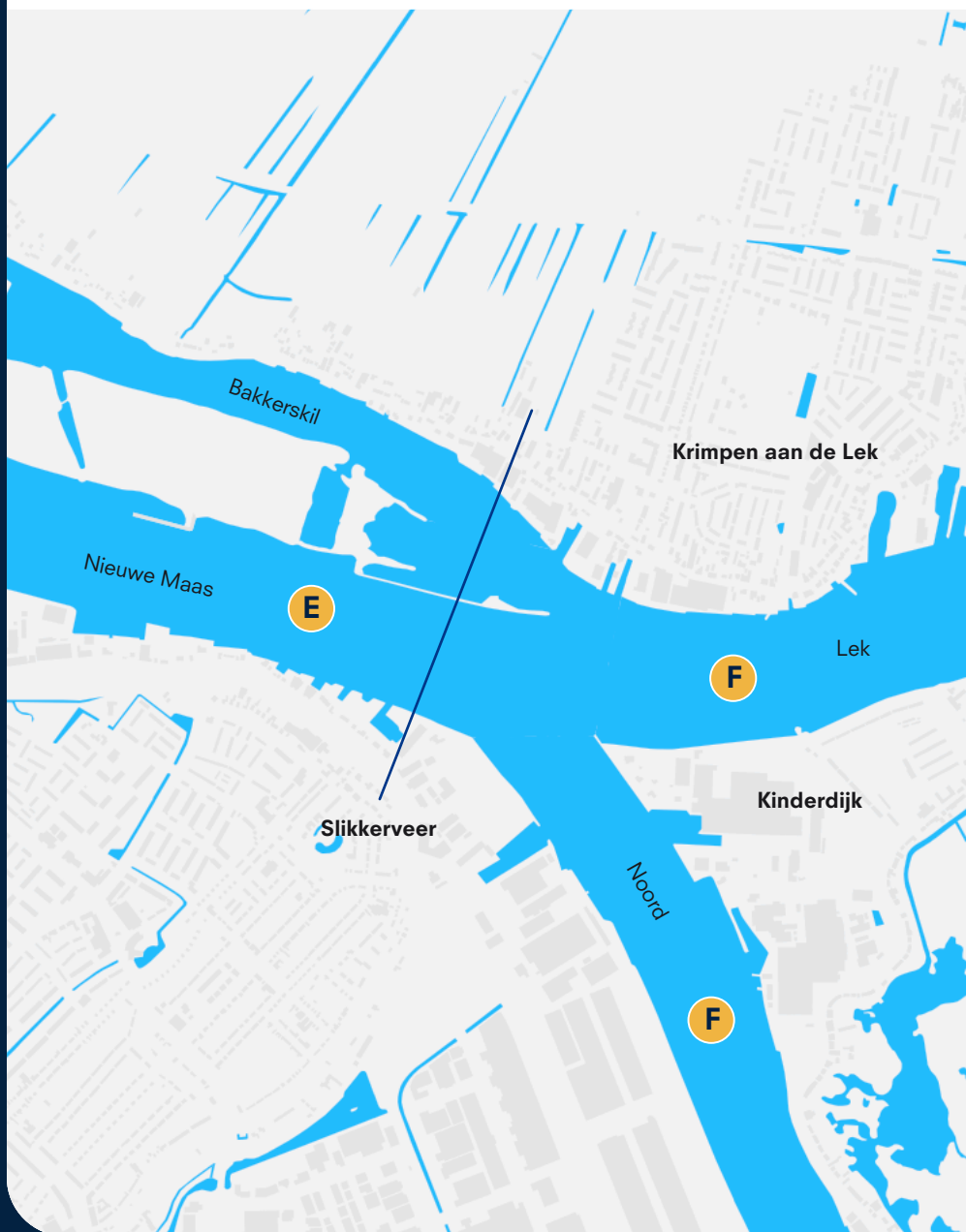
ROTTERDAM-RIJNMOND - TARIFF AREA D DETAIL



ROTTERDAM-RIJNMOND - TARIFF AREA E DETAIL



ROTTERDAM-RIJNMOND - TARIFF AREA F DETAIL



ROTTERDAM-RIJNMOND - TARIFF AREA F DETAIL





TARIFF TABLES

TO AND FROM
THE PILOT STATION

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

Sea port area Rotterdam-Rijnmond incl. Scheveningen			RV	RVLNG	Sea	A	B	C	D	E	F	G	H	I	J
			Rendezvous	Rendezvous LNG		1e Maasvlakte	Europoort	Botlek	Waalhaven	Bolnes	Dordrecht	Moerdijk	Haringvliet	Scheveningen	2e Maasvlakte
						4	5	6	6	8	11	12	13	5	5
RV	Rendezvous		S-RV + TC15												
RVLNG	Rendezvous LNG			S-RV + TC10											
Sea					S-IN/OUT + TC4										
A	1e Maasvlakte	4	S-RV + TC15	S-RV + TC10	S-IN/OUT + TC4	S-BS + TC1									
B	Europoort	5	S-RV + TC16	S-RV + TC11	S-IN/OUT + TC5	S-BS + TC2	S-BS + TC1								
C	Botlek	6		S-RV + TC12	S-IN/OUT + TC6	S-BS + TC3	S-BS + TC4*	S-BS + TC1							
D	Waalhaven	6		S-RV + TC12	S-IN/OUT + TC6	S-BS + TC3	S-BS + TC4*	S-BS + TC1	S-BS + TC1						
E	Bolnes	8			S-IN/OUT + TC8	S-BS + TC5	S-BS + TC6*	S-BS + TC3	S-BS + TC3	S-BS + TC1					
F	Dordrecht	11			S-IN/OUT + TC11	S-BS + TC8	S-BS + TC9*	S-BS + TC6	S-BS + TC6	S-BS + TC4	S-BS + TC1				
G	Moerdijk	12			S-IN/OUT + TC12	S-BS + TC9	S-BS + TC10*	S-BS + TC7	S-BS + TC7	S-BS + TC5	S-BS + TC2	S-BS + TC1			
H	Haringvliet	13			S-IN/OUT + TC13	S-BS + TC10	S-BS + TC11*	S-BS + TC8	S-BS + TC8	S-BS + TC6	S-BS + TC3	S-BS + TC2	S-BS + TC1		
I	Scheveningen	5			S-IN/OUT + TC5	S-BS + TC2	S-BS + TC1	S-BS + TC2	S-BS + TC2	S-BS + TC4	S-BS + TC7	S-BS + TC8	S-BS + TC9	S-BS + TC1	
J	2e Maasvlakte	5	S-RV + TC16	S-RV + TC11	S-IN/OUT + TC5	S-BS + TC2	S-BS + TC3*	S-BS + TC4*	S-BS + TC4*	S-BS + TC6*	S-BS + TC9*	S-BS + TC10*	S-BS + TC11*	S-BS + TC1	S-BS + TC1

Explanation of colour scheme and used abbreviations:

- Rendezvous voyage
- Ingoing and outgoing voyages (Pilot Station)
- Berth Shift

S tariff = Start tariff

T tariff = Route dependent tariff

RV = Rendezvous voyages

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

BS = Berth Shift voyages

TC = Tariff Column T tariff

* For berth shift voyages between tariff area Europoort (B) on the one hand, and Botlek (C), Waalhaven (D), Dordrecht (F) en Moerdijk (G) on the other hand, the regular route goes via the Separation buoy and the Lower Light (tariff area A), and the Nieuwe Waterweg. For berth shift voyages between tariff area 2nd Maasvlakte (J) and all other tariff areas, the regular route goes via tariff area 1st Maasvlakte (A). In both situations an additional tariff of two extra tariff columns will be charged, this is regarded as an A tariff, and charged as two times the financial difference between tariff columns 2 and 1 (based on art. 4.5.g of the Registered Pilots Market Supervision Decree).

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €																		
					A	B, I, J	C, D				E				F	G	H			
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16			
≤27	271	22	30	38	47	53	61	67	76	83	91	99	106	113	120	130	138			
28	289	25	33	41	49	56	64	73	80	89	97	105	112	120	130	138	145			
29	308	27	35	44	52	61	67	78	86	94	102	112	118	130	138	146	154			
30	326	28	36	47	54	64	73	82	91	100	108	118	127	138	145	155	163			
31	335	29	37	48	56	66	75	85	93	103	112	120	131	141	150	159	168			
32	343	29	38	48	59	67	77	86	97	106	114	125	135	144	153	164	172			
33	352	29	39	49	61	69	79	88	99	108	117	127	139	149	157	169	178			
34	362	30	40	50	62	72	80	90	102	112	119	131	143	152	160	175	182			
35	370	32	41	51	64	74	82	92	105	114	124	133	146	156	164	179	188			
36	381	32	42	53	65	75	86	95	106	116	127	138	149	158	170	181	191			
37	404	34	45	55	67	80	90	101	112	124	135	146	157	168	181	191	202			
38	426	35	48	59	72	85	94	106	118	131	143	155	165	178	191	202	214			
39	449	37	51	61	76	89	99	112	126	138	150	163	175	188	202	212	227			
40	470	39	54	64	80	93	104	118	133	144	157	171	182	196	212	223	237			
41	493	41	56	67	83	99	108	125	140	150	165	181	191	206	223	234	248			
42	518	42	57	72	86	100	114	131	144	158	172	188	202	216	231	245	259			
43	559	48	62	78	93	107	125	141	156	170	187	202	218	234	248	264	280			
44	599	51	67	83	99	115	134	151	167	183	200	218	234	250	266	283	301			
45	641	54	72	89	106	124	144	162	179	195	213	234	250	267	285	303	323			
46	683	59	77	94	112	131	153	171	190	208	227	248	266	285	304	321	343			
47	723	62	81	100	118	139	163	182	202	221	240	264	283	303	321	340	363			
48	762	64	86	106	127	149	170	191	212	234	254	277	297	318	339	360	382			
49	806	67	90	112	135	157	181	202	225	247	269	292	316	337	359	382	406			
50	853	72	94	118	143	165	191	214	237	261	285	309	334	356	380	404	428			
51	897	76	99	126	150	175	202	227	249	277	299	325	351	375	400	426	451			
52	942	80	104	133	157	182	212	237	261	291	316	342	369	395	419	448	475			
53	987	83	108	140	165	191	223	248	274	305	331	357	388	413	439	471	497			
54	1.035	86	114	144	172	202	231	259	287	317	345	375	403	432	460	490	517			
55	1.102	92	122	154	184	215	246	277	307	337	368	400	430	460	491	522	552			
56	1.169	98	131	163	195	229	260	293	326	358	391	425	457	490	522	554	587			
57	1.237	103	138	172	207	242	277	311	345	380	413	449	484	517	552	587	621			
58	1.305	108	145	182	219	255	291	329	363	400	437	475	510	547	583	619	656			

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €																		
					A	B, I, J	C, D				E				F	G	H			
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16			
59	1.372	114	153	192	231	268	307	345	383	422	459	499	537	576	613	652	690			
60	1.442	119	160	201	241	281	321	361	401	441	482	522	562	602	642	682	722			
61	1.509	126	168	209	253	294	336	378	421	462	504	547	589	631	673	714	757			
62	1.578	132	176	220	264	308	351	396	439	484	528	572	615	659	703	747	791			
63	1.649	138	183	230	275	321	367	413	458	504	550	596	642	688	734	780	826			
64	1.716	144	191	240	286	335	382	430	478	526	574	621	669	717	765	811	860			
65	1.785	150	198	248	298	348	398	447	497	547	596	646	695	746	795	845	894			
66	1.851	155	206	258	309	360	412	463	515	567	618	670	721	773	825	875	927			
67	1.923	160	214	268	321	375	428	482	535	589	642	696	750	804	857	910	963			
68	1.996	166	221	279	334	389	445	500	554	611	666	723	779	835	889	944	1.000			
69	2.067	171	230	290	346	403	460	517	576	632	690	750	807	864	923	978	1.036			
70	2.139	178	237	299	358	418	477	536	595	655	714	777	836	895	954	1.014	1.073			
71	2.213	183	245	311	371	432	493	554	615	677	738	804	864	926	988	1.047	1.108			
72	2.285	191	254	318	382	445	509	573	637	699	763	828	890	954	1.018	1.082	1.145			
73	2.353	196	261	329	394	458	525	590	656	720	786	852	918	983	1.048	1.115	1.181			
74	2.421	202	269	337	406	473	540	606	676	742	809	877	944	1.012	1.079	1.146	1.215			
75	2.489	208	278	347	416	486	554	624	694	762	833	902	971	1.041	1.109	1.180	1.249			
76	2.557	214	285	356	428	499	571	641	713	784	855	927	998	1.069	1.140	1.212	1.284			
77	2.623	220	292	365	439	512	586	658	733	804	878	951	1.025	1.098	1.171	1.245	1.318			
78	2.693	225	299	375	450	525	600	676	750	825	900	975	1.050	1.125	1.200	1.275	1.350			
79	2.753	230	307	383	459	536	613	690	767	843	921	996	1.074	1.149	1.227	1.302	1.380			
80	2.811	234	313	393	470	547	627	705	783	861	940	1.017	1.096	1.175	1.254	1.331	1.410			
81	2.870	240	320	400	479	560	640	720	798	879	960	1.038	1.119	1.199	1.281	1.358	1.439			
82	2.927	244	327	409	489	571	654	736	815	897	980	1.058	1.142	1.224	1.307	1.386	1.469			
83	2.987	248	334	418	498	582	668	751	832	916	1.001	1.080	1.166	1.249	1.335	1.414	1.498			
84	3.048	254	339	425	509	594	679	763	848	934	1.018	1.103	1.188	1.273	1.358	1.442	1.527			
85	3.112	259	347	433	520	606	693	780	867	952	1.039	1.126	1.213	1.299	1.386	1.473	1.559			
86	3.175	266	355	441	530	619	707	796	885	972	1.060	1.148	1.237	1.326	1.416	1.503	1.591			
87	3.239	271	362	450	541	631	721	811	903	991	1.081	1.172	1.263	1.353	1.444	1.534	1.622			
88	3.303	278	369	458	551	644	736	829	922	1.010	1.102	1.194	1.287	1.380	1.473	1.565	1.653			
89	3.367	283	377	466	562	656	750	845	939	1.029	1.123	1.218	1.312	1.406	1.502	1.595	1.685			
90	3.429	286	382	477	573	669	763	859	954	1.050	1.145	1.241	1.336	1.431	1.527	1.623	1.719			

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

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					A	B, I, J	C, D				E				F	G	H			
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16			
91	3.493	292	389	486	583	681	778	875	973	1.069	1.168	1.265	1.361	1.459	1.555	1.653	1.749			
92	3.557	298	396	494	593	693	792	891	991	1.089	1.188	1.287	1.386	1.485	1.584	1.684	1.782			
93	3.621	304	402	503	604	705	806	908	1.009	1.107	1.208	1.310	1.411	1.513	1.614	1.714	1.813			
94	3.684	310	409	511	614	718	822	925	1.028	1.127	1.230	1.334	1.436	1.539	1.642	1.745	1.845			
95	3.747	316	415	520	625	731	836	940	1.045	1.145	1.251	1.356	1.461	1.566	1.671	1.776	1.876			
96	3.810	318	425	530	637	743	848	954	1.060	1.168	1.273	1.379	1.485	1.591	1.697	1.803	1.910			
97	3.878	324	432	540	648	756	863	972	1.080	1.188	1.296	1.403	1.513	1.620	1.728	1.835	1.943			
98	3.945	330	439	549	659	770	879	989	1.099	1.208	1.319	1.429	1.539	1.648	1.759	1.868	1.978			
99	4.013	336	447	560	671	783	894	1.006	1.118	1.230	1.342	1.453	1.566	1.678	1.789	1.900	2.014			
100	4.080	342	454	569	682	796	910	1.024	1.137	1.251	1.365	1.478	1.592	1.706	1.820	1.934	2.046			
101	4.147	347	462	579	694	809	925	1.041	1.156	1.272	1.387	1.503	1.619	1.734	1.850	1.966	2.081			
102	4.218	352	470	587	704	823	939	1.056	1.175	1.292	1.409	1.527	1.643	1.762	1.879	1.995	2.115			
103	4.250	355	474	592	709	829	946	1.065	1.183	1.301	1.419	1.538	1.656	1.775	1.892	2.012	2.130			
104	4.282	358	477	596	715	836	952	1.073	1.192	1.311	1.430	1.549	1.668	1.788	1.908	2.027	2.146			
105	4.316	361	481	601	721	842	959	1.080	1.200	1.321	1.440	1.560	1.681	1.801	1.922	2.042	2.162			
106	4.348	363	485	605	727	848	966	1.088	1.208	1.331	1.450	1.572	1.694	1.815	1.937	2.058	2.179			
107	4.380	367	489	611	733	855	973	1.095	1.218	1.340	1.462	1.583	1.706	1.828	1.950	2.072	2.195			
108	4.409	368	491	613	737	859	981	1.105	1.227	1.350	1.473	1.596	1.719	1.840	1.964	2.085	2.210			
109	4.446	371	496	618	743	866	990	1.115	1.237	1.362	1.485	1.610	1.732	1.856	1.980	2.104	2.227			
110	4.481	374	499	624	748	873	999	1.124	1.248	1.374	1.497	1.623	1.746	1.872	1.995	2.121	2.245			
111	4.517	376	503	628	754	879	1.007	1.133	1.258	1.385	1.511	1.636	1.762	1.886	2.014	2.137	2.264			
112	4.553	380	506	632	759	886	1.016	1.143	1.270	1.396	1.523	1.649	1.776	1.901	2.029	2.155	2.283			
113	4.590	382	510	637	765	892	1.025	1.152	1.280	1.407	1.534	1.662	1.790	1.917	2.045	2.172	2.301			
114	4.627	387	515	644	773	901	1.030	1.159	1.288	1.417	1.545	1.674	1.803	1.931	2.060	2.189	2.318			
115	4.663	389	518	650	779	909	1.039	1.169	1.298	1.428	1.558	1.687	1.818	1.947	2.077	2.207	2.336			
116	4.699	393	523	654	784	917	1.047	1.179	1.309	1.439	1.570	1.700	1.832	1.963	2.092	2.224	2.354			
117	4.734	395	527	658	791	925	1.055	1.188	1.320	1.450	1.582	1.714	1.847	1.977	2.110	2.240	2.373			
118	4.772	398	530	663	796	932	1.065	1.197	1.331	1.463	1.595	1.728	1.861	1.992	2.125	2.258	2.391			
119	4.807	400	535	669	801	939	1.074	1.207	1.341	1.474	1.608	1.741	1.875	2.007	2.142	2.276	2.410			
120	4.843	404	539	676	809	944	1.079	1.213	1.348	1.482	1.618	1.751	1.888	2.024	2.158	2.292	2.427			
121	4.881	407	542	680	815	951	1.088	1.223	1.360	1.494	1.630	1.766	1.903	2.039	2.174	2.310	2.445			
122	4.916	410	547	684	822	957	1.096	1.233	1.370	1.506	1.642	1.780	1.917	2.054	2.191	2.327	2.464			

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €																		
					A	B, I, J	C, D				E				F	G	H			
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16			
123	4.952	413	550	689	827	964	1.105	1.243	1.380	1.518	1.655	1.793	1.931	2.069	2.207	2.344	2.481			
124	4.989	415	554	694	833	971	1.114	1.252	1.390	1.529	1.668	1.807	1.945	2.084	2.223	2.362	2.501			
125	5.025	419	558	698	838	977	1.122	1.262	1.400	1.540	1.681	1.820	1.961	2.099	2.238	2.379	2.518			
126	5.061	423	564	704	846	987	1.128	1.269	1.409	1.550	1.691	1.832	1.973	2.115	2.255	2.396	2.536			
127	5.099	426	567	708	851	994	1.135	1.277	1.419	1.562	1.703	1.846	1.987	2.129	2.271	2.413	2.555			
128	5.135	428	572	714	857	1.002	1.143	1.287	1.430	1.572	1.716	1.860	2.001	2.144	2.287	2.430	2.572			
129	5.171	432	576	719	862	1.009	1.150	1.297	1.440	1.584	1.728	1.873	2.016	2.160	2.303	2.449	2.590			
130	5.208	434	580	723	869	1.017	1.158	1.306	1.450	1.596	1.739	1.886	2.030	2.174	2.320	2.465	2.609			
131	5.243	437	583	729	874	1.025	1.167	1.316	1.462	1.608	1.751	1.899	2.044	2.191	2.335	2.481	2.628			
132	5.279	440	588	735	882	1.029	1.176	1.322	1.470	1.617	1.764	1.911	2.058	2.206	2.352	2.498	2.646			
133	5.336	445	593	743	891	1.040	1.188	1.336	1.485	1.633	1.782	1.931	2.078	2.227	2.376	2.523	2.673			
134	5.389	450	599	750	901	1.050	1.200	1.349	1.501	1.649	1.799	1.950	2.099	2.251	2.400	2.550	2.701			
135	5.444	454	605	758	911	1.060	1.213	1.363	1.516	1.666	1.818	1.970	2.121	2.274	2.424	2.576	2.728			
136	5.500	459	611	765	921	1.072	1.225	1.376	1.531	1.682	1.835	1.990	2.142	2.296	2.449	2.602	2.757			
137	5.555	464	616	773	930	1.082	1.237	1.389	1.546	1.698	1.854	2.011	2.162	2.320	2.471	2.628	2.783			
138	5.606	467	624	781	937	1.092	1.248	1.404	1.560	1.717	1.873	2.029	2.185	2.340	2.497	2.654	2.809			
139	5.670	475	631	789	947	1.105	1.263	1.422	1.578	1.735	1.893	2.052	2.210	2.368	2.526	2.683	2.840			
140	5.733	480	639	797	957	1.117	1.277	1.438	1.597	1.755	1.915	2.075	2.234	2.394	2.555	2.714	2.872			
141	5.797	486	647	806	968	1.130	1.291	1.453	1.616	1.774	1.937	2.097	2.259	2.422	2.583	2.745	2.904			
142	5.860	491	655	815	978	1.142	1.305	1.470	1.633	1.793	1.957	2.121	2.284	2.449	2.611	2.775	2.934			
143	5.925	497	663	824	989	1.154	1.320	1.486	1.651	1.812	1.978	2.143	2.309	2.475	2.641	2.806	2.967			
144	5.987	500	668	834	1.000	1.168	1.334	1.501	1.667	1.833	2.000	2.167	2.334	2.501	2.667	2.833	3.000			
145	6.042	504	673	841	1.009	1.178	1.346	1.514	1.682	1.850	2.019	2.187	2.354	2.522	2.691	2.859	3.027			
146	6.096	509	679	848	1.019	1.188	1.358	1.527	1.697	1.867	2.037	2.207	2.376	2.546	2.716	2.885	3.056			
147	6.151	514	684	856	1.028	1.198	1.371	1.540	1.713	1.885	2.055	2.226	2.398	2.569	2.740	2.911	3.083			
148	6.206	518	690	863	1.038	1.208	1.383	1.553	1.728	1.901	2.072	2.246	2.417	2.591	2.765	2.936	3.110			
149	6.262	524	695	872	1.047	1.220	1.395	1.567	1.743	1.918	2.091	2.266	2.438	2.616	2.790	2.963	3.139			
150	6.313	528	703	879	1.053	1.230	1.405	1.581	1.758	1.934	2.110	2.285	2.462	2.636	2.813	2.988	3.163			
151	6.368	532	708	887	1.064	1.240	1.418	1.595	1.773	1.950	2.128	2.305	2.481	2.660	2.836	3.014	3.191			
152	6.421	537	714	894	1.074	1.251	1.431	1.609	1.788	1.968	2.145	2.325	2.503	2.682	2.860	3.040	3.219			
153	6.478	541	720	902	1.083	1.262	1.443	1.622	1.803	1.985	2.163	2.345	2.523	2.706	2.885	3.066	3.247			
154	6.532	547	727	910	1.092	1.272	1.455	1.635	1.819	2.002	2.181	2.366	2.545	2.728	2.908	3.092	3.274			

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €																		
					A	B, I, J	C, D				E				F	G	H			
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16			
155	6.587	551	733	918	1.102	1.283	1.468	1.648	1.834	2.020	2.200	2.385	2.566	2.751	2.931	3.117	3.302			
156	6.639	554	740	925	1.109	1.294	1.478	1.664	1.848	2.033	2.219	2.404	2.587	2.772	2.958	3.143	3.327			
157	6.696	560	746	932	1.119	1.304	1.490	1.678	1.864	2.050	2.236	2.424	2.609	2.796	2.981	3.168	3.355			
158	6.749	564	751	939	1.129	1.315	1.503	1.691	1.879	2.066	2.255	2.443	2.630	2.818	3.006	3.194	3.382			
159	6.805	569	757	947	1.138	1.325	1.516	1.704	1.893	2.082	2.273	2.464	2.651	2.840	3.029	3.220	3.411			
160	6.860	574	762	954	1.147	1.336	1.528	1.718	1.910	2.097	2.290	2.483	2.672	2.864	3.054	3.246	3.439			
161	6.915	579	769	962	1.157	1.347	1.540	1.731	1.924	2.116	2.309	2.504	2.693	2.887	3.077	3.271	3.466			
162	6.966	582	776	970	1.165	1.358	1.552	1.745	1.939	2.133	2.327	2.520	2.715	2.909	3.103	3.297	3.492			
163	7.022	587	782	977	1.174	1.369	1.565	1.759	1.955	2.150	2.345	2.541	2.736	2.931	3.126	3.323	3.519			
164	7.076	592	787	986	1.183	1.379	1.577	1.772	1.969	2.168	2.364	2.561	2.757	2.955	3.151	3.349	3.546			
165	7.131	596	793	993	1.193	1.389	1.590	1.785	1.985	2.185	2.381	2.581	2.777	2.978	3.174	3.374	3.574			
166	7.186	601	798	1.001	1.202	1.399	1.602	1.798	2.000	2.202	2.400	2.602	2.800	3.001	3.198	3.401	3.602			
167	7.241	605	804	1.008	1.212	1.411	1.615	1.812	2.016	2.219	2.417	2.622	2.821	3.023	3.223	3.426	3.629			
168	7.293	608	811	1.015	1.219	1.422	1.624	1.827	2.031	2.233	2.436	2.639	2.842	3.046	3.249	3.452	3.655			
169	7.350	613	819	1.023	1.228	1.431	1.636	1.840	2.046	2.251	2.455	2.660	2.863	3.069	3.272	3.478	3.683			
170	7.404	618	824	1.030	1.237	1.442	1.649	1.854	2.061	2.268	2.472	2.680	2.885	3.092	3.296	3.504	3.710			
171	7.458	624	830	1.038	1.247	1.452	1.662	1.867	2.077	2.285	2.490	2.700	2.905	3.114	3.320	3.529	3.738			
172	7.512	628	836	1.045	1.257	1.463	1.674	1.880	2.091	2.302	2.508	2.720	2.926	3.137	3.344	3.556	3.765			
173	7.569	632	841	1.053	1.267	1.474	1.687	1.893	2.108	2.320	2.526	2.739	2.947	3.160	3.367	3.581	3.793			
174	7.620	637	848	1.060	1.273	1.485	1.697	1.910	2.122	2.334	2.546	2.758	2.970	3.182	3.394	3.606	3.818			
175	7.675	641	855	1.068	1.283	1.495	1.710	1.923	2.136	2.350	2.565	2.777	2.992	3.205	3.418	3.631	3.845			
176	7.729	646	860	1.077	1.292	1.506	1.722	1.937	2.153	2.366	2.582	2.799	3.013	3.228	3.443	3.658	3.873			
177	7.786	651	866	1.084	1.301	1.517	1.734	1.950	2.168	2.382	2.600	2.818	3.032	3.251	3.467	3.684	3.902			
178	7.839	656	872	1.092	1.311	1.527	1.746	1.963	2.182	2.399	2.619	2.838	3.055	3.274	3.493	3.709	3.929			
179	7.893	660	877	1.099	1.321	1.538	1.760	1.976	2.198	2.415	2.636	2.859	3.075	3.297	3.518	3.736	3.956			
180	7.945	663	885	1.105	1.327	1.548	1.771	1.990	2.212	2.432	2.655	2.876	3.097	3.318	3.540	3.761	3.982			
181	8.000	669	890	1.114	1.337	1.559	1.783	2.004	2.227	2.451	2.673	2.896	3.118	3.341	3.563	3.787	4.010			
182	8.056	673	896	1.121	1.347	1.569	1.795	2.018	2.243	2.468	2.691	2.916	3.140	3.364	3.588	3.813	4.037			
183	8.111	678	902	1.129	1.356	1.579	1.808	2.031	2.258	2.484	2.710	2.936	3.160	3.388	3.611	3.839	4.064			
184	8.165	682	908	1.136	1.366	1.591	1.820	2.044	2.274	2.502	2.727	2.956	3.181	3.410	3.635	3.864	4.094			
185	8.220	687	913	1.143	1.375	1.601	1.832	2.058	2.289	2.519	2.746	2.976	3.202	3.432	3.660	3.890	4.121			
186	8.273	691	922	1.151	1.382	1.613	1.842	2.072	2.303	2.533	2.763	2.994	3.224	3.455	3.685	3.916	4.146			

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
					A	B, I, J	C, D				E				F	G	H
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
187	8.328	695	927	1.159	1.391	1.623	1.855	2.085	2.318	2.552	2.782	3.014	3.246	3.478	3.709	3.941	4.173
188	8.383	701	933	1.168	1.400	1.633	1.867	2.099	2.334	2.568	2.801	3.033	3.266	3.501	3.734	3.967	4.201
189	8.437	705	938	1.175	1.411	1.643	1.879	2.113	2.349	2.584	2.818	3.055	3.288	3.523	3.756	3.993	4.229
190	8.493	709	944	1.182	1.421	1.654	1.892	2.127	2.365	2.603	2.836	3.074	3.309	3.546	3.781	4.018	4.256
191	8.547	714	950	1.190	1.430	1.665	1.905	2.140	2.379	2.620	2.854	3.095	3.329	3.570	3.804	4.044	4.285
192	8.599	719	957	1.197	1.437	1.676	1.915	2.155	2.393	2.634	2.873	3.112	3.352	3.592	3.831	4.070	4.308
193	8.709	729	970	1.213	1.454	1.697	1.940	2.182	2.424	2.667	2.909	3.152	3.395	3.637	3.878	4.121	4.364
194	8.816	738	982	1.228	1.473	1.719	1.965	2.211	2.456	2.701	2.945	3.191	3.438	3.684	3.928	4.173	4.418
195	8.926	747	995	1.244	1.490	1.739	1.989	2.238	2.486	2.734	2.981	3.230	3.480	3.729	3.976	4.225	4.473
≥196	9.035	755	1.006	1.258	1.509	1.761	2.014	2.264	2.515	2.766	3.018	3.269	3.521	3.773	4.024	4.276	4.527



TARIFF TABLES

BERTH SHIFT VOYAGES

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

Sea port area Rotterdam-Rijnmond incl. Scheveningen			RV	RVLNG	Sea	A	B	C	D	E	F	G	H	I	J
			Rendezvous	Rendezvous LNG		1e Maasvlakte	Europoort	Botlek	Waalhaven	Bolnes	Dordrecht	Moerdijk	Haringvliet	Scheveningen	2e Maasvlakte
						4	5	6	6	8	11	12	13	5	5
RV	Rendezvous		S-RV + TC15												
RVLNG	Rendezvous LNG			S-RV + TC10											
Sea					S-IN/OUT + TC4										
A	1e Maasvlakte	4	S-RV + TC15	S-RV + TC10	S-IN/OUT + TC4	S-BS + TC1									
B	Europoort	5	S-RV + TC16	S-RV + TC11	S-IN/OUT + TC5	S-BS + TC2	S-BS + TC1								
C	Botlek	6		S-RV + TC12	S-IN/OUT + TC6	S-BS + TC3	S-BS + TC4*	S-BS + TC1							
D	Waalhaven	6		S-RV + TC12	S-IN/OUT + TC6	S-BS + TC3	S-BS + TC4*	S-BS + TC1	S-BS + TC1						
E	Bolnes	8			S-IN/OUT + TC8	S-BS + TC5	S-BS + TC6*	S-BS + TC3	S-BS + TC3	S-BS + TC1					
F	Dordrecht	11			S-IN/OUT + TC11	S-BS + TC8	S-BS + TC9*	S-BS + TC6	S-BS + TC6	S-BS + TC4	S-BS + TC1				
G	Moerdijk	12			S-IN/OUT + TC12	S-BS + TC9	S-BS + TC10*	S-BS + TC7	S-BS + TC7	S-BS + TC5	S-BS + TC2	S-BS + TC1			
H	Haringvliet	13			S-IN/OUT + TC13	S-BS + TC10	S-BS + TC11*	S-BS + TC8	S-BS + TC8	S-BS + TC6	S-BS + TC3	S-BS + TC2	S-BS + TC1		
I	Scheveningen	5			S-IN/OUT + TC5	S-BS + TC2	S-BS + TC1	S-BS + TC2	S-BS + TC2	S-BS + TC4	S-BS + TC7	S-BS + TC8	S-BS + TC9	S-BS + TC1	
J	2e Maasvlakte	5	S-RV + TC16	S-RV + TC11	S-IN/OUT + TC5	S-BS + TC2	S-BS + TC3*	S-BS + TC4*	S-BS + TC4*	S-BS + TC6*	S-BS + TC9*	S-BS + TC10*	S-BS + TC11*	S-BS + TC1	S-BS + TC1

Explanation of colour scheme and used abbreviations:

- Rendezvous voyage
- Ingoing and outgoing voyages (Pilot Station)
- Berth Shift

S tariff = Start tariff

T tariff = Route dependent tariff

RV = Rendezvous voyages

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

BS = Berth Shift voyages

TC = Tariff Column T tariff

* For berth shift voyages between tariff area Europoort (B) on the one hand, and Botlek (C), Waalhaven (D), Dordrecht (F) en Moerdijk (G) on the other hand, the regular route goes via the Separation buoy and the Lower Light (tariff area A), and the Nieuwe Waterweg. For berth shift voyages between tariff area 2nd Maasvlakte (J) and all other tariff areas, the regular route goes via tariff area 1st Maasvlakte (A). In both situations an additional tariff of two extra tariff columns will be charged, this is regarded as an A tariff, and charged as two times the financial difference between tariff columns 2 and 1 (based on art. 4.5.g of the Registered Pilots Market Supervision Decree).

BERTH SHIFT VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J	TC 12	TC 13	TC 14	TC 15	TC 16
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11					
≤27	43	38	47	53	61	67	76	83	91	99	106	113	120	130	138	144	152
28	46	41	49	56	64	73	80	89	97	105	112	120	130	138	145	154	162
29	49	44	52	61	67	78	86	94	102	112	118	130	138	146	154	163	170
30	53	47	54	64	73	82	91	100	108	118	127	138	145	155	163	172	182
31	54	48	56	66	75	85	93	103	112	120	131	141	150	159	168	178	187
32	56	48	59	67	77	86	97	106	114	125	135	144	153	164	172	182	191
33	57	49	61	69	79	88	99	108	117	127	139	149	157	169	178	188	195
34	59	50	62	72	80	90	102	112	119	131	143	152	160	175	182	192	201
35	60	51	64	74	82	92	105	114	124	133	146	156	164	179	188	196	205
36	61	53	65	75	86	95	106	116	127	138	149	158	170	181	191	202	212
37	64	55	67	80	90	101	112	124	135	146	157	168	181	191	202	214	225
38	67	59	72	85	94	106	118	131	143	155	165	178	191	202	214	227	237
39	71	61	76	89	99	112	126	138	150	163	175	188	202	212	227	240	249
40	75	64	80	93	104	118	133	144	157	171	182	196	212	223	237	252	261
41	78	67	83	99	108	125	140	150	165	181	191	206	223	234	248	264	274
42	84	72	86	100	114	131	144	158	172	188	202	216	231	245	259	273	287
43	89	78	93	107	125	141	156	170	187	202	218	234	248	264	280	295	311
44	96	83	99	115	134	151	167	183	200	218	234	250	266	283	301	317	334
45	102	89	106	124	144	162	179	195	213	234	250	267	285	303	323	339	356
46	108	94	112	131	153	171	190	208	227	248	266	285	304	321	343	361	380
47	115	100	118	139	163	182	202	221	240	264	283	303	321	340	363	383	402
48	123	106	127	149	170	191	212	234	254	277	297	318	339	360	382	403	425
49	130	112	135	157	181	202	225	247	269	292	316	337	359	382	406	427	449
50	138	118	143	165	191	214	237	261	285	309	334	356	380	404	428	451	475
51	145	126	150	175	202	227	249	277	299	325	351	375	400	426	451	476	499
52	152	133	157	182	212	237	261	291	316	342	369	395	419	448	475	499	524
53	161	140	165	191	223	248	274	305	331	357	388	413	439	471	497	523	548
54	166	144	172	202	231	259	287	317	345	375	403	432	460	490	517	547	576
55	177	154	184	215	246	277	307	337	368	400	430	460	491	522	552	583	613
56	187	163	195	229	260	293	326	358	391	425	457	490	522	554	587	619	652
57	200	172	207	242	277	311	345	380	413	449	484	517	552	587	621	656	690
58	211	182	219	255	291	329	363	400	437	475	510	547	583	619	656	692	729

BERTH SHIFT VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J					
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
59	222	192	231	268	307	345	383	422	459	499	537	576	613	652	690	729	767
60	232	201	241	281	321	361	401	441	482	522	562	602	642	682	722	762	802
61	243	209	253	294	336	378	421	462	504	547	589	631	673	714	757	798	841
62	253	220	264	308	351	396	439	484	528	572	615	659	703	747	791	836	879
63	264	230	275	321	367	413	458	504	550	596	642	688	734	780	826	872	918
64	274	240	286	335	382	430	478	526	574	621	669	717	765	811	860	908	955
65	286	248	298	348	398	447	497	547	596	646	695	746	795	845	894	944	994
66	297	258	309	360	412	463	515	567	618	670	721	773	825	875	927	978	1.030
67	310	268	321	375	428	482	535	589	642	696	750	804	857	910	963	1.017	1.070
68	323	279	334	389	445	500	554	611	666	723	779	835	889	944	1.000	1.054	1.110
69	334	290	346	403	460	517	576	632	690	750	807	864	923	978	1.036	1.093	1.150
70	348	299	358	418	477	536	595	655	714	777	836	895	954	1.014	1.073	1.131	1.191
71	360	311	371	432	493	554	615	677	738	804	864	926	988	1.047	1.108	1.170	1.231
72	369	318	382	445	509	573	637	699	763	828	890	954	1.018	1.082	1.145	1.208	1.273
73	378	329	394	458	525	590	656	720	786	852	918	983	1.048	1.115	1.181	1.245	1.311
74	390	337	406	473	540	606	676	742	809	877	944	1.012	1.079	1.146	1.215	1.282	1.349
75	399	347	416	486	554	624	694	762	833	902	971	1.041	1.109	1.180	1.249	1.318	1.387
76	411	356	428	499	571	641	713	784	855	927	998	1.069	1.140	1.212	1.284	1.354	1.426
77	420	365	439	512	586	658	733	804	878	951	1.025	1.098	1.171	1.245	1.318	1.390	1.464
78	431	375	450	525	600	676	750	825	900	975	1.050	1.125	1.200	1.275	1.350	1.425	1.501
79	441	383	459	536	613	690	767	843	921	996	1.074	1.149	1.227	1.302	1.380	1.456	1.533
80	451	393	470	547	627	705	783	861	940	1.017	1.096	1.175	1.254	1.331	1.410	1.488	1.566
81	459	400	479	560	640	720	798	879	960	1.038	1.119	1.199	1.281	1.358	1.439	1.520	1.598
82	469	409	489	571	654	736	815	897	980	1.058	1.142	1.224	1.307	1.386	1.469	1.551	1.630
83	478	418	498	582	668	751	832	916	1.001	1.080	1.166	1.249	1.335	1.414	1.498	1.582	1.662
84	490	425	509	594	679	763	848	934	1.018	1.103	1.188	1.273	1.358	1.442	1.527	1.613	1.697
85	500	433	520	606	693	780	867	952	1.039	1.126	1.213	1.299	1.386	1.473	1.559	1.645	1.732
86	511	441	530	619	707	796	885	972	1.060	1.148	1.237	1.326	1.416	1.503	1.591	1.680	1.769
87	522	450	541	631	721	811	903	991	1.081	1.172	1.263	1.353	1.444	1.534	1.622	1.713	1.803
88	533	458	551	644	736	829	922	1.010	1.102	1.194	1.287	1.380	1.473	1.565	1.653	1.745	1.838
89	543	466	562	656	750	845	939	1.029	1.123	1.218	1.312	1.406	1.502	1.595	1.685	1.780	1.874
90	552	477	573	669	763	859	954	1.050	1.145	1.241	1.336	1.431	1.527	1.623	1.719	1.814	1.910

BERTH SHIFT VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J	TC 12	TC 13	TC 14	TC 15	TC 16
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11					
91	561	486	583	681	778	875	973	1.069	1.168	1.265	1.361	1.459	1.555	1.653	1.749	1.847	1.944
92	573	494	593	693	792	891	991	1.089	1.188	1.287	1.386	1.485	1.584	1.684	1.782	1.880	1.980
93	582	503	604	705	806	908	1.009	1.107	1.208	1.310	1.411	1.513	1.614	1.714	1.813	1.914	2.016
94	593	511	614	718	822	925	1.028	1.127	1.230	1.334	1.436	1.539	1.642	1.745	1.845	1.948	2.052
95	605	520	625	731	836	940	1.045	1.145	1.251	1.356	1.461	1.566	1.671	1.776	1.876	1.981	2.085
96	610	530	637	743	848	954	1.060	1.168	1.273	1.379	1.485	1.591	1.697	1.803	1.910	2.016	2.122
97	621	540	648	756	863	972	1.080	1.188	1.296	1.403	1.513	1.620	1.728	1.835	1.943	2.052	2.160
98	634	549	659	770	879	989	1.099	1.208	1.319	1.429	1.539	1.648	1.759	1.868	1.978	2.088	2.198
99	644	560	671	783	894	1.006	1.118	1.230	1.342	1.453	1.566	1.678	1.789	1.900	2.014	2.124	2.236
100	655	569	682	796	910	1.024	1.137	1.251	1.365	1.478	1.592	1.706	1.820	1.934	2.046	2.161	2.275
101	665	579	694	809	925	1.041	1.156	1.272	1.387	1.503	1.619	1.734	1.850	1.966	2.081	2.197	2.313
102	677	587	704	823	939	1.056	1.175	1.292	1.409	1.527	1.643	1.762	1.879	1.995	2.115	2.232	2.348
103	683	592	709	829	946	1.065	1.183	1.301	1.419	1.538	1.656	1.775	1.892	2.012	2.130	2.249	2.366
104	687	596	715	836	952	1.073	1.192	1.311	1.430	1.549	1.668	1.788	1.908	2.027	2.146	2.265	2.385
105	691	601	721	842	959	1.080	1.200	1.321	1.440	1.560	1.681	1.801	1.922	2.042	2.162	2.283	2.403
106	697	605	727	848	966	1.088	1.208	1.331	1.450	1.572	1.694	1.815	1.937	2.058	2.179	2.301	2.420
107	701	611	733	855	973	1.095	1.218	1.340	1.462	1.583	1.706	1.828	1.950	2.072	2.195	2.317	2.438
108	708	613	737	859	981	1.105	1.227	1.350	1.473	1.596	1.719	1.840	1.964	2.085	2.210	2.332	2.455
109	714	618	743	866	990	1.115	1.237	1.362	1.485	1.610	1.732	1.856	1.980	2.104	2.227	2.351	2.475
110	721	624	748	873	999	1.124	1.248	1.374	1.497	1.623	1.746	1.872	1.995	2.121	2.245	2.371	2.494
111	726	628	754	879	1.007	1.133	1.258	1.385	1.511	1.636	1.762	1.886	2.014	2.137	2.264	2.389	2.514
112	732	632	759	886	1.016	1.143	1.270	1.396	1.523	1.649	1.776	1.901	2.029	2.155	2.283	2.408	2.534
113	739	637	765	892	1.025	1.152	1.280	1.407	1.534	1.662	1.790	1.917	2.045	2.172	2.301	2.427	2.555
114	741	644	773	901	1.030	1.159	1.288	1.417	1.545	1.674	1.803	1.931	2.060	2.189	2.318	2.449	2.576
115	747	650	779	909	1.039	1.169	1.298	1.428	1.558	1.687	1.818	1.947	2.077	2.207	2.336	2.467	2.596
116	753	654	784	917	1.047	1.179	1.309	1.439	1.570	1.700	1.832	1.963	2.092	2.224	2.354	2.486	2.616
117	762	658	791	925	1.055	1.188	1.320	1.450	1.582	1.714	1.847	1.977	2.110	2.240	2.373	2.505	2.635
118	768	663	796	932	1.065	1.197	1.331	1.463	1.595	1.728	1.861	1.992	2.125	2.258	2.391	2.523	2.656
119	774	669	801	939	1.074	1.207	1.341	1.474	1.608	1.741	1.875	2.007	2.142	2.276	2.410	2.543	2.675
120	778	676	809	944	1.079	1.213	1.348	1.482	1.618	1.751	1.888	2.024	2.158	2.292	2.427	2.562	2.697
121	785	680	815	951	1.088	1.223	1.360	1.494	1.630	1.766	1.903	2.039	2.174	2.310	2.445	2.581	2.718
122	790	684	822	957	1.096	1.233	1.370	1.506	1.642	1.780	1.917	2.054	2.191	2.327	2.464	2.600	2.737

BERTH SHIFT VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J	TC 12	TC 13	TC 14	TC 15	TC 16
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11					
123	796	689	827	964	1.105	1.243	1.380	1.518	1.655	1.793	1.931	2.069	2.207	2.344	2.481	2.620	2.757
124	803	694	833	971	1.114	1.252	1.390	1.529	1.668	1.807	1.945	2.084	2.223	2.362	2.501	2.638	2.776
125	808	698	838	977	1.122	1.262	1.400	1.540	1.681	1.820	1.961	2.099	2.238	2.379	2.518	2.658	2.798
126	813	704	846	987	1.128	1.269	1.409	1.550	1.691	1.832	1.973	2.115	2.255	2.396	2.536	2.677	2.818
127	820	708	851	994	1.135	1.277	1.419	1.562	1.703	1.846	1.987	2.129	2.271	2.413	2.555	2.697	2.838
128	825	714	857	1.002	1.143	1.287	1.430	1.572	1.716	1.860	2.001	2.144	2.287	2.430	2.572	2.716	2.859
129	831	719	862	1.009	1.150	1.297	1.440	1.584	1.728	1.873	2.016	2.160	2.303	2.449	2.590	2.735	2.878
130	836	723	869	1.017	1.158	1.306	1.450	1.596	1.739	1.886	2.030	2.174	2.320	2.465	2.609	2.754	2.899
131	845	729	874	1.025	1.167	1.316	1.462	1.608	1.751	1.899	2.044	2.191	2.335	2.481	2.628	2.773	2.918
132	848	735	882	1.029	1.176	1.322	1.470	1.617	1.764	1.911	2.058	2.206	2.352	2.498	2.646	2.793	2.939
133	856	743	891	1.040	1.188	1.336	1.485	1.633	1.782	1.931	2.078	2.227	2.376	2.523	2.673	2.821	2.970
134	866	750	901	1.050	1.200	1.349	1.501	1.649	1.799	1.950	2.099	2.251	2.400	2.550	2.701	2.850	3.001
135	874	758	911	1.060	1.213	1.363	1.516	1.666	1.818	1.970	2.121	2.274	2.424	2.576	2.728	2.878	3.031
136	884	765	921	1.072	1.225	1.376	1.531	1.682	1.835	1.990	2.142	2.296	2.449	2.602	2.757	2.907	3.062
137	892	773	930	1.082	1.237	1.389	1.546	1.698	1.854	2.011	2.162	2.320	2.471	2.628	2.783	2.936	3.093
138	898	781	937	1.092	1.248	1.404	1.560	1.717	1.873	2.029	2.185	2.340	2.497	2.654	2.809	2.966	3.121
139	910	789	947	1.105	1.263	1.422	1.578	1.735	1.893	2.052	2.210	2.368	2.526	2.683	2.840	2.999	3.157
140	922	797	957	1.117	1.277	1.438	1.597	1.755	1.915	2.075	2.234	2.394	2.555	2.714	2.872	3.032	3.192
141	933	806	968	1.130	1.291	1.453	1.616	1.774	1.937	2.097	2.259	2.422	2.583	2.745	2.904	3.066	3.227
142	943	815	978	1.142	1.305	1.470	1.633	1.793	1.957	2.121	2.284	2.449	2.611	2.775	2.934	3.099	3.263
143	954	824	989	1.154	1.320	1.486	1.651	1.812	1.978	2.143	2.309	2.475	2.641	2.806	2.967	3.133	3.299
144	961	834	1.000	1.168	1.334	1.501	1.667	1.833	2.000	2.167	2.334	2.501	2.667	2.833	3.000	3.167	3.333
145	970	841	1.009	1.178	1.346	1.514	1.682	1.850	2.019	2.187	2.354	2.522	2.691	2.859	3.027	3.196	3.364
146	979	848	1.019	1.188	1.358	1.527	1.697	1.867	2.037	2.207	2.376	2.546	2.716	2.885	3.056	3.224	3.395
147	989	856	1.028	1.198	1.371	1.540	1.713	1.885	2.055	2.226	2.398	2.569	2.740	2.911	3.083	3.253	3.425
148	998	863	1.038	1.208	1.383	1.553	1.728	1.901	2.072	2.246	2.417	2.591	2.765	2.936	3.110	3.281	3.455
149	1.008	872	1.047	1.220	1.395	1.567	1.743	1.918	2.091	2.266	2.438	2.616	2.790	2.963	3.139	3.311	3.487
150	1.014	879	1.053	1.230	1.405	1.581	1.758	1.934	2.110	2.285	2.462	2.636	2.813	2.988	3.163	3.339	3.515
151	1.022	887	1.064	1.240	1.418	1.595	1.773	1.950	2.128	2.305	2.481	2.660	2.836	3.014	3.191	3.367	3.545
152	1.032	894	1.074	1.251	1.431	1.609	1.788	1.968	2.145	2.325	2.503	2.682	2.860	3.040	3.219	3.397	3.576
153	1.042	902	1.083	1.262	1.443	1.622	1.803	1.985	2.163	2.345	2.523	2.706	2.885	3.066	3.247	3.425	3.607
154	1.051	910	1.092	1.272	1.455	1.635	1.819	2.002	2.181	2.366	2.545	2.728	2.908	3.092	3.274	3.454	3.637

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

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J					
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
155	1.060	918	1.102	1.283	1.468	1.648	1.834	2.020	2.200	2.385	2.566	2.751	2.931	3.117	3.302	3.482	3.668
156	1.065	925	1.109	1.294	1.478	1.664	1.848	2.033	2.219	2.404	2.587	2.772	2.958	3.143	3.327	3.512	3.698
157	1.075	932	1.119	1.304	1.490	1.678	1.864	2.050	2.236	2.424	2.609	2.796	2.981	3.168	3.355	3.541	3.728
158	1.085	939	1.129	1.315	1.503	1.691	1.879	2.066	2.255	2.443	2.630	2.818	3.006	3.194	3.382	3.570	3.759
159	1.095	947	1.138	1.325	1.516	1.704	1.893	2.082	2.273	2.464	2.651	2.840	3.029	3.220	3.411	3.598	3.789
160	1.103	954	1.147	1.336	1.528	1.718	1.910	2.097	2.290	2.483	2.672	2.864	3.054	3.246	3.439	3.626	3.820
161	1.113	962	1.157	1.347	1.540	1.731	1.924	2.116	2.309	2.504	2.693	2.887	3.077	3.271	3.466	3.656	3.851
162	1.118	970	1.165	1.358	1.552	1.745	1.939	2.133	2.327	2.520	2.715	2.909	3.103	3.297	3.492	3.685	3.878
163	1.127	977	1.174	1.369	1.565	1.759	1.955	2.150	2.345	2.541	2.736	2.931	3.126	3.323	3.519	3.713	3.909
164	1.137	986	1.183	1.379	1.577	1.772	1.969	2.168	2.364	2.561	2.757	2.955	3.151	3.349	3.546	3.743	3.941
165	1.145	993	1.193	1.389	1.590	1.785	1.985	2.185	2.381	2.581	2.777	2.978	3.174	3.374	3.574	3.771	3.970
166	1.155	1.001	1.202	1.399	1.602	1.798	2.000	2.202	2.400	2.602	2.800	3.001	3.198	3.401	3.602	3.800	4.002
167	1.165	1.008	1.212	1.411	1.615	1.812	2.016	2.219	2.417	2.622	2.821	3.023	3.223	3.426	3.629	3.828	4.032
168	1.170	1.015	1.219	1.422	1.624	1.827	2.031	2.233	2.436	2.639	2.842	3.046	3.249	3.452	3.655	3.858	4.060
169	1.181	1.023	1.228	1.431	1.636	1.840	2.046	2.251	2.455	2.660	2.863	3.069	3.272	3.478	3.683	3.887	4.092
170	1.190	1.030	1.237	1.442	1.649	1.854	2.061	2.268	2.472	2.680	2.885	3.092	3.296	3.504	3.710	3.916	4.121
171	1.199	1.038	1.247	1.452	1.662	1.867	2.077	2.285	2.490	2.700	2.905	3.114	3.320	3.529	3.738	3.944	4.152
172	1.208	1.045	1.257	1.463	1.674	1.880	2.091	2.302	2.508	2.720	2.926	3.137	3.344	3.556	3.765	3.972	4.184
173	1.218	1.053	1.267	1.474	1.687	1.893	2.108	2.320	2.526	2.739	2.947	3.160	3.367	3.581	3.793	4.002	4.213
174	1.223	1.060	1.273	1.485	1.697	1.910	2.122	2.334	2.546	2.758	2.970	3.182	3.394	3.606	3.818	4.031	4.242
175	1.232	1.068	1.283	1.495	1.710	1.923	2.136	2.350	2.565	2.777	2.992	3.205	3.418	3.631	3.845	4.058	4.273
176	1.243	1.077	1.292	1.506	1.722	1.937	2.153	2.366	2.582	2.799	3.013	3.228	3.443	3.658	3.873	4.088	4.303
177	1.251	1.084	1.301	1.517	1.734	1.950	2.168	2.382	2.600	2.818	3.032	3.251	3.467	3.684	3.902	4.115	4.334
178	1.261	1.092	1.311	1.527	1.746	1.963	2.182	2.399	2.619	2.838	3.055	3.274	3.493	3.709	3.929	4.145	4.364
179	1.269	1.099	1.321	1.538	1.760	1.976	2.198	2.415	2.636	2.859	3.075	3.297	3.518	3.736	3.956	4.173	4.395
180	1.276	1.105	1.327	1.548	1.771	1.990	2.212	2.432	2.655	2.876	3.097	3.318	3.540	3.761	3.982	4.203	4.425
181	1.285	1.114	1.337	1.559	1.783	2.004	2.227	2.451	2.673	2.896	3.118	3.341	3.563	3.787	4.010	4.231	4.455
182	1.293	1.121	1.347	1.569	1.795	2.018	2.243	2.468	2.691	2.916	3.140	3.364	3.588	3.813	4.037	4.261	4.486
183	1.303	1.129	1.356	1.579	1.808	2.031	2.258	2.484	2.710	2.936	3.160	3.388	3.611	3.839	4.064	4.289	4.517
184	1.311	1.136	1.366	1.591	1.820	2.044	2.274	2.502	2.727	2.956	3.181	3.410	3.635	3.864	4.094	4.317	4.547
185	1.324	1.143	1.375	1.601	1.832	2.058	2.289	2.519	2.746	2.976	3.202	3.432	3.660	3.890	4.121	4.346	4.577
186	1.329	1.151	1.382	1.613	1.842	2.072	2.303	2.533	2.763	2.994	3.224	3.455	3.685	3.916	4.146	4.377	4.607

BERTH SHIFT VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
		A - J	B, G, H, I, J	C, D, E, J	C, D, F, I, J	E, G	E, F, H, J	G, I	F, H, I	F, G, I, J	G, H, J	H, J					
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
187	1.339	1.159	1.391	1.623	1.855	2.085	2.318	2.552	2.782	3.014	3.246	3.478	3.709	3.941	4.173	4.404	4.637
188	1.347	1.168	1.400	1.633	1.867	2.099	2.334	2.568	2.801	3.033	3.266	3.501	3.734	3.967	4.201	4.434	4.666
189	1.356	1.175	1.411	1.643	1.879	2.113	2.349	2.584	2.818	3.055	3.288	3.523	3.756	3.993	4.229	4.461	4.698
190	1.366	1.182	1.421	1.654	1.892	2.127	2.365	2.603	2.836	3.074	3.309	3.546	3.781	4.018	4.256	4.491	4.729
191	1.374	1.190	1.430	1.665	1.905	2.140	2.379	2.620	2.854	3.095	3.329	3.570	3.804	4.044	4.285	4.519	4.760
192	1.381	1.197	1.437	1.676	1.915	2.155	2.393	2.634	2.873	3.112	3.352	3.592	3.831	4.070	4.308	4.549	4.788
193	1.398	1.213	1.454	1.697	1.940	2.182	2.424	2.667	2.909	3.152	3.395	3.637	3.878	4.121	4.364	4.607	4.850
194	1.415	1.228	1.473	1.719	1.965	2.211	2.456	2.701	2.945	3.191	3.438	3.684	3.928	4.173	4.418	4.663	4.909
195	1.431	1.244	1.490	1.739	1.989	2.238	2.486	2.734	2.981	3.230	3.480	3.729	3.976	4.225	4.473	4.722	4.972
≥196	1.449	1.258	1.509	1.761	2.014	2.264	2.515	2.766	3.018	3.269	3.521	3.773	4.024	4.276	4.527	4.780	5.031



TARIFF TABLES

RENDEZVOUS VOYAGES

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

Sea port area Rotterdam-Rijnmond incl. Scheveningen			RV	RVLNG	Sea	A	B	C	D	E	F	G	H	I	J
			Rendezvous	Rendezvous LNG		1e Maasvlakte	Europoort	Botlek	Waalhaven	Bolnes	Dordrecht	Moerdijk	Haringvliet	Scheveningen	2e Maasvlakte
						4	5	6	6	8	11	12	13	5	5
RV	Rendezvous		S-RV + TC15												
RVLNG	Rendezvous LNG			S-RV + TC10											
Sea					S-IN/OUT + TC4										
A	1e Maasvlakte	4	S-RV + TC15	S-RV + TC10	S-IN/OUT + TC4	S-BS + TC1									
B	Europoort	5	S-RV + TC16	S-RV + TC11	S-IN/OUT + TC5	S-BS + TC2	S-BS + TC1								
C	Botlek	6		S-RV + TC12	S-IN/OUT + TC6	S-BS + TC3	S-BS + TC4*	S-BS + TC1							
D	Waalhaven	6		S-RV + TC12	S-IN/OUT + TC6	S-BS + TC3	S-BS + TC4*	S-BS + TC1	S-BS + TC1						
E	Bolnes	8			S-IN/OUT + TC8	S-BS + TC5	S-BS + TC6*	S-BS + TC3	S-BS + TC3	S-BS + TC1					
F	Dordrecht	11			S-IN/OUT + TC11	S-BS + TC8	S-BS + TC9*	S-BS + TC6	S-BS + TC6	S-BS + TC4	S-BS + TC1				
G	Moerdijk	12			S-IN/OUT + TC12	S-BS + TC9	S-BS + TC10*	S-BS + TC7	S-BS + TC7	S-BS + TC5	S-BS + TC2	S-BS + TC1			
H	Haringvliet	13			S-IN/OUT + TC13	S-BS + TC10	S-BS + TC11*	S-BS + TC8	S-BS + TC8	S-BS + TC6	S-BS + TC3	S-BS + TC2	S-BS + TC1		
I	Scheveningen	5			S-IN/OUT + TC5	S-BS + TC2	S-BS + TC1	S-BS + TC2	S-BS + TC2	S-BS + TC4	S-BS + TC7	S-BS + TC8	S-BS + TC9	S-BS + TC1	
J	2e Maasvlakte	5	S-RV + TC16	S-RV + TC11	S-IN/OUT + TC5	S-BS + TC2	S-BS + TC3*	S-BS + TC4*	S-BS + TC4*	S-BS + TC6*	S-BS + TC9*	S-BS + TC10*	S-BS + TC11*	S-BS + TC1	S-BS + TC1

Explanation of colour scheme and used abbreviations:

- Rendezvous voyage
- Ingoing and outgoing voyages (Pilot Station)
- Berth Shift

S tariff = Start tariff

T tariff = Route dependent tariff

RV = Rendezvous voyages

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

BS = Berth Shift voyages

TC = Tariff Column T tariff

* For berth shift voyages between tariff area Europoort (B) on the one hand, and Botlek (C), Waalhaven (D), Dordrecht (F) en Moerdijk (G) on the other hand, the regular route goes via the Separation buoy and the Lower Light (tariff area A), and the Nieuwe Waterweg. For berth shift voyages between tariff area 2nd Maasvlakte (J) and all other tariff areas, the regular route goes via tariff area 1st Maasvlakte (A). In both situations an additional tariff of two extra tariff columns will be charged, this is regarded as an A tariff, and charged as two times the financial difference between tariff columns 2 and 1 (based on art. 4.5.g of the Registered Pilots Market Supervision Decree).

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
											LNG, A	LNG, B, J	LNG, C, D			RV, A	RV, B, J
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
≤27	168	40	53	66	80	93	106	118	133	146	158	171	185	198	212	227	240
28	179	42	56	71	86	99	112	127	142	156	169	183	197	212	227	241	255
29	189	47	61	76	91	106	118	135	150	165	180	195	209	227	241	256	271
30	202	48	64	80	95	112	127	144	158	176	191	206	223	240	254	270	286
31	209	49	66	81	99	114	131	147	163	180	196	212	230	246	261	279	294
32	215	50	67	83	101	117	135	151	168	184	202	218	236	253	269	285	303
33	222	51	69	86	104	119	139	155	172	189	208	224	243	259	278	293	310
34	228	52	72	87	106	124	143	158	178	194	214	230	249	266	285	301	317
35	233	53	74	89	110	126	146	163	182	198	220	235	256	272	292	309	325
36	235	55	75	93	112	131	149	167	185	204	223	241	259	279	297	316	335
37	249	60	80	99	118	138	157	177	196	217	236	255	275	294	316	335	355
38	263	63	85	104	125	145	165	187	208	230	249	269	291	311	334	354	375
39	275	67	89	110	132	153	175	195	220	242	262	284	306	327	351	373	395
40	290	71	93	115	139	160	182	205	232	254	277	298	321	343	369	393	414
41	304	75	99	120	145	168	191	215	243	266	290	312	336	359	388	411	435
42	318	76	100	126	151	177	202	227	253	278	303	329	352	377	403	428	452
43	344	81	107	137	163	191	218	245	272	298	326	354	381	407	435	461	490
44	370	87	115	145	176	205	234	262	292	321	349	380	408	437	465	496	526
45	394	93	124	155	189	220	250	281	312	343	374	406	436	465	498	528	562
46	418	99	131	164	201	234	266	298	333	364	398	432	463	496	529	562	599
47	443	104	139	175	213	248	283	317	352	387	422	457	491	526	561	595	634
48	471	112	149	185	223	259	297	335	371	408	445	483	520	556	594	631	669
49	499	118	157	196	236	275	316	355	394	433	473	511	550	591	630	669	708
50	526	125	165	208	249	291	334	375	414	458	499	540	581	624	665	705	748
51	554	132	175	220	262	306	351	395	437	483	526	569	612	657	701	743	788
52	581	139	182	232	277	321	369	414	458	508	552	598	642	691	736	780	829
53	609	145	191	243	290	336	388	435	481	532	580	626	673	724	772	818	869
54	640	151	202	253	303	352	403	452	503	554	605	655	705	756	805	856	907
55	681	162	215	268	323	375	430	483	537	591	645	697	752	805	859	912	966
56	722	171	229	285	343	399	457	512	571	627	685	741	798	855	912	969	1.026
57	765	182	242	301	362	422	484	541	604	663	725	784	846	905	966	1.026	1.085
58	806	193	255	317	382	445	510	572	637	699	765	827	892	954	1.020	1.082	1.143

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
											LNG, A	LNG, B, J	LNG, C, D			RV, A	RV, B, J
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
59	848	203	268	334	402	466	537	601	671	736	805	870	939	1.004	1.074	1.138	1.203
60	889	210	281	351	422	492	562	632	702	773	843	913	983	1.053	1.124	1.194	1.265
61	933	221	294	368	441	515	589	663	736	809	883	956	1.030	1.104	1.178	1.251	1.324
62	973	231	308	384	461	538	615	692	770	846	924	1.000	1.078	1.153	1.231	1.307	1.385
63	1.015	240	321	400	482	561	642	721	802	882	963	1.042	1.124	1.203	1.284	1.364	1.444
64	1.057	249	335	416	502	584	669	751	836	919	1.003	1.086	1.171	1.253	1.338	1.421	1.505
65	1.099	259	348	433	522	606	695	781	870	954	1.043	1.129	1.218	1.302	1.391	1.476	1.566
66	1.142	270	360	451	541	631	721	810	901	992	1.082	1.172	1.263	1.352	1.442	1.533	1.623
67	1.188	281	375	470	562	656	750	843	937	1.031	1.124	1.218	1.312	1.405	1.498	1.593	1.687
68	1.232	291	389	488	583	681	779	874	972	1.070	1.167	1.264	1.362	1.460	1.554	1.653	1.750
69	1.278	303	403	505	604	705	807	906	1.007	1.109	1.207	1.309	1.412	1.514	1.611	1.713	1.815
70	1.324	312	418	524	625	731	836	938	1.042	1.148	1.250	1.354	1.462	1.566	1.668	1.774	1.879
71	1.367	323	432	541	646	755	864	969	1.079	1.188	1.292	1.400	1.512	1.620	1.724	1.834	1.943
72	1.412	335	445	556	669	780	890	1.002	1.114	1.225	1.336	1.448	1.559	1.671	1.783	1.892	2.005
73	1.454	344	458	574	688	802	918	1.032	1.146	1.262	1.376	1.490	1.605	1.720	1.835	1.950	2.065
74	1.496	354	473	590	708	826	944	1.061	1.181	1.297	1.417	1.534	1.652	1.771	1.887	2.006	2.123
75	1.536	362	486	605	729	848	971	1.092	1.213	1.335	1.456	1.577	1.699	1.820	1.940	2.063	2.182
76	1.578	373	499	622	748	872	998	1.121	1.247	1.371	1.496	1.620	1.745	1.870	1.992	2.119	2.242
77	1.620	382	512	638	769	894	1.025	1.150	1.281	1.406	1.537	1.662	1.793	1.918	2.045	2.174	2.302
78	1.663	394	525	656	787	919	1.050	1.181	1.312	1.444	1.575	1.706	1.837	1.969	2.099	2.232	2.363
79	1.699	402	536	671	804	938	1.074	1.207	1.341	1.476	1.610	1.743	1.878	2.012	2.145	2.281	2.414
80	1.738	411	547	685	823	958	1.096	1.233	1.370	1.507	1.643	1.781	1.918	2.055	2.192	2.328	2.466
81	1.775	419	560	699	839	978	1.119	1.258	1.398	1.539	1.679	1.818	1.958	2.097	2.237	2.378	2.517
82	1.811	428	571	714	856	999	1.142	1.284	1.427	1.570	1.713	1.855	1.998	2.141	2.283	2.426	2.569
83	1.847	437	582	729	874	1.019	1.166	1.310	1.455	1.602	1.746	1.892	2.039	2.183	2.328	2.475	2.621
84	1.884	445	594	743	890	1.040	1.188	1.336	1.485	1.633	1.783	1.931	2.078	2.227	2.376	2.523	2.673
85	1.921	454	606	758	910	1.061	1.213	1.364	1.516	1.668	1.820	1.970	2.122	2.275	2.425	2.577	2.728
86	1.959	464	619	773	929	1.084	1.237	1.391	1.546	1.702	1.858	2.011	2.165	2.321	2.475	2.629	2.783
87	1.997	475	631	788	948	1.105	1.263	1.419	1.577	1.736	1.893	2.052	2.208	2.368	2.525	2.681	2.839
88	2.037	484	644	804	967	1.128	1.287	1.447	1.608	1.771	1.931	2.091	2.251	2.415	2.574	2.734	2.895
89	2.075	493	656	820	987	1.149	1.312	1.475	1.638	1.806	1.969	2.131	2.294	2.462	2.624	2.787	2.950
90	2.117	501	669	836	1.002	1.170	1.336	1.503	1.671	1.837	2.005	2.171	2.338	2.506	2.673	2.840	3.006

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
											LNG, A	LNG, B, J	LNG, C, D			RV, A	RV, B, J
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
91	2.157	510	681	850	1.021	1.192	1.361	1.531	1.700	1.873	2.042	2.212	2.381	2.553	2.723	2.893	3.062
92	2.198	520	693	866	1.039	1.213	1.386	1.559	1.732	1.906	2.079	2.251	2.424	2.599	2.772	2.945	3.117
93	2.237	529	705	881	1.056	1.235	1.411	1.587	1.763	1.941	2.117	2.291	2.468	2.647	2.822	2.998	3.173
94	2.277	539	718	896	1.076	1.258	1.436	1.615	1.793	1.975	2.155	2.332	2.510	2.693	2.872	3.051	3.228
95	2.318	548	731	912	1.093	1.280	1.461	1.642	1.823	2.009	2.192	2.372	2.554	2.739	2.921	3.103	3.283
96	2.351	556	743	928	1.114	1.299	1.485	1.671	1.856	2.041	2.227	2.413	2.598	2.783	2.970	3.156	3.341
97	2.393	567	756	944	1.133	1.322	1.513	1.700	1.889	2.078	2.268	2.456	2.646	2.833	3.022	3.211	3.402
98	2.437	577	770	960	1.153	1.346	1.539	1.730	1.923	2.115	2.308	2.500	2.692	2.883	3.075	3.268	3.461
99	2.477	586	783	977	1.174	1.369	1.566	1.760	1.956	2.150	2.348	2.542	2.738	2.932	3.128	3.325	3.521
100	2.519	595	796	993	1.194	1.391	1.592	1.789	1.989	2.187	2.388	2.584	2.786	2.982	3.180	3.380	3.582
101	2.562	605	809	1.009	1.213	1.415	1.619	1.819	2.024	2.223	2.428	2.629	2.833	3.032	3.233	3.438	3.643
102	2.606	616	823	1.028	1.233	1.438	1.643	1.849	2.055	2.260	2.466	2.671	2.877	3.082	3.288	3.494	3.699
103	2.625	621	829	1.035	1.243	1.449	1.656	1.864	2.070	2.277	2.484	2.691	2.899	3.105	3.313	3.520	3.727
104	2.645	626	836	1.042	1.252	1.460	1.668	1.878	2.084	2.295	2.504	2.712	2.920	3.128	3.338	3.547	3.755
105	2.663	631	842	1.050	1.262	1.470	1.681	1.892	2.102	2.312	2.522	2.731	2.942	3.151	3.362	3.574	3.782
106	2.684	635	848	1.057	1.271	1.480	1.694	1.906	2.116	2.328	2.542	2.751	2.965	3.173	3.388	3.601	3.810
107	2.705	640	855	1.066	1.281	1.490	1.706	1.921	2.131	2.346	2.561	2.771	2.987	3.197	3.412	3.627	3.839
108	2.722	644	859	1.075	1.288	1.503	1.719	1.934	2.147	2.363	2.577	2.793	3.006	3.222	3.437	3.652	3.865
109	2.744	650	866	1.083	1.298	1.516	1.732	1.950	2.166	2.381	2.598	2.815	3.031	3.249	3.465	3.682	3.896
110	2.768	656	873	1.092	1.309	1.528	1.746	1.966	2.183	2.401	2.620	2.838	3.057	3.275	3.494	3.711	3.929
111	2.791	661	879	1.100	1.320	1.540	1.762	1.982	2.202	2.419	2.641	2.861	3.081	3.302	3.522	3.741	3.960
112	2.814	668	886	1.108	1.331	1.553	1.776	1.998	2.220	2.438	2.661	2.885	3.106	3.328	3.551	3.770	3.992
113	2.839	673	892	1.117	1.341	1.566	1.790	2.015	2.238	2.458	2.682	2.907	3.131	3.355	3.580	3.800	4.023
114	2.857	677	901	1.127	1.352	1.578	1.803	2.029	2.253	2.479	2.705	2.930	3.156	3.380	3.606	3.832	4.057
115	2.879	682	909	1.135	1.363	1.591	1.818	2.045	2.272	2.498	2.725	2.953	3.180	3.408	3.634	3.862	4.089
116	2.902	688	917	1.143	1.374	1.603	1.832	2.061	2.289	2.517	2.747	2.976	3.205	3.434	3.663	3.892	4.120
117	2.925	694	925	1.152	1.384	1.616	1.847	2.078	2.308	2.536	2.767	2.999	3.230	3.461	3.692	3.922	4.151
118	2.948	699	932	1.161	1.394	1.628	1.861	2.093	2.326	2.556	2.789	3.021	3.255	3.489	3.720	3.954	4.184
119	2.970	705	939	1.170	1.404	1.640	1.875	2.110	2.344	2.574	2.810	3.045	3.279	3.515	3.749	3.985	4.214
120	2.991	708	944	1.181	1.417	1.652	1.888	2.123	2.360	2.596	2.831	3.068	3.304	3.540	3.775	4.012	4.249
121	3.015	714	951	1.189	1.427	1.665	1.903	2.140	2.378	2.616	2.853	3.091	3.328	3.567	3.804	4.043	4.280
122	3.037	720	957	1.197	1.438	1.678	1.917	2.156	2.396	2.634	2.874	3.113	3.353	3.594	3.833	4.073	4.311

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
											LNG, A	LNG, B, J	LNG, C, D			RV, A	RV, B, J
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
123	3.061	725	964	1.206	1.448	1.690	1.931	2.172	2.414	2.654	2.895	3.136	3.378	3.620	3.862	4.103	4.343
124	3.085	732	971	1.215	1.459	1.702	1.945	2.188	2.431	2.672	2.916	3.160	3.403	3.647	3.890	4.134	4.375
125	3.107	737	977	1.223	1.469	1.714	1.961	2.206	2.451	2.691	2.936	3.182	3.428	3.673	3.919	4.165	4.405
126	3.126	740	987	1.233	1.479	1.726	1.973	2.219	2.466	2.712	2.959	3.205	3.453	3.699	3.946	4.192	4.440
127	3.149	746	994	1.241	1.489	1.738	1.987	2.235	2.483	2.731	2.980	3.228	3.478	3.725	3.973	4.222	4.470
128	3.173	751	1.002	1.250	1.501	1.750	2.001	2.251	2.502	2.750	3.001	3.251	3.503	3.753	4.004	4.252	4.502
129	3.195	757	1.009	1.258	1.512	1.764	2.016	2.268	2.520	2.769	3.021	3.274	3.527	3.779	4.032	4.281	4.534
130	3.217	762	1.017	1.268	1.521	1.776	2.030	2.284	2.539	2.789	3.044	3.297	3.552	3.806	4.060	4.311	4.564
131	3.241	769	1.025	1.276	1.532	1.788	2.044	2.301	2.557	2.808	3.064	3.320	3.576	3.833	4.089	4.341	4.597
132	3.261	772	1.029	1.286	1.543	1.800	2.058	2.315	2.571	2.828	3.086	3.344	3.601	3.858	4.114	4.371	4.629
133	3.294	779	1.040	1.299	1.559	1.819	2.078	2.338	2.598	2.859	3.118	3.378	3.638	3.898	4.159	4.417	4.678
134	3.328	786	1.050	1.313	1.576	1.836	2.099	2.363	2.625	2.888	3.150	3.413	3.675	3.939	4.201	4.461	4.725
135	3.361	794	1.060	1.326	1.592	1.855	2.121	2.386	2.652	2.917	3.181	3.447	3.712	3.979	4.244	4.507	4.774
136	3.397	801	1.072	1.340	1.609	1.873	2.142	2.411	2.679	2.947	3.213	3.481	3.750	4.018	4.287	4.551	4.820
137	3.429	809	1.082	1.353	1.624	1.891	2.162	2.433	2.706	2.977	3.245	3.516	3.788	4.058	4.331	4.597	4.869
138	3.462	820	1.092	1.366	1.639	1.911	2.185	2.458	2.731	3.005	3.276	3.550	3.824	4.097	4.370	4.642	4.915
139	3.501	829	1.105	1.381	1.657	1.934	2.210	2.486	2.762	3.039	3.314	3.591	3.866	4.144	4.420	4.696	4.972
140	3.540	838	1.117	1.396	1.675	1.956	2.234	2.513	2.793	3.073	3.352	3.630	3.909	4.191	4.469	4.748	5.027
141	3.579	848	1.130	1.412	1.694	1.977	2.259	2.541	2.823	3.108	3.390	3.671	3.953	4.237	4.519	4.800	5.082
142	3.615	857	1.142	1.427	1.712	1.999	2.284	2.569	2.853	3.143	3.426	3.711	3.996	4.285	4.569	4.853	5.138
143	3.654	867	1.154	1.442	1.730	2.021	2.309	2.597	2.885	3.176	3.463	3.751	4.038	4.332	4.619	4.905	5.193
144	3.696	875	1.168	1.459	1.749	2.041	2.334	2.625	2.917	3.208	3.499	3.792	4.084	4.376	4.665	4.958	5.250
145	3.731	883	1.178	1.472	1.766	2.060	2.354	2.649	2.943	3.238	3.531	3.826	4.121	4.415	4.710	5.002	5.298
146	3.765	890	1.188	1.485	1.783	2.079	2.376	2.673	2.970	3.267	3.563	3.861	4.159	4.455	4.752	5.048	5.345
147	3.798	898	1.198	1.498	1.798	2.097	2.398	2.697	2.997	3.297	3.595	3.895	4.196	4.495	4.795	5.092	5.394
148	3.833	906	1.208	1.513	1.815	2.118	2.417	2.721	3.023	3.327	3.625	3.930	4.233	4.536	4.838	5.138	5.442
149	3.865	913	1.220	1.526	1.831	2.136	2.438	2.745	3.051	3.356	3.658	3.964	4.269	4.575	4.882	5.182	5.489
150	3.899	924	1.230	1.538	1.846	2.154	2.462	2.769	3.076	3.382	3.691	3.999	4.306	4.614	4.921	5.228	5.536
151	3.932	931	1.240	1.551	1.862	2.171	2.481	2.793	3.103	3.413	3.722	4.033	4.344	4.653	4.963	5.274	5.584
152	3.967	938	1.251	1.565	1.878	2.189	2.503	2.816	3.130	3.442	3.754	4.067	4.381	4.694	5.005	5.318	5.632
153	4.001	946	1.262	1.578	1.893	2.208	2.523	2.840	3.157	3.472	3.786	4.101	4.418	4.735	5.048	5.364	5.679
154	4.035	953	1.272	1.591	1.911	2.225	2.545	2.864	3.183	3.502	3.817	4.136	4.455	4.775	5.089	5.408	5.728

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
											LNG, A	LNG, B, J	LNG, C, D			RV, A	RV, B, J
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
155	4.068	961	1.283	1.604	1.926	2.244	2.566	2.888	3.210	3.531	3.849	4.171	4.492	4.814	5.132	5.453	5.775
156	4.100	970	1.294	1.617	1.941	2.264	2.587	2.911	3.235	3.558	3.882	4.204	4.530	4.852	5.176	5.498	5.823
157	4.133	977	1.304	1.630	1.957	2.283	2.609	2.934	3.262	3.588	3.914	4.239	4.565	4.892	5.218	5.544	5.871
158	4.167	986	1.315	1.643	1.974	2.302	2.630	2.959	3.288	3.617	3.945	4.274	4.603	4.933	5.259	5.588	5.919
159	4.202	993	1.325	1.657	1.989	2.321	2.651	2.982	3.315	3.647	3.976	4.307	4.640	4.972	5.302	5.634	5.966
160	4.235	1.001	1.336	1.671	2.006	2.340	2.672	3.006	3.342	3.676	4.008	4.343	4.678	5.012	5.344	5.678	6.014
161	4.270	1.008	1.347	1.684	2.022	2.360	2.693	3.030	3.368	3.706	4.039	4.377	4.715	5.052	5.386	5.724	6.062
162	4.301	1.018	1.358	1.697	2.037	2.376	2.715	3.055	3.394	3.735	4.073	4.413	4.751	5.090	5.430	5.770	6.110
163	4.334	1.026	1.369	1.711	2.053	2.394	2.736	3.078	3.420	3.763	4.105	4.447	4.789	5.131	5.473	5.816	6.157
164	4.371	1.033	1.379	1.724	2.069	2.414	2.757	3.102	3.447	3.793	4.136	4.481	4.826	5.171	5.516	5.860	6.205
165	4.403	1.041	1.389	1.737	2.084	2.432	2.777	3.125	3.474	3.823	4.167	4.516	4.863	5.211	5.560	5.906	6.253
166	4.438	1.048	1.399	1.750	2.103	2.453	2.800	3.150	3.501	3.852	4.199	4.550	4.901	5.251	5.601	5.949	6.302
167	4.471	1.055	1.411	1.764	2.118	2.471	2.821	3.173	3.527	3.882	4.230	4.585	4.938	5.292	5.645	5.995	6.348
168	4.503	1.066	1.422	1.777	2.132	2.488	2.842	3.198	3.553	3.909	4.264	4.619	4.974	5.330	5.685	6.041	6.395
169	4.538	1.074	1.431	1.790	2.148	2.506	2.863	3.222	3.580	3.939	4.295	4.652	5.011	5.370	5.728	6.086	6.443
170	4.570	1.081	1.442	1.803	2.165	2.523	2.885	3.246	3.607	3.967	4.328	4.688	5.049	5.409	5.769	6.131	6.490
171	4.605	1.089	1.452	1.816	2.180	2.542	2.905	3.269	3.634	3.998	4.358	4.722	5.086	5.450	5.811	6.176	6.538
172	4.640	1.096	1.463	1.829	2.197	2.560	2.926	3.293	3.660	4.028	4.390	4.756	5.124	5.490	5.853	6.221	6.586
173	4.674	1.104	1.474	1.844	2.213	2.578	2.947	3.317	3.687	4.057	4.422	4.791	5.160	5.531	5.895	6.266	6.633
174	4.706	1.114	1.485	1.856	2.227	2.598	2.970	3.341	3.711	4.084	4.454	4.826	5.197	5.569	5.939	6.311	6.682
175	4.739	1.121	1.495	1.870	2.244	2.618	2.992	3.365	3.739	4.113	4.486	4.860	5.234	5.609	5.982	6.356	6.730
176	4.774	1.129	1.506	1.883	2.260	2.636	3.013	3.390	3.765	4.143	4.518	4.895	5.272	5.649	6.023	6.401	6.778
177	4.808	1.136	1.517	1.896	2.276	2.656	3.032	3.413	3.792	4.172	4.549	4.930	5.308	5.689	6.066	6.445	6.825
178	4.841	1.143	1.527	1.910	2.292	2.674	3.055	3.437	3.819	4.202	4.581	4.963	5.345	5.729	6.107	6.490	6.873
179	4.875	1.151	1.538	1.923	2.309	2.694	3.075	3.460	3.845	4.231	4.612	4.998	5.383	5.769	6.150	6.535	6.921
180	4.907	1.161	1.548	1.936	2.323	2.711	3.097	3.485	3.871	4.259	4.646	5.033	5.420	5.807	6.193	6.581	6.969
181	4.940	1.169	1.559	1.949	2.339	2.728	3.118	3.508	3.898	4.288	4.678	5.067	5.457	5.846	6.237	6.626	7.016
182	4.974	1.177	1.569	1.963	2.355	2.747	3.140	3.531	3.925	4.317	4.709	5.101	5.494	5.887	6.279	6.671	7.064
183	5.009	1.184	1.579	1.975	2.372	2.764	3.160	3.557	3.952	4.347	4.740	5.136	5.532	5.926	6.323	6.716	7.112
184	5.041	1.192	1.591	1.988	2.388	2.782	3.181	3.580	3.979	4.377	4.772	5.171	5.569	5.968	6.366	6.761	7.160
185	5.077	1.199	1.601	2.002	2.404	2.801	3.202	3.604	4.005	4.406	4.803	5.204	5.605	6.008	6.409	6.806	7.207
186	5.108	1.208	1.613	2.016	2.417	2.821	3.224	3.627	4.031	4.434	4.837	5.240	5.642	6.046	6.449	6.852	7.255

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 6 December 2022 - Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

Actual draught (in dm)	S-tariff (starting tariff) in €	T-tariff (route-dependent tariff) in €															
											LNG, A	LNG, B, J	LNG, C, D			RV, A	RV, B, J
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	TC 11	TC 12	TC 13	TC 14	TC 15	TC 16
187	5.141	1.217	1.623	2.029	2.433	2.840	3.246	3.652	4.057	4.462	4.869	5.275	5.679	6.086	6.490	6.898	7.302
188	5.176	1.224	1.633	2.042	2.451	2.859	3.266	3.675	4.084	4.492	4.899	5.308	5.717	6.126	6.533	6.941	7.350
189	5.210	1.232	1.643	2.056	2.467	2.878	3.288	3.699	4.110	4.523	4.932	5.343	5.753	6.166	6.575	6.987	7.398
190	5.245	1.239	1.654	2.069	2.482	2.898	3.309	3.723	4.137	4.551	4.962	5.378	5.792	6.206	6.617	7.031	7.446
191	5.278	1.247	1.665	2.082	2.500	2.917	3.329	3.748	4.164	4.582	4.994	5.412	5.829	6.246	6.659	7.077	7.493
192	5.310	1.257	1.676	2.094	2.513	2.932	3.352	3.770	4.190	4.608	5.028	5.446	5.865	6.284	6.703	7.123	7.541
193	5.377	1.273	1.697	2.122	2.545	2.970	3.395	3.818	4.243	4.665	5.091	5.515	5.939	6.363	6.787	7.212	7.637
194	5.446	1.289	1.719	2.148	2.577	3.007	3.438	3.865	4.297	4.725	5.155	5.584	6.014	6.443	6.873	7.302	7.732
195	5.514	1.305	1.739	2.174	2.608	3.045	3.480	3.914	4.351	4.783	5.220	5.652	6.088	6.522	6.958	7.392	7.827
≥196	5.578	1.321	1.761	2.201	2.641	3.081	3.521	3.960	4.402	4.842	5.282	5.723	6.163	6.603	7.042	7.482	7.922

CALCULATION EXAMPLES FOR THE REGION ROTTERDAM-RIJNMOND

Pilotage tariffs are expressed in euro, exclusive of Dutch VAT

I. PILOT STATION (INGOING)

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

Calculation:

S tariff Pilot Station 105 dm.	€ 4.316,-
T tariff column 4 105 dm.	€ 721,-

Total: € 5.037,-

III. RENDEZVOUS

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

Calculation:

S tariff Rendezvous 191 dm.	€ 5.278,-
T tariff MVI Rendezvous (tariff column 15)	€ 7.077,-
Rendezvous fixed sum	€ 5.759,-

Total: € 18.114,-

II. BERTH SHIFT

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

Calculation:

S tariff Berth shift 65 dm.	€ 286,-
Calculation T-tariff: $(TC6 - TC6) + TC1 = TC1$	
T tariff column 1 65 dm.	€ 248,-

Total: € 534,-



ADDITIONAL TARIFFS

4. ADDITIONAL TARIFFS

4.1 CALCULATION PILOTAGE TARIFFS

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

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

4.2 T-SPECIAL TARIFF

(Article 4.4 Registered Pilots Market Supervision Decree, Pilotage tariffs decision for 2023, Authority for Consumers and Markets, ACM).

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

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

(Article 4.5 Registered Pilots Market Supervision Decree, Pilotage tariffs decision for 2023, Authority for Consumers and Markets, ACM).

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

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

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

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

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

Calculation rules for rounding off:

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

4.3 PILOT EXPENSE REIMBURSEMENTS

(Article 4.6 Registered Pilots Market Supervision Decree, Pilotage tariffs decision for 2023, Authority for Consumers and Markets, ACM).

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

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

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

If a pilot who had been ordered, is cancelled, or if the pilot has to return without having been able to render his services, either because the voyage was postponed, or because the ship, without waiting for the arrival of the pilot, had already left before the time the pilot could have been on board: € 369,- for ingoing voyages and ingoing rendezvous voyages. For outgoing voyages, outgoing rendezvous voyages and berth shift voyages € 201,-. A change in exit point of an outbound vessel (on request of the operator or captain) after the first pilot has embarked, will result in an extra cost of € 201,-.

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

If a delay is experienced of more than half an hour after the time the pilot had to be on board for departure of the ship: € 108,- for each hour, whereby the time concerned is rounded to the next near half hour.

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

Delay	From (in minutes)	Until (in minutes)	To invoice (in hours)	Amount (in €)
0>1 hr	0	30	-	-
	31	45	0,50	54
	46	60	0,50	54
1>2 hr	61	75	0,50	54
	76	90	1,00	108
	91	105	1,00	108
	106	120	1,50	162
2>3 hr	121	135	1,50	162
	136	150	2,00	216
	151	165	2,00	216
	166	180	2,50	270
3>4 hr	181	195	2,50	270
	196	210	3,00	324
	211	225	3,00	324
	226	240	3,50	378
4>5 hr	241	255	3,50	378
	256	270	4,00	432
	271	285	4,00	432
	286	300	4,50	486
5>6 hr	301	315	4,50	486
	316	330	5,00	540
	331	345	5,00	540
	346	360	5,50	594

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

If the captain wishes to keep the pilot on board before commencement, or before the next, or after the completion of the pilotage service, and the pilot stays on board for more than half an hour, compensation will be charged of € 108,- for each hour, whereby the time concerned is rounded to the next near half hour.

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

If a captain wishes to embark a pilot at a location other than the customary location for that voyage and for that seaport area: € 1.300,- for the first 12 hours and € 868,- for the next periods of 12 hours or part thereof, counted from the time on which the pilot has left the customary place from which he commences his pilotage services, until the time at which the ship he is piloting has arrived at the location from which the captain, in normal circumstances could have embarked a pilot irrespective of the fact whether pilotage service has been rendered or could have been rendered at sea.

If a pilot is not disembarked at a location other than the customary location for that voyage, but is taken to sea by the captain, irrespective of the fact whether pilotage service is rendered or can be rendered at sea. € 1.300,- for the first 12 hours and € 868,- for the next periods of 12 hours or part thereof, counted from the time of passing the customary embarkation location, until the time of his return on the customary location from which he commences his pilotage services.

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

If a pilot, due to embarkment of an infected ship, has been observed or hospitalized on the shore: € 1.300,- for the first 12 hours and € 868,- for the next period of 12 hours or part thereof counted from the time on which the pilot has been hospitalized, plus all costs arising from this hospitalization.

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

Fixed sum rendezvous voyage:	€ 5.759,-
Fixed sum incoming voyages:	€ 3.176,-
Fixed sum outgoing voyages:	€ 3.176,-
Fixed sum LNG voyage:	€ 4.180,-

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

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

4.4 DIRECT DEBIT

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

4.5 VAT

All tariff calculations and tariff tables of the pilotage tariffs and other tariffs of Nederlands Loodswezen as included in the (revised) 2023 tariff proposal and in this Tariff Decision are amounts excluding Value Added Tax. In situations in which, as from 2019, the zero percent VAT rate may no longer be applied, the set tariffs will be increased by the statutory VAT rate.

4.6 OTHER TARIFFS

Examination Pilot Exemption Certificates

Amounts in € per PEC-candidate	Basic tariff 2023	Introduction tariff 2023	Module 1 2023	Module 2 2023*	Module 4 2023
Examination					
Rotterdam-Rijnmond	€ 4.245	€ 1.793	€ 943	€ 283	€ 1.226

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



TARIFFS TRANSPORT OF PERSONS

5. TARIFFS TRANSPORT OF PERSONS	EUR (excl. 21% VAT)	
	per pilotage voyage - tender	extra voyage - tender (each half an hour)
1 person	153	421
2 persons	166	421
3 persons	180	421
4 persons	192	421
5 persons	206	421
6 persons	221	421
7 persons	234	421
8 persons	249	421
parcels > 25 kg, per parcel	33	421

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

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

QUANTITY DISCOUNT

6. QUANTITY DISCOUNT

6.1 INTRODUCTION

This document contains definitions, conditions and regulations (e.g. sister ships, clusters, etc.) as settled by the Registered Pilots Oversight Decree (Besluit markttoezicht Registerloodsen) and conditions as determined on July 11, 2017 by The Board of the Dutch Maritime Pilots' Corporation (Nederlandse Loodsencorporatie) on the frequency discount on pilotage tariffs. This information is an extract in English of the regulations on quantity discount. In case of any dispute on the granting of the quantity discount, only the official Dutch version of the regulations and conditions as stated in the Registered Pilots Market Supervision Decree ("Besluit markttoezicht registerloodsen"), and other formal regulations and conditions and decisions by the ACM or the courts will be applicable and binding. The Dutch version of the Besluit markttoezicht registerloodsen is available at wetten.overheid.nl and the regulations can be downloaded from our website.

6.2 QUANTITY DISCOUNT ON THE PILOTAGE TARIFFS

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

A quantity discount can be granted in the following cases:

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

6.3 OBJECTIVE OF THE QUANTITY DISCOUNT

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

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

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

- Similar equipment and layout of the bridge and navigation instruments, and
- Corresponding manoeuvring characteristics, especially with respect to the bow and stern thrusters, the engine power, the type of rudder, the direction of rotation and the type of the propeller.

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

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

6.4 QUANTITY DISCOUNT IS APPLIED PER SEAPORT AREA

The quantity discount on the pilotage tariffs is applied per seaport area and is determined on the basis of the number of calls of the individual ships or of the individual ships that are part of a cluster of sister ships.

In article 1.1, of the BMR, a call is defined as an ingoing and an outgoing voyage in the same seaport area.

The BMR defines the following seaport areas:

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

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

6.5 APPLICATION FOR QUANTITY DISCOUNT

The Application Form can be requested or downloaded via our website www.loodswezen.nl. An application is only taken into consideration after all necessary and valid documents mentioned in the Application Form have been submitted to the relevant regional office of Nederlands Loodswezen B.V.

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

6.6 GRANTING OF THE QUANTITY DISCOUNT

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

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

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

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

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

6.7 REJECTION OF THE APPLICATION FOR QUANTITY DISCOUNT

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

6.8 DETERMINATION OF THE NUMBER OF CALLS

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

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

6.8.1 Individual ships

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

6.8.2 Unmodified cluster

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

6.8.3 New cluster

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

6.8.4 Discontinued cluster

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

6.8.5 Unmodified consortium

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

6.8.6 New consortium

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

6.8.7 Discontinued consortium

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

6.8.8 Administrative reform of consortia

If existing consortia (or alliances) are administratively reformed, ships from discontinued clusters are placed in newly formed clusters and continue to call at Dutch ports in a regular liner service for the rest of the calendar year concerned. In that case, the number of calls on which the quantity discount of the discontinued consortium (or alliance) is based is calculated by extrapolating to a full calendar year the actual number of calls made in the calendar year concerned until 31 December. This way, a discontinued cluster will be allocated the discount percentage it would have received if the cluster had remained intact for the entire calendar year.

6.9 MATRIX FREQUENCY DISCOUNT

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

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

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

Matrix frequency discount per 1-1-2023

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

6.10 REGISTERED PILOTS OVERSIGHT DECREE

Article 1.1.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Act: Dutch Pilots Act.

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

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

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

1. similar type in accordance with Lloyd's Register of Ships;
2. a difference in length over all, maximum draft on the summer load line, and a maximum width of not more than respectively 10%, 15% en 20%;
3. similar equipment and layout of the bridge and the navigation instruments, and;
4. similar manoeuvring characteristics, in particular with regard to the presence of bow and stern thrusters, and the numbers and types of propellers and rudders.

Article 4.7.

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

§ 3 The invoicing of pilotage tariffs and quantity discount

Artikel 4.9

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

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

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

6.11 OTHER INFORMATION

6.11.1 Seaport areas

Article 3a. Tariff areas and tariff columns

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

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

1. Seaport area Delfzijl-Eemshaven:

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

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

2. Seaport area Harlingen-Terschelling:

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

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

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

3. Seaport area Den Helder-Den Oever- Oudeschild

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

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

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

Tariff area Den Helder D: The Port of Harlingen.

4. Seaport area Amsterdam-IJmuiden

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

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

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

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

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

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

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

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

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

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

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

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

Tariff area Rotterdam-Rijnmond B: Europoort. The area including:

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

Tariff area Rotterdam-Rijnmond C: Botlek. The area including:

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

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

The area including:

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

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

The area including:

- the Lek;
- the Noord;
- the Beneden Merwede;

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

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

The area including:

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

Tariff area Rotterdam-Rijnmond H: Zeeland.

The area including:

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

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

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

6. Seaport area Scheldemonden

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

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

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

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

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

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

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

6.1.2 CONTACT

For all other information, questions or remarks, you can contact us via rtm.customerservice@loodswezen.nl or by telephone +3188 900 3000.



OTHER INFORMATION

7. OTHER INFORMATION

7.1 ORDERING A PILOT

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

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

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

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

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

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

ABSTRACT of the regulations for obtaining a pilot.

Arrivals

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

Departures and Shifting

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

Operational matters Pilot Service

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

Special orders helicopter service

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

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

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

CONTENTS of E.T.A. message:

IMO standard – Res. A 648(16)

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

**NON-COMPLIANCE WITH THESE REGULATIONS MIGHT CAUSE
DELAY AND/OR EXTRA COSTS.**

7.2 LNG SHIPS

7.2.1 LNG Regime

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

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

7.2.2 LNG carriers with a length of less than 180 metres

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

7.2.3 LNG carriers of 180 metres and more in length

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

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

7.2.4 Pilotage Order Times

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

in the existing traffic flow including voyages of other special ships such as deep draught ships. LNG carriers not only have a big impact on the capacity of the waterway but also on the capacities of the nautical service providers, so early ordering is an absolute necessity.

7.2.5 Visibility restriction and wind speed limit

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

7.3 NOTIFICATION PROCEDURE CHANNEL-BOUND SHIPS

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

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

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

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

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

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

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

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

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

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

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

- Roll Period (seconds).

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

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

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

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

By placing the new order, Maas Approach VTS will be informed and can enter the incoming ship into the VTS information system. For an efficient and accurate berth exchange operation, the departure time should be known 6 hours before departure. [Agent's Action.](#)

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

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

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

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

7.4 SPECIAL TRANSPORT

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

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

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

7.4.1 Advance Information

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

7.4.2 Tugs

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

7.4.3 Seagoing tugs

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

7.4.4 Embarkation of the pilot

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

7.5 RESTRICTED VISIBILITY/FOG

7.5.1 Hinterland - Rijkswaterstaat management area (upstream of the following bridges: Botlekbrug, Spijkenisserbrug, and Van Brienenoordbrug).

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

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

7.5.2 Rotterdam – management area of the Rotterdam Harbour Master's Division (DHMR)

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

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

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

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

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

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

7.6 STORM PILOTAGE (PILOTAGE IN STORMY WEATHER CONDITIONS)

7.6.1 Hinterland

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

7.6.2 Rotterdam

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

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

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

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

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

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

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

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

7.6.3 Adjustment of pilot services to all ships

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

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

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

7.6.4 Wind speed limits

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

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

7.7 TIDAL WINDOWS/DRAUGHTS

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

7.8 LOODS AANTAL BOTEN (PILOTS ADVICE ON NUMBER OF TUGS)

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

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

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

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

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

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

7.9 CUSTOMER SERVICE

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

7.10 ADDRESSES

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