



PILOTAGE TARIFFS 2022

REGION ROTTERDAM-RIJNMOND

CONTENTS

1

PILOTAGE
TARIFFS

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.

2

TARIFF
AREAS

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

This part gives general as well as detailed maps.

3

TARIFF
TABLES

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.

4

ADDITIONAL
TARIFFS

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.

5

TARIFFS
TRANSPORT
OF PERSONS

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

6

QUANTITY
DISCOUNT

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

7

OTHER
INFORMATION

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

Page 75

Tariff structure

This booklet contains the pilotage tariffs for 2022 applicable to the Region Rotterdam - Rijnmond.

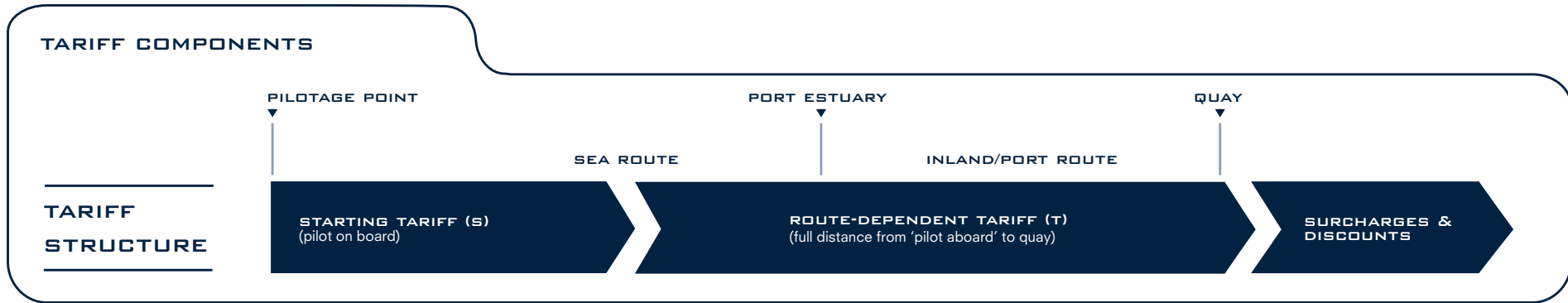
These tariffs are in euros. Pilotage tariffs are established by the ACM (Authority for Consumers & Markets), according to a fixed tariff structure. Should you have any questions concerning these tariffs, please contact our offices. The addresses can be found in part 6 of this booklet.

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.



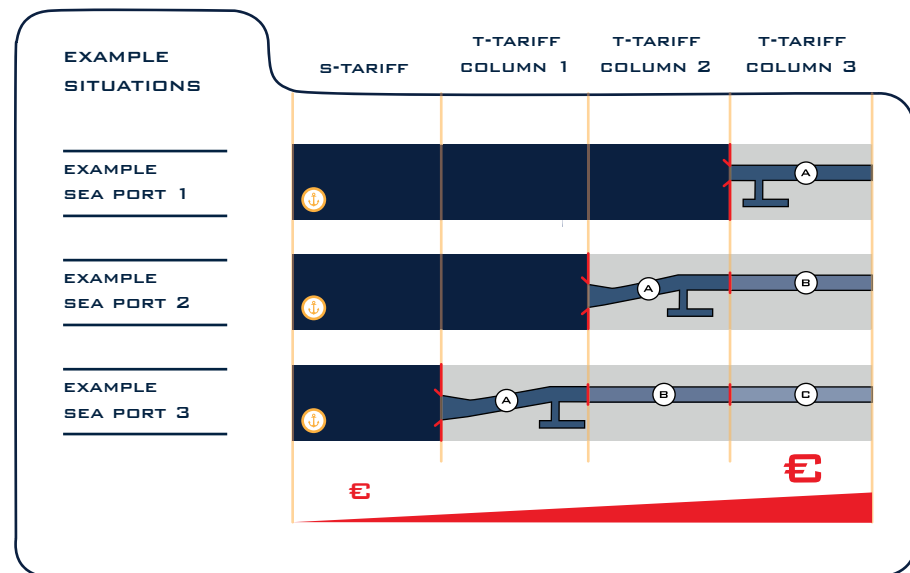
Start tariff

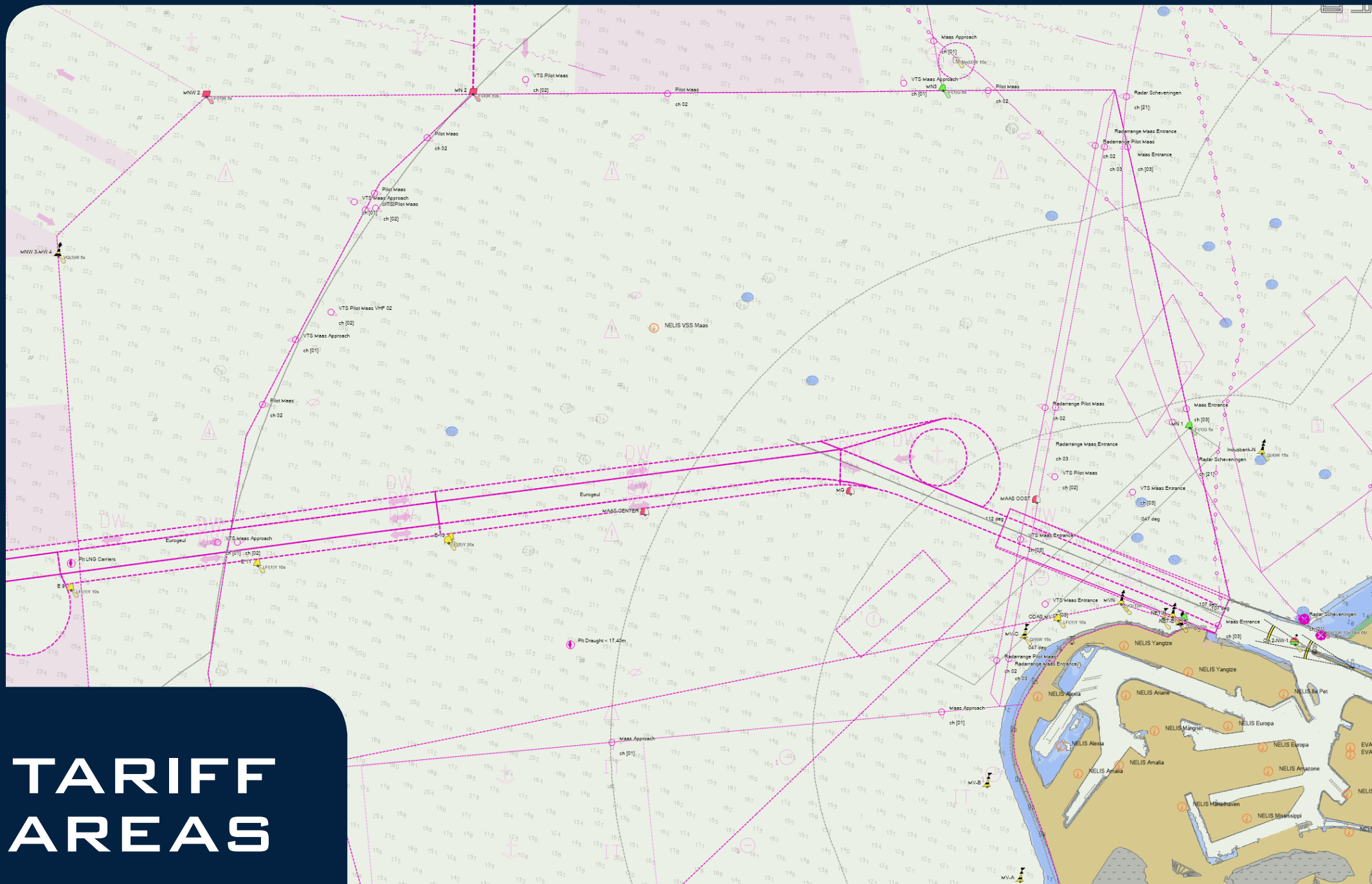
1. Rendezvous (trench ships and LNG Rijnmond)
2. Pilot station (Inbound and outbound trips)
3. Trips for shifting vessels

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

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

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





TARIFF AREAS

ROTTERDAM-RIJNSMOND - TARIFF AREA OVERVIEW



ROTTERDAM-RIJNSMOND - TARIFF AREA A-J



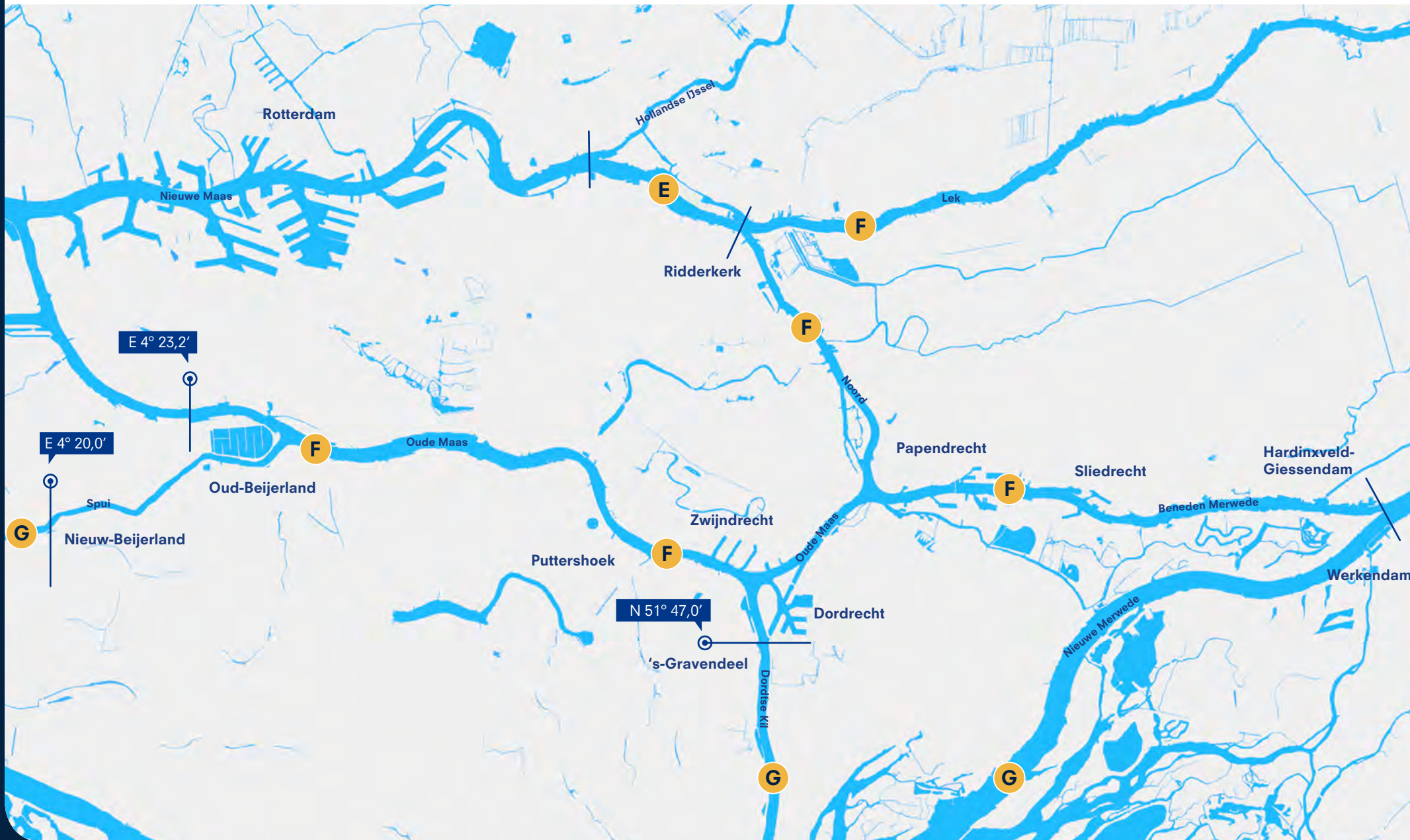
ROTTERDAM-RIJNSMOND - TARIFF AREA B



ROTTERDAM-RIJNSMOND - TARIFF AREA C-D-E



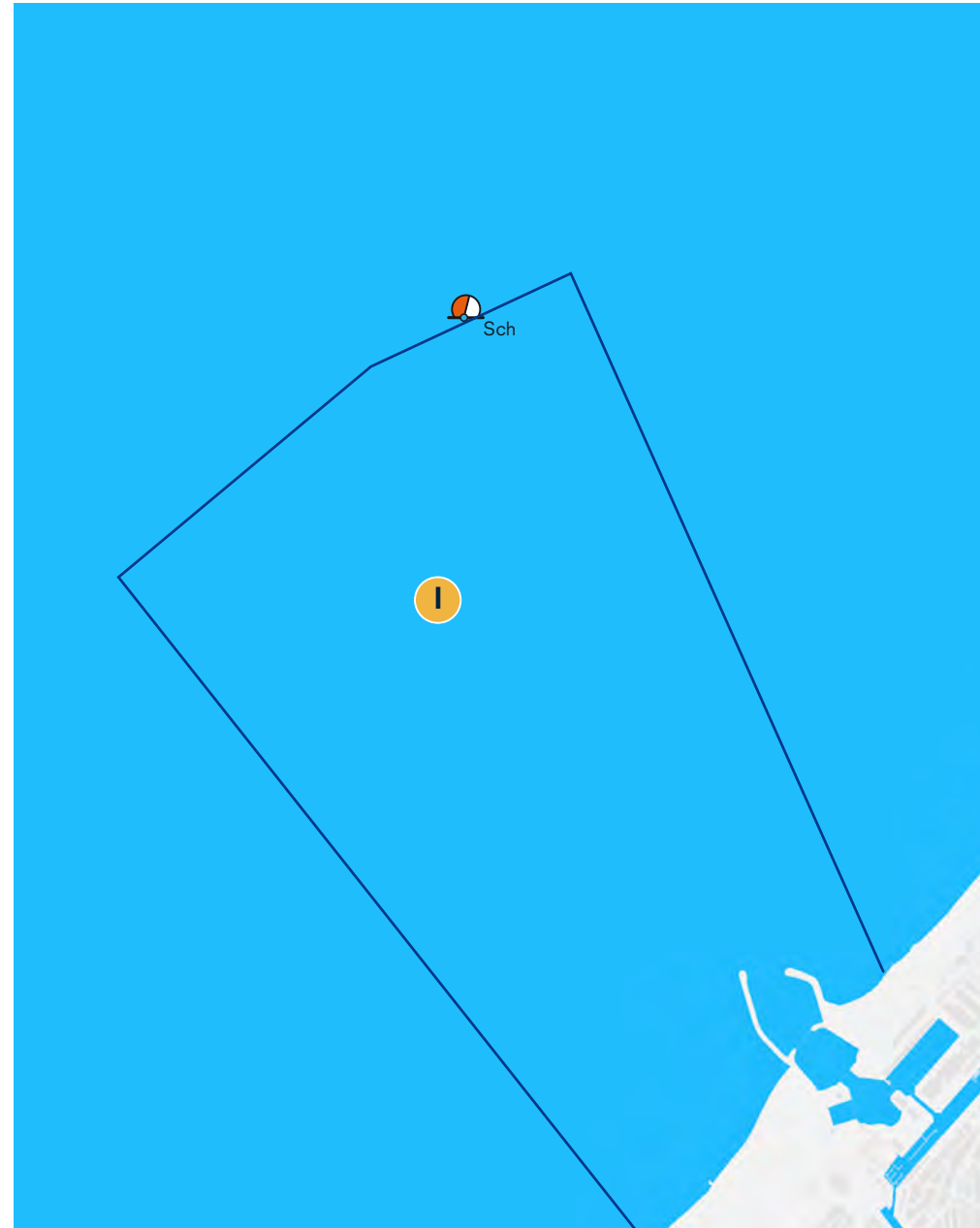
ROTTERDAM-RIJNMOND - TARIFF AREA F



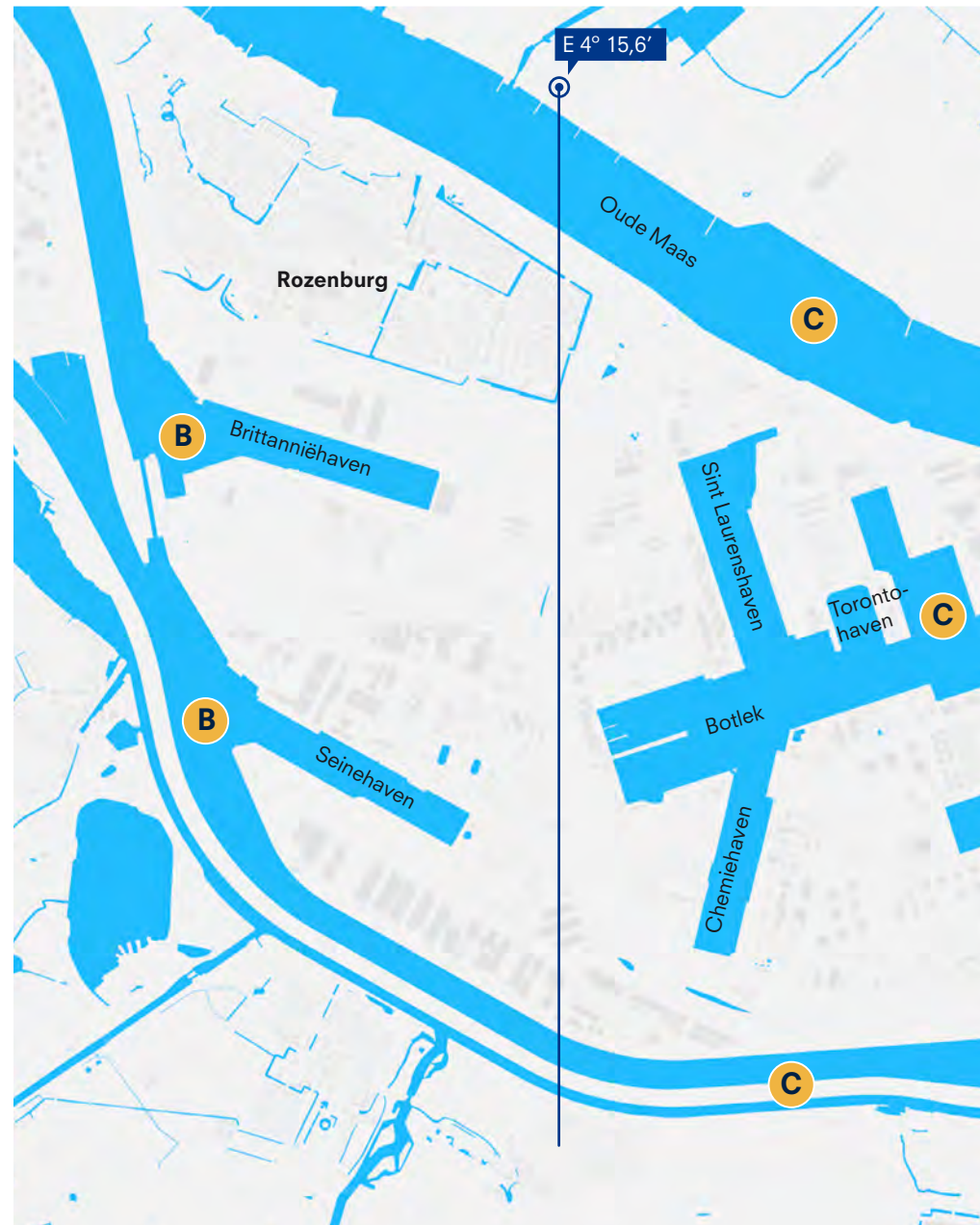
ROTTERDAM-RIJNMOND - TARIFF AREA G



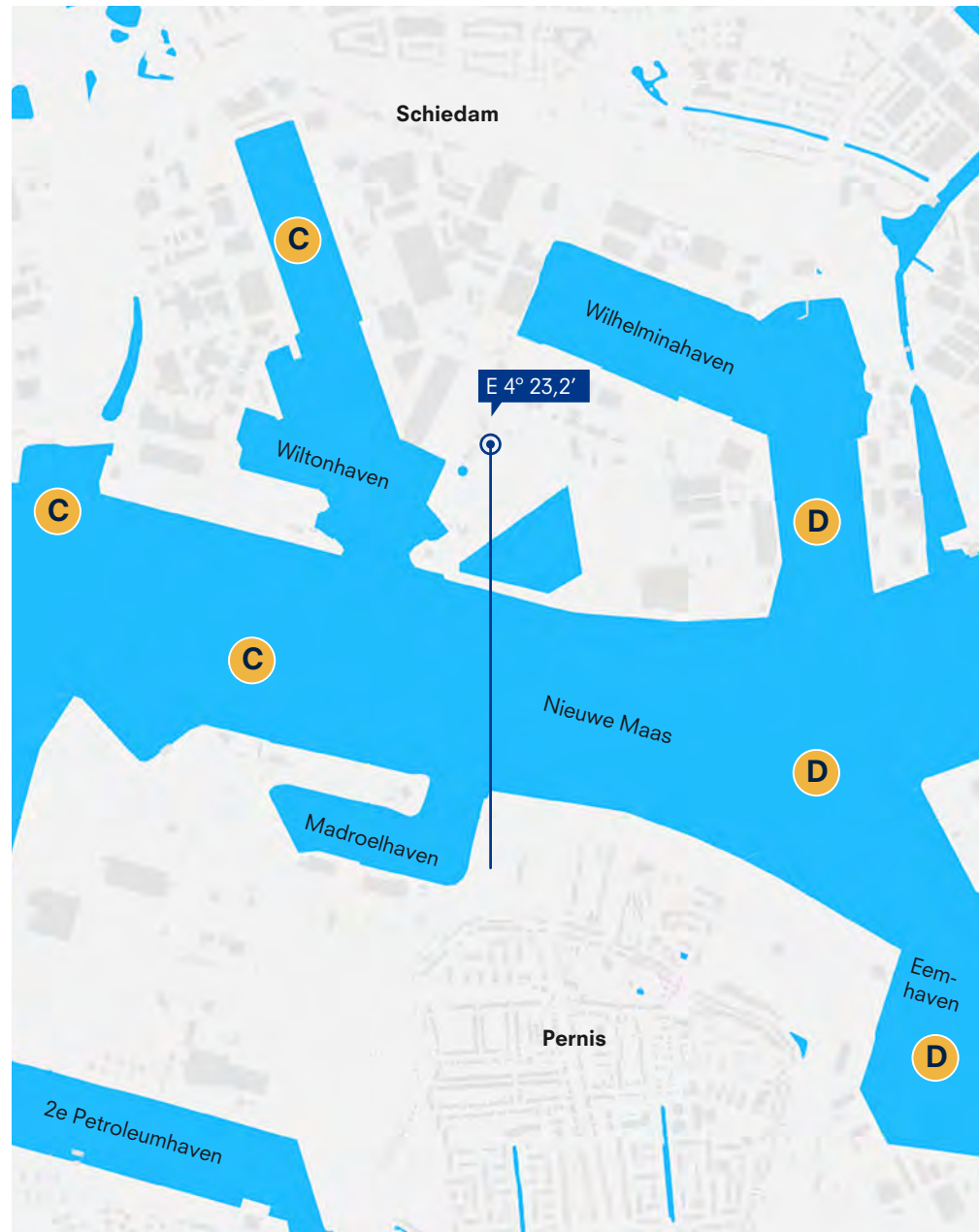
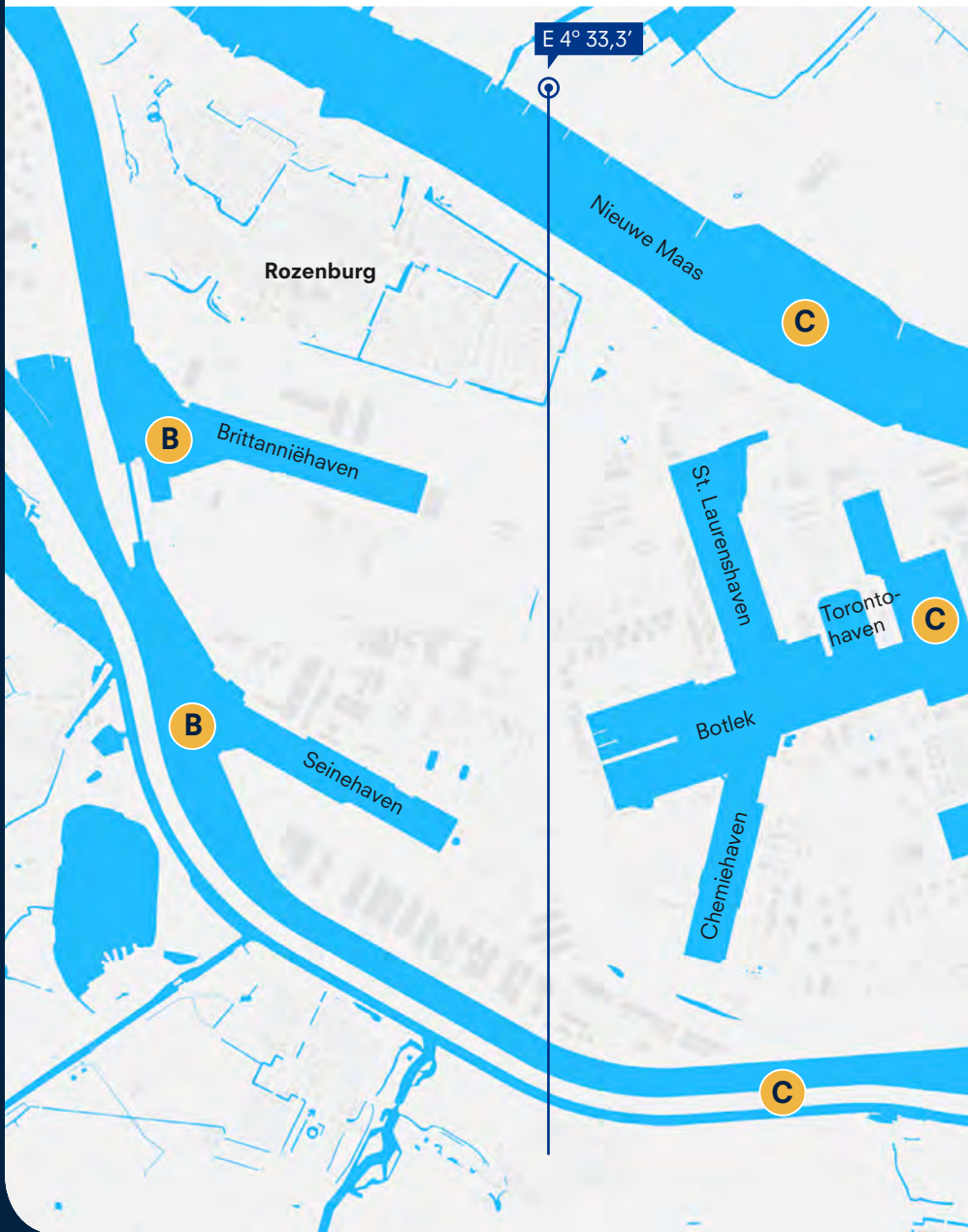
ROTTERDAM-RIJNMOND - TARIFF AREA H-I



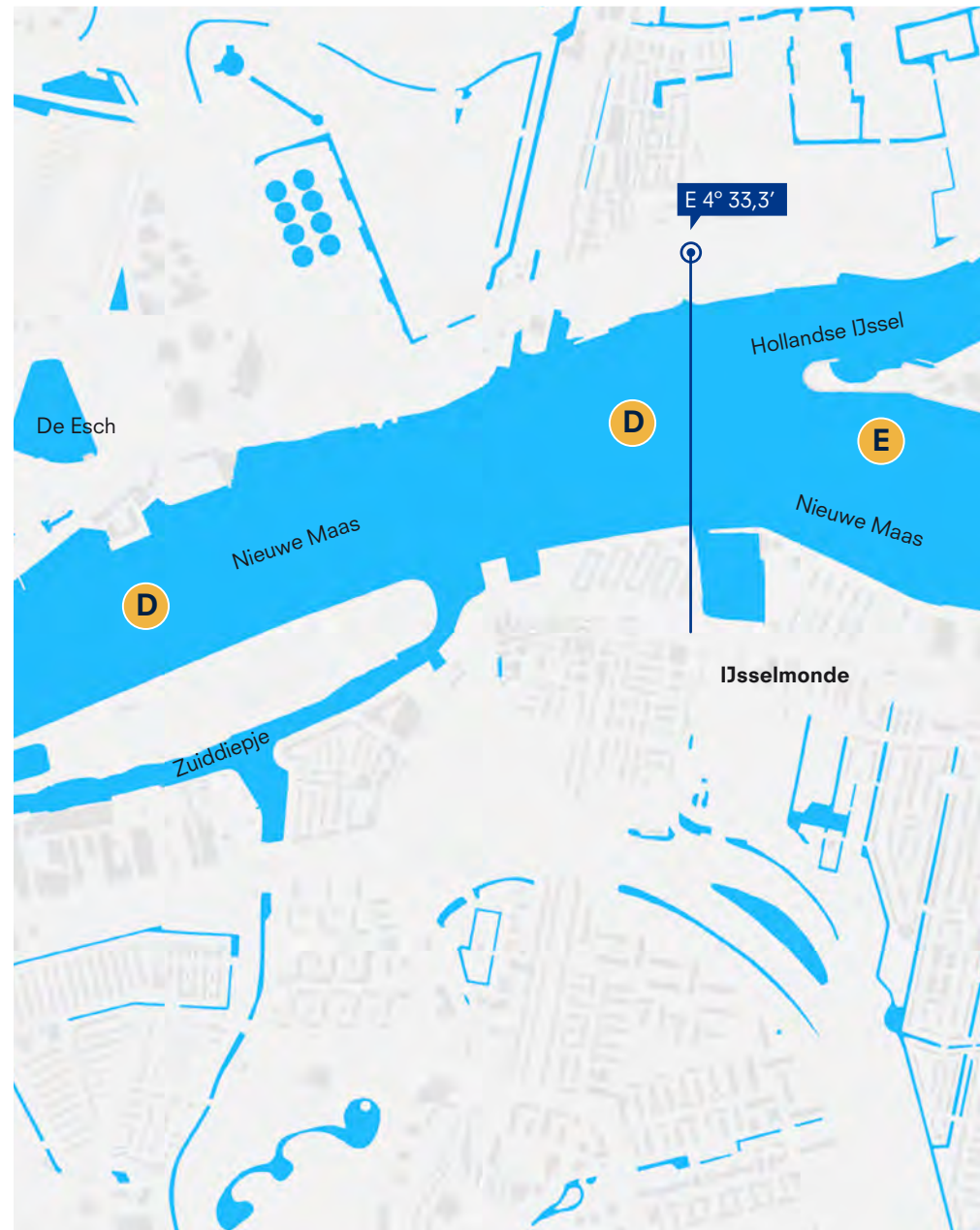
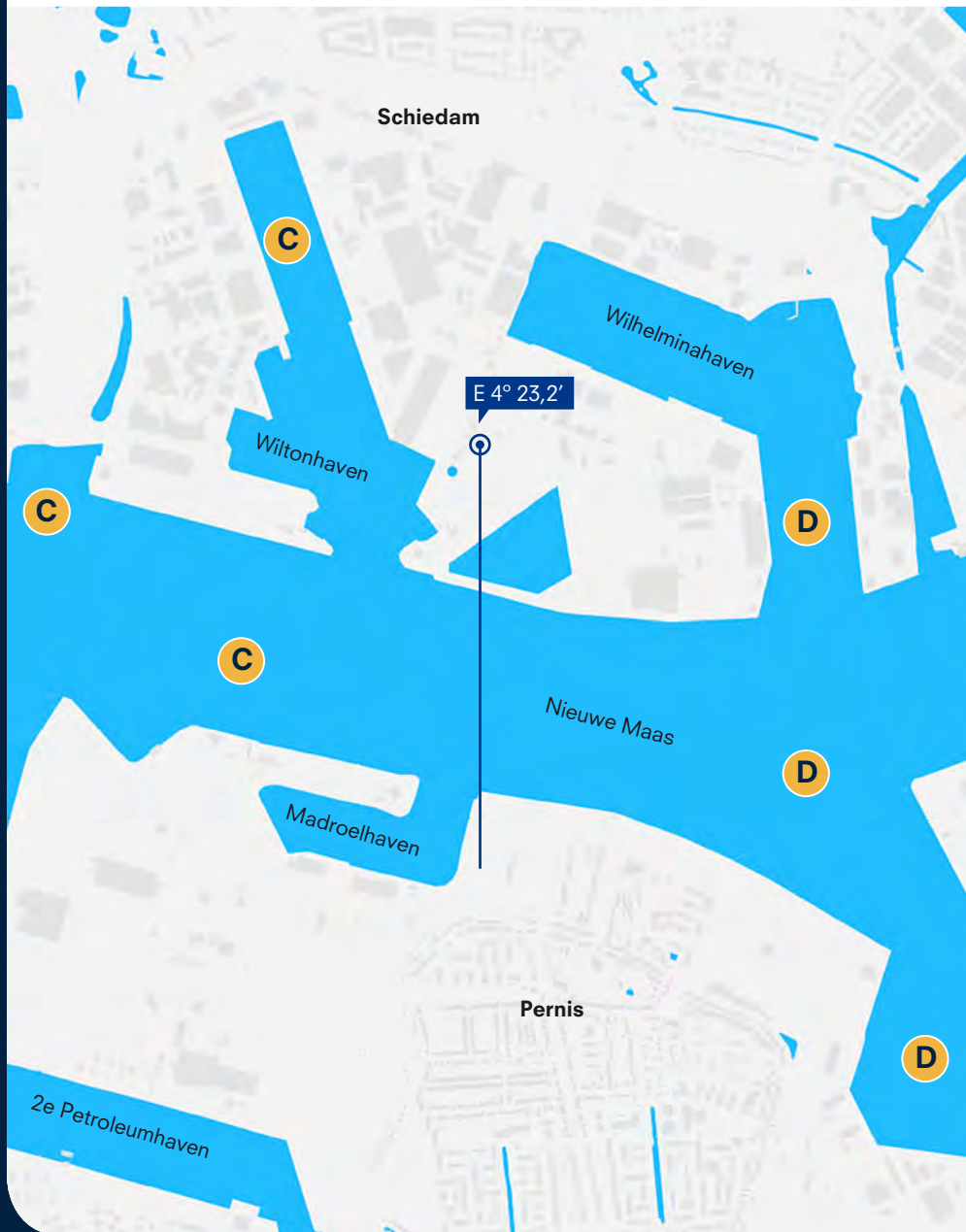
ROTTERDAM-RIJNSMOND - TARIFF AREA B DETAIL



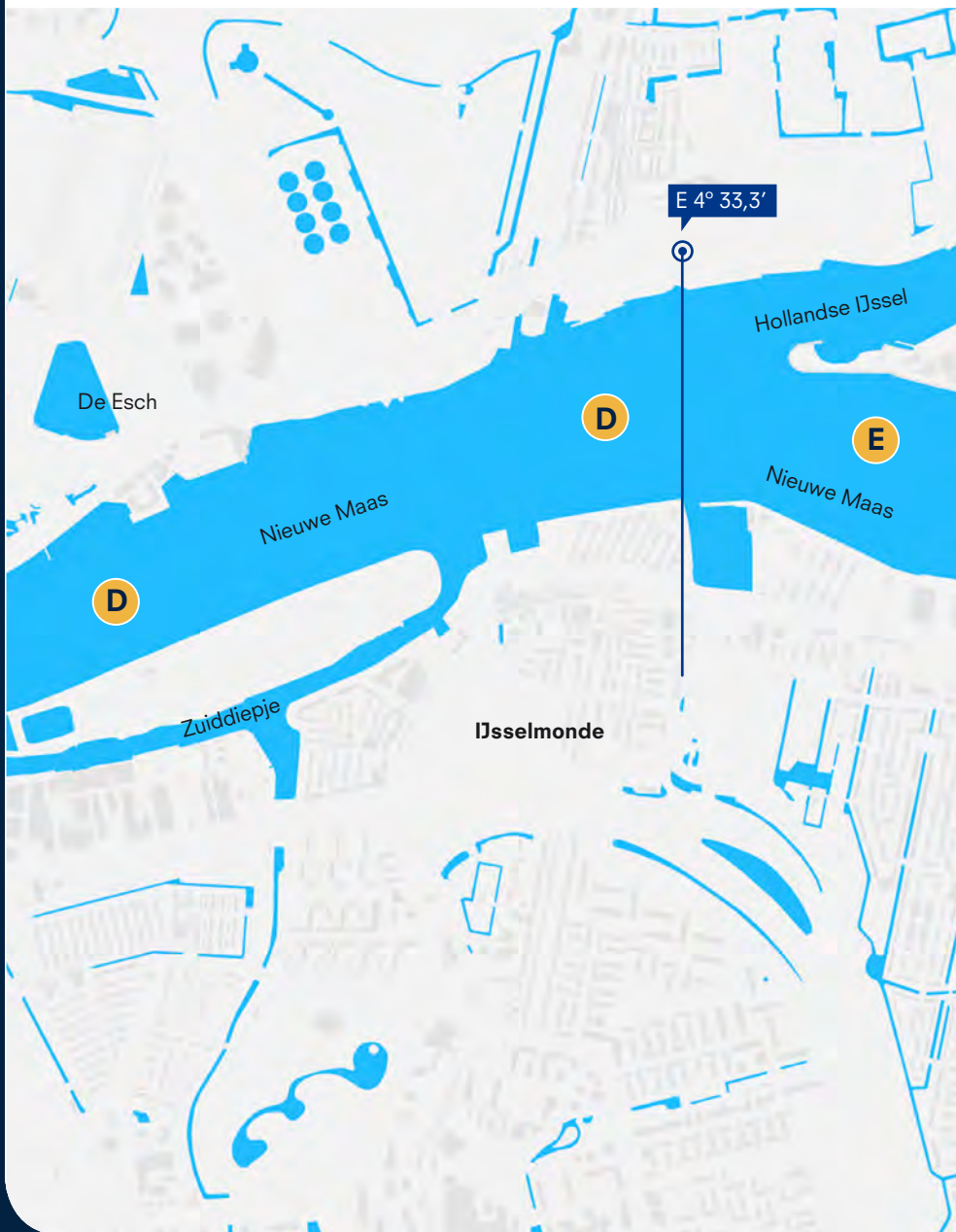
ROTTERDAM-RIJNMOND - TARIFF AREA C DETAIL



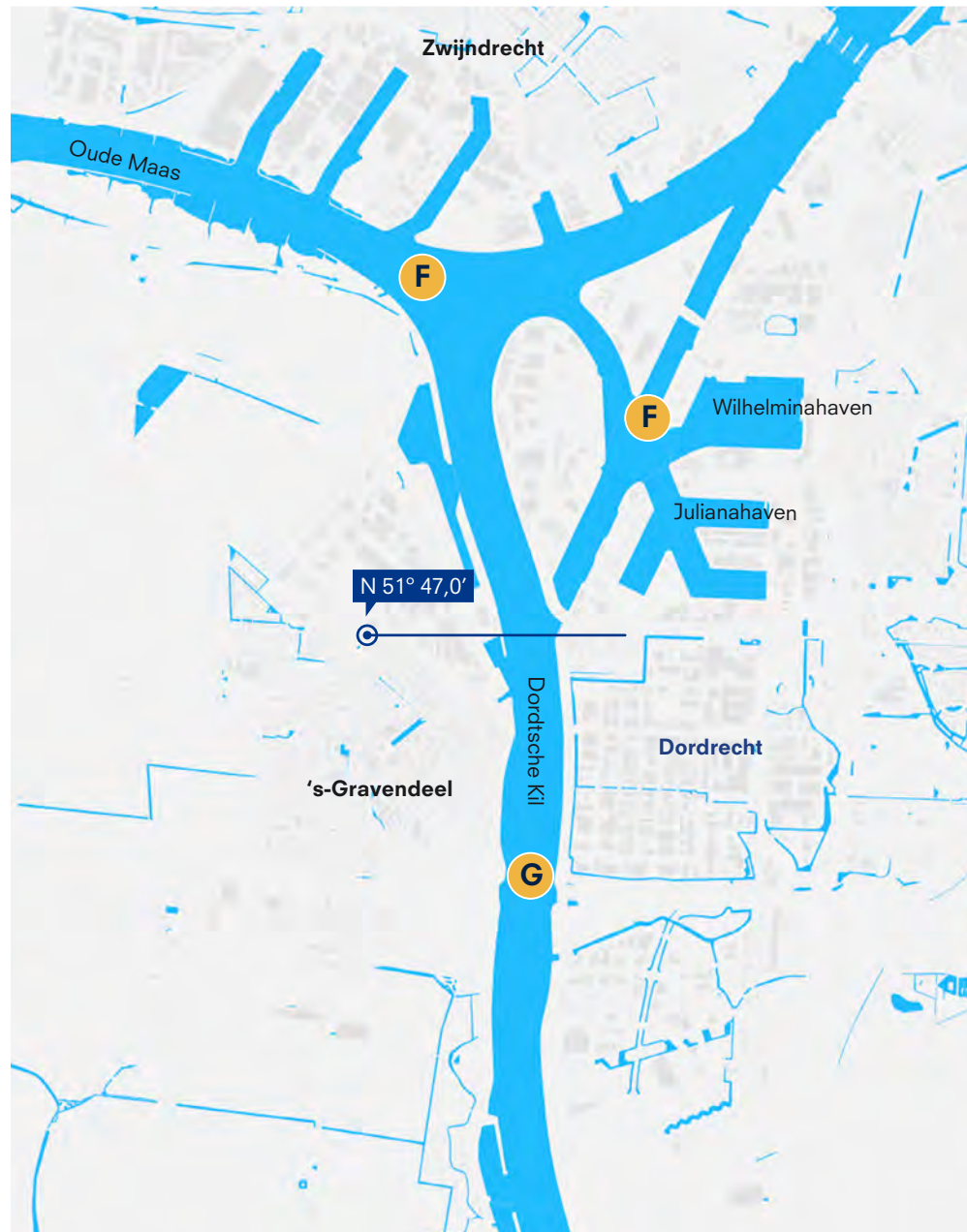
ROTTERDAM-RIJNMOND - TARIFF AREA D DETAIL



ROTTERDAM-RIJNMOND - TARIFF AREA E DETAIL



ROTTERDAM-RIJNSMOND - 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, 23 December 2021 - 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	263	22	29	37	45	51	59	65	74	81	88	96	102	110	117	126	133			
28	281	24	32	39	48	55	62	71	78	86	94	102	109	117	126	134	141			
29	299	26	34	43	50	59	65	76	83	92	99	108	115	126	133	142	149			
30	316	27	35	45	53	62	71	80	88	97	105	114	123	133	141	150	159			
31	325	28	36	46	55	64	73	82	91	100	108	117	128	137	145	154	163			
32	333	28	37	47	57	65	75	84	94	102	111	121	131	140	149	160	167			
33	341	29	38	48	59	67	76	86	97	105	113	123	135	144	152	164	173			
34	351	29	39	49	60	70	78	87	99	108	116	127	139	148	155	170	177			
35	359	31	39	50	62	71	80	89	102	111	120	129	142	151	160	174	182			
36	370	31	40	51	63	73	83	92	102	112	123	134	144	154	165	175	186			
37	392	33	44	54	65	77	87	98	109	120	131	142	152	163	175	186	196			
38	414	34	47	57	70	82	92	103	115	127	139	150	160	173	186	196	207			
39	436	36	50	60	74	86	97	109	123	133	146	159	170	182	196	206	220			
40	457	38	52	62	77	91	101	114	129	139	153	166	177	191	206	217	230			
41	478	39	55	65	81	96	105	121	136	146	160	175	186	200	217	227	241			
42	503	41	55	70	84	97	111	127	140	154	167	182	196	210	224	238	251			
43	542	46	60	76	90	104	121	137	151	165	181	196	212	227	241	256	272			
44	582	50	65	81	97	112	130	147	162	178	194	212	228	243	259	275	292			
45	622	53	70	86	102	120	139	157	174	190	207	227	243	259	276	294	313			
46	663	57	75	92	109	128	149	166	185	201	221	241	259	276	295	311	333			
47	701	60	79	97	115	135	158	177	196	214	233	256	275	294	311	330	353			
48	740	62	83	102	123	144	165	186	206	227	247	269	288	309	329	349	371			
49	782	65	87	109	131	152	175	196	218	240	261	284	306	327	348	371	394			
50	827	70	92	115	139	160	186	207	230	254	276	300	324	346	369	392	416			
51	870	74	97	123	146	170	196	220	242	269	290	316	341	364	388	414	437			
52	914	77	101	129	153	177	206	230	254	282	306	332	358	384	407	435	461			
53	958	81	105	136	160	186	217	241	266	296	322	347	377	401	426	457	483			
54	1.004	84	111	140	167	196	224	251	279	307	335	363	391	420	447	475	502			
55	1.070	89	118	149	179	209	238	269	298	327	357	388	417	447	477	507	536			
56	1.135	95	127	159	190	222	253	285	316	348	379	412	443	475	507	537	570			
57	1.201	100	134	167	201	235	269	301	335	369	401	436	470	502	536	570	603			
58	1.266	105	141	177	212	248	283	319	353	389	424	461	495	531	566	601	636			

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 23 December 2021 - 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	1.331	111	149	186	224	260	298	335	372	410	446	484	521	559	595	633	670			
60	1.399	116	155	195	234	273	311	350	390	428	468	507	546	584	623	662	701			
61	1.465	123	163	203	245	285	327	367	409	448	489	531	572	612	653	693	735			
62	1.532	128	171	213	256	299	341	384	426	470	512	555	597	640	683	725	768			
63	1.600	134	178	223	267	311	356	400	445	489	534	578	623	668	713	757	802			
64	1.666	139	186	233	278	325	371	417	464	510	557	603	650	696	742	787	834			
65	1.733	145	192	241	289	337	386	434	483	531	578	627	675	724	771	820	868			
66	1.797	150	200	250	300	349	400	449	499	550	600	651	700	751	801	850	900			
67	1.867	155	207	260	311	363	416	468	520	572	623	676	728	780	832	883	934			
68	1.937	161	215	271	324	378	431	485	538	593	646	702	756	810	863	917	970			
69	2.006	166	223	281	336	391	447	502	559	614	670	728	783	839	896	949	1.006			
70	2.076	173	230	290	348	405	463	520	578	635	693	754	812	869	926	984	1.041			
71	2.148	178	238	301	360	420	479	537	597	657	716	780	839	899	959	1.017	1.075			
72	2.218	186	247	309	371	432	494	557	618	678	740	803	864	926	988	1.050	1.111			
73	2.284	191	254	319	383	445	510	573	636	699	763	827	891	954	1.017	1.082	1.146			
74	2.350	196	261	327	394	459	524	588	656	720	785	851	917	982	1.048	1.112	1.179			
75	2.415	201	269	337	404	472	538	606	673	740	808	876	943	1.010	1.076	1.145	1.212			
76	2.481	207	276	346	416	484	554	622	692	761	830	900	969	1.038	1.106	1.176	1.246			
77	2.546	213	284	354	426	497	569	639	711	781	852	923	995	1.065	1.137	1.208	1.279			
78	2.614	218	290	363	437	510	583	656	728	801	874	946	1.019	1.092	1.164	1.237	1.310			
79	2.672	223	298	372	446	520	595	670	745	819	894	967	1.043	1.116	1.191	1.263	1.339			
80	2.728	228	304	381	456	531	609	684	760	835	913	987	1.064	1.140	1.217	1.292	1.368			
81	2.785	233	311	389	465	543	621	699	775	853	932	1.007	1.086	1.164	1.243	1.318	1.397			
82	2.841	237	317	397	474	554	635	714	791	871	951	1.027	1.108	1.188	1.268	1.345	1.425			
83	2.899	241	324	405	484	565	648	729	808	889	971	1.049	1.132	1.212	1.295	1.373	1.454			
84	2.959	247	329	412	494	577	659	740	824	907	988	1.070	1.153	1.236	1.318	1.399	1.483			
85	3.020	252	337	421	505	588	672	757	841	924	1.008	1.093	1.177	1.261	1.346	1.430	1.513			
86	3.082	258	344	428	515	601	686	772	859	944	1.028	1.114	1.200	1.287	1.374	1.459	1.544			
87	3.144	263	351	437	525	613	700	787	876	962	1.049	1.138	1.226	1.313	1.401	1.488	1.574			
88	3.206	269	358	445	535	625	714	805	895	981	1.070	1.159	1.249	1.339	1.430	1.519	1.604			
89	3.268	275	366	452	546	637	728	820	912	999	1.090	1.182	1.274	1.365	1.457	1.548	1.635			
90	3.329	278	371	463	557	649	740	834	926	1.019	1.111	1.205	1.297	1.389	1.483	1.575	1.668			

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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	3.390	284	378	472	566	661	756	850	944	1.038	1.133	1.227	1.321	1.416	1.509	1.604	1.697			
92	3.453	289	384	479	576	672	769	865	962	1.057	1.153	1.249	1.345	1.441	1.537	1.634	1.729			
93	3.514	296	390	488	586	684	782	881	980	1.075	1.173	1.272	1.369	1.468	1.566	1.664	1.760			
94	3.575	301	397	496	596	697	798	897	997	1.094	1.194	1.294	1.394	1.493	1.593	1.693	1.791			
95	3.637	306	403	505	607	709	811	913	1.014	1.111	1.214	1.316	1.418	1.519	1.622	1.723	1.821			
96	3.698	309	412	515	618	721	824	926	1.029	1.133	1.236	1.338	1.441	1.545	1.647	1.749	1.854			
97	3.764	315	420	524	629	734	838	944	1.049	1.153	1.258	1.362	1.468	1.572	1.677	1.781	1.886			
98	3.829	321	426	533	640	747	853	960	1.067	1.173	1.280	1.387	1.493	1.599	1.708	1.813	1.920			
99	3.895	326	434	543	651	760	868	976	1.085	1.194	1.302	1.410	1.519	1.629	1.736	1.844	1.954			
100	3.960	332	441	552	662	772	883	994	1.104	1.214	1.325	1.435	1.546	1.656	1.766	1.877	1.986			
101	4.025	337	448	562	673	785	898	1.010	1.122	1.235	1.347	1.459	1.572	1.683	1.796	1.908	2.020			
102	4.093	342	456	570	683	798	912	1.025	1.140	1.254	1.368	1.482	1.595	1.710	1.823	1.937	2.053			
103	4.125	345	460	574	688	805	918	1.033	1.148	1.263	1.378	1.493	1.608	1.723	1.837	1.953	2.068			
104	4.156	348	463	578	694	811	924	1.041	1.157	1.273	1.388	1.504	1.619	1.735	1.852	1.968	2.083			
105	4.189	350	467	583	700	818	931	1.049	1.164	1.282	1.398	1.514	1.632	1.748	1.865	1.982	2.099			
106	4.220	353	471	588	706	824	938	1.056	1.173	1.292	1.408	1.525	1.644	1.761	1.880	1.997	2.115			
107	4.252	356	474	593	712	830	944	1.063	1.182	1.300	1.419	1.536	1.656	1.774	1.893	2.011	2.131			
108	4.279	357	477	595	715	834	952	1.072	1.191	1.310	1.430	1.549	1.668	1.786	1.906	2.024	2.145			
109	4.315	360	481	600	721	840	961	1.082	1.200	1.322	1.441	1.562	1.681	1.802	1.922	2.042	2.162			
110	4.349	363	484	605	726	847	970	1.090	1.211	1.333	1.453	1.575	1.695	1.817	1.937	2.058	2.179			
111	4.384	365	488	609	732	853	977	1.100	1.221	1.344	1.467	1.587	1.710	1.831	1.954	2.074	2.197			
112	4.419	369	491	614	737	860	986	1.109	1.232	1.355	1.478	1.600	1.723	1.845	1.969	2.092	2.215			
113	4.455	371	495	619	743	866	995	1.118	1.242	1.366	1.489	1.613	1.737	1.860	1.985	2.108	2.233			
114	4.491	375	499	625	751	875	1.000	1.125	1.250	1.375	1.499	1.625	1.749	1.875	2.000	2.125	2.250			
115	4.526	378	503	630	756	882	1.008	1.135	1.260	1.386	1.512	1.638	1.765	1.890	2.016	2.142	2.267			
116	4.561	381	508	635	761	890	1.017	1.144	1.270	1.397	1.524	1.650	1.778	1.905	2.031	2.158	2.285			
117	4.595	384	511	639	767	897	1.024	1.153	1.281	1.408	1.535	1.664	1.792	1.919	2.048	2.174	2.304			
118	4.631	386	515	644	772	905	1.033	1.162	1.292	1.420	1.548	1.677	1.807	1.933	2.063	2.192	2.320			
119	4.665	389	519	649	777	912	1.043	1.171	1.301	1.430	1.561	1.690	1.820	1.948	2.079	2.209	2.339			
120	4.700	392	523	656	785	917	1.048	1.178	1.309	1.439	1.571	1.700	1.833	1.964	2.095	2.225	2.356			
121	4.738	395	526	660	791	923	1.056	1.187	1.320	1.450	1.582	1.714	1.847	1.979	2.110	2.242	2.373			
122	4.772	398	531	664	798	929	1.064	1.196	1.330	1.462	1.594	1.728	1.860	1.994	2.126	2.258	2.392			

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 23 December 2021 - 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	4.807	400	534	669	803	936	1.072	1.206	1.339	1.473	1.606	1.740	1.875	2.008	2.142	2.275	2.408			
124	4.842	403	537	673	808	943	1.081	1.215	1.349	1.484	1.619	1.754	1.888	2.022	2.157	2.293	2.427			
125	4.877	406	541	677	813	949	1.089	1.225	1.359	1.495	1.631	1.766	1.903	2.037	2.173	2.309	2.444			
126	4.912	411	547	683	821	958	1.095	1.232	1.368	1.504	1.641	1.778	1.915	2.053	2.189	2.325	2.461			
127	4.949	413	551	688	826	965	1.101	1.240	1.378	1.516	1.653	1.791	1.928	2.067	2.205	2.342	2.480			
128	4.984	416	555	693	832	972	1.109	1.249	1.388	1.526	1.666	1.805	1.943	2.081	2.220	2.358	2.497			
129	5.019	419	559	698	837	980	1.117	1.258	1.398	1.537	1.677	1.817	1.957	2.096	2.236	2.377	2.514			
130	5.055	421	562	702	844	987	1.124	1.268	1.408	1.549	1.688	1.830	1.970	2.110	2.252	2.393	2.532			
131	5.089	424	566	708	849	995	1.132	1.277	1.419	1.561	1.700	1.843	1.984	2.126	2.267	2.408	2.550			
132	5.124	427	571	714	856	999	1.142	1.284	1.426	1.570	1.712	1.854	1.997	2.141	2.283	2.424	2.568			
133	5.179	432	576	721	865	1.009	1.153	1.297	1.441	1.585	1.729	1.874	2.017	2.162	2.306	2.449	2.594			
134	5.230	437	582	728	875	1.019	1.164	1.310	1.457	1.600	1.746	1.893	2.037	2.184	2.330	2.475	2.622			
135	5.284	441	587	735	884	1.029	1.177	1.323	1.472	1.617	1.765	1.912	2.058	2.207	2.352	2.500	2.648			
136	5.338	446	593	743	894	1.040	1.189	1.336	1.486	1.633	1.781	1.932	2.079	2.229	2.377	2.525	2.675			
137	5.392	450	598	751	902	1.050	1.200	1.348	1.500	1.648	1.800	1.952	2.099	2.252	2.398	2.550	2.701			
138	5.441	453	606	758	909	1.060	1.211	1.362	1.514	1.666	1.818	1.969	2.121	2.272	2.424	2.576	2.727			
139	5.504	461	613	766	919	1.072	1.226	1.380	1.532	1.684	1.838	1.992	2.145	2.299	2.451	2.604	2.756			
140	5.564	466	620	774	929	1.085	1.239	1.395	1.550	1.703	1.859	2.014	2.168	2.324	2.480	2.634	2.788			
141	5.627	472	628	782	939	1.096	1.253	1.410	1.568	1.722	1.880	2.035	2.193	2.351	2.507	2.665	2.818			
142	5.688	477	635	791	949	1.108	1.267	1.426	1.585	1.740	1.900	2.058	2.217	2.377	2.534	2.693	2.848			
143	5.751	483	643	800	960	1.120	1.281	1.442	1.603	1.759	1.920	2.080	2.241	2.403	2.563	2.723	2.879			
144	5.811	485	648	809	970	1.133	1.294	1.457	1.618	1.779	1.941	2.103	2.265	2.427	2.588	2.750	2.912			
145	5.865	489	653	816	980	1.143	1.306	1.470	1.633	1.796	1.959	2.122	2.285	2.448	2.612	2.775	2.938			
146	5.916	494	659	824	989	1.153	1.318	1.483	1.647	1.812	1.977	2.142	2.306	2.471	2.636	2.801	2.966			
147	5.970	499	664	831	998	1.163	1.331	1.495	1.662	1.829	1.995	2.161	2.327	2.493	2.660	2.826	2.992			
148	6.024	503	670	838	1.007	1.173	1.342	1.508	1.677	1.845	2.011	2.180	2.346	2.515	2.684	2.850	3.019			
149	6.078	509	675	846	1.017	1.184	1.354	1.521	1.692	1.862	2.029	2.199	2.367	2.539	2.708	2.876	3.047			
150	6.127	512	683	853	1.022	1.194	1.363	1.535	1.707	1.877	2.048	2.218	2.389	2.559	2.730	2.900	3.070			
151	6.181	516	688	860	1.033	1.204	1.377	1.548	1.721	1.893	2.065	2.237	2.408	2.581	2.753	2.926	3.097			
152	6.232	521	693	868	1.043	1.214	1.389	1.561	1.735	1.910	2.082	2.257	2.429	2.603	2.776	2.951	3.125			
153	6.287	526	699	876	1.051	1.225	1.400	1.574	1.749	1.927	2.100	2.276	2.449	2.627	2.800	2.976	3.151			
154	6.340	531	705	883	1.060	1.235	1.412	1.587	1.765	1.943	2.117	2.296	2.470	2.648	2.822	3.001	3.177			

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 23 December 2021 - 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	6.394	535	711	891	1.070	1.245	1.425	1.599	1.780	1.960	2.136	2.315	2.491	2.670	2.845	3.026	3.205			
156	6.444	537	719	897	1.076	1.256	1.435	1.615	1.794	1.974	2.153	2.333	2.511	2.691	2.871	3.051	3.230			
157	6.499	543	724	905	1.086	1.266	1.446	1.629	1.809	1.990	2.170	2.352	2.532	2.714	2.894	3.075	3.256			
158	6.551	547	729	912	1.096	1.276	1.459	1.641	1.823	2.006	2.189	2.372	2.553	2.735	2.917	3.100	3.282			
159	6.604	552	735	919	1.105	1.286	1.472	1.654	1.838	2.021	2.206	2.392	2.573	2.757	2.940	3.125	3.311			
160	6.658	557	740	926	1.113	1.297	1.483	1.667	1.854	2.036	2.223	2.410	2.593	2.780	2.964	3.151	3.338			
161	6.712	562	746	934	1.123	1.307	1.495	1.680	1.868	2.053	2.241	2.430	2.614	2.802	2.987	3.175	3.364			
162	6.761	565	753	942	1.131	1.318	1.506	1.693	1.882	2.070	2.258	2.446	2.635	2.823	3.012	3.200	3.389			
163	6.815	570	759	949	1.139	1.329	1.519	1.708	1.897	2.087	2.276	2.466	2.655	2.845	3.034	3.225	3.415			
164	6.868	574	764	957	1.148	1.338	1.530	1.720	1.912	2.104	2.294	2.486	2.676	2.868	3.058	3.251	3.442			
165	6.922	578	770	964	1.158	1.348	1.543	1.733	1.927	2.121	2.311	2.505	2.696	2.890	3.081	3.275	3.469			
166	6.974	583	775	971	1.167	1.358	1.555	1.745	1.941	2.137	2.330	2.525	2.717	2.913	3.104	3.301	3.496			
167	7.028	588	781	978	1.176	1.369	1.567	1.759	1.957	2.154	2.346	2.544	2.738	2.934	3.128	3.325	3.522			
168	7.079	590	787	986	1.183	1.380	1.577	1.773	1.971	2.168	2.364	2.561	2.759	2.957	3.153	3.350	3.548			
169	7.133	595	795	993	1.192	1.389	1.588	1.786	1.985	2.184	2.382	2.581	2.779	2.979	3.176	3.376	3.575			
170	7.186	600	800	1.000	1.200	1.399	1.600	1.800	2.001	2.201	2.399	2.601	2.800	3.001	3.199	3.401	3.601			
171	7.239	605	806	1.007	1.211	1.410	1.613	1.812	2.016	2.218	2.417	2.621	2.820	3.022	3.222	3.425	3.628			
172	7.291	609	811	1.014	1.220	1.420	1.625	1.825	2.030	2.235	2.435	2.640	2.840	3.045	3.245	3.451	3.654			
173	7.346	614	816	1.022	1.230	1.430	1.637	1.838	2.046	2.252	2.452	2.659	2.860	3.067	3.268	3.475	3.681			
174	7.396	618	824	1.029	1.236	1.441	1.647	1.854	2.059	2.265	2.471	2.677	2.883	3.088	3.294	3.500	3.706			
175	7.449	622	829	1.037	1.245	1.451	1.660	1.866	2.074	2.281	2.489	2.696	2.904	3.111	3.318	3.524	3.732			
176	7.502	627	834	1.045	1.254	1.462	1.671	1.880	2.089	2.297	2.506	2.717	2.924	3.133	3.342	3.550	3.759			
177	7.557	632	840	1.052	1.263	1.472	1.683	1.892	2.104	2.312	2.524	2.735	2.943	3.156	3.366	3.575	3.787			
178	7.609	636	846	1.059	1.273	1.483	1.695	1.906	2.118	2.329	2.542	2.754	2.965	3.177	3.391	3.600	3.814			
179	7.661	641	851	1.067	1.282	1.493	1.708	1.918	2.133	2.344	2.559	2.775	2.984	3.200	3.414	3.626	3.840			
180	7.712	644	859	1.073	1.288	1.503	1.718	1.932	2.147	2.361	2.577	2.791	3.006	3.220	3.436	3.650	3.865			
181	7.764	649	864	1.081	1.298	1.513	1.730	1.945	2.162	2.379	2.594	2.811	3.026	3.243	3.459	3.675	3.892			
182	7.819	653	870	1.088	1.307	1.523	1.742	1.959	2.177	2.395	2.612	2.830	3.047	3.265	3.482	3.700	3.919			
183	7.872	658	876	1.096	1.316	1.533	1.755	1.971	2.192	2.411	2.630	2.849	3.067	3.288	3.505	3.726	3.945			
184	7.925	662	881	1.102	1.326	1.544	1.766	1.984	2.207	2.429	2.647	2.869	3.088	3.309	3.528	3.750	3.973			
185	7.978	667	887	1.110	1.335	1.554	1.778	1.997	2.221	2.445	2.665	2.889	3.108	3.331	3.552	3.775	3.999			
186	8.030	671	895	1.117	1.342	1.566	1.788	2.011	2.236	2.459	2.682	2.906	3.130	3.353	3.577	3.800	4.024			

INGOING AND OUTGOING VOYAGES (PILOT STATION) - Pilotage tariffs decision ACM, 23 December 2021 - 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
187	8.083	675	900	1.125	1.350	1.575	1.801	2.024	2.250	2.476	2.700	2.926	3.151	3.376	3.600	3.826	4.051
188	8.136	680	906	1.133	1.359	1.585	1.812	2.037	2.265	2.492	2.718	2.944	3.170	3.398	3.624	3.850	4.077
189	8.189	684	911	1.140	1.369	1.595	1.824	2.051	2.280	2.508	2.735	2.965	3.191	3.419	3.646	3.876	4.104
190	8.243	688	917	1.148	1.379	1.605	1.836	2.064	2.295	2.526	2.753	2.984	3.212	3.442	3.669	3.900	4.131
191	8.296	693	922	1.155	1.388	1.616	1.849	2.077	2.309	2.543	2.770	3.004	3.231	3.465	3.692	3.925	4.159
192	8.346	698	929	1.162	1.394	1.627	1.859	2.092	2.323	2.556	2.789	3.020	3.253	3.486	3.718	3.951	4.181
193	8.453	708	942	1.177	1.411	1.647	1.883	2.118	2.353	2.589	2.823	3.059	3.295	3.530	3.764	4.000	4.235
194	8.557	716	953	1.192	1.430	1.668	1.907	2.146	2.383	2.622	2.858	3.097	3.337	3.575	3.812	4.051	4.288
195	8.663	725	965	1.207	1.446	1.687	1.931	2.172	2.413	2.654	2.894	3.135	3.378	3.619	3.859	4.101	4.341
≥196	8.770	733	976	1.221	1.465	1.709	1.954	2.197	2.441	2.685	2.929	3.173	3.418	3.662	3.905	4.150	4.394



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, 23 December 2021 - 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	TC 12	TC 13	TC 14	TC 15	TC 16
≤27	42	37	45	51	59	65	74	81	88	96	102	110	117	126	133	140	148
28	45	39	48	55	62	71	78	86	94	102	109	117	126	134	141	149	157
29	47	43	50	59	65	76	83	92	99	108	115	126	133	142	149	159	165
30	52	45	53	62	71	80	88	97	105	114	123	133	141	150	159	167	176
31	53	46	55	64	73	82	91	100	108	117	128	137	145	154	163	173	181
32	54	47	57	65	75	84	94	102	111	121	131	140	149	160	167	177	186
33	56	48	59	67	76	86	97	105	113	123	135	144	152	164	173	182	190
34	57	49	60	70	78	87	99	108	116	127	139	148	155	170	177	186	195
35	58	50	62	71	80	89	102	111	120	129	142	151	160	174	182	191	199
36	60	51	63	73	83	92	102	112	123	134	144	154	165	175	186	196	206
37	62	54	65	77	87	98	109	120	131	142	152	163	175	186	196	207	218
38	65	57	70	82	92	103	115	127	139	150	160	173	186	196	207	221	230
39	69	60	74	86	97	109	123	133	146	159	170	182	196	206	220	233	242
40	73	62	77	91	101	114	129	139	153	166	177	191	206	217	230	244	254
41	76	65	81	96	105	121	136	146	160	175	186	200	217	227	241	256	266
42	81	70	84	97	111	127	140	154	167	182	196	210	224	238	251	265	279
43	87	76	90	104	121	137	151	165	181	196	212	227	241	256	272	286	301
44	94	81	97	112	130	147	162	178	194	212	228	243	259	275	292	308	324
45	99	86	102	120	139	157	174	190	207	227	243	259	276	294	313	329	346
46	104	92	109	128	149	166	185	201	221	241	259	276	295	311	333	350	369
47	111	97	115	135	158	177	196	214	233	256	275	294	311	330	353	372	390
48	119	102	123	144	165	186	206	227	247	269	288	309	329	349	371	391	412
49	126	109	131	152	175	196	218	240	261	284	306	327	348	371	394	415	436
50	134	115	139	160	186	207	230	254	276	300	324	346	369	392	416	437	461
51	141	123	146	170	196	220	242	269	290	316	341	364	388	414	437	462	484
52	148	129	153	177	206	230	254	282	306	332	358	384	407	435	461	484	509
53	156	136	160	186	217	241	266	296	322	347	377	401	426	457	483	508	532
54	161	140	167	196	224	251	279	307	335	363	391	420	447	475	502	531	559
55	172	149	179	209	238	269	298	327	357	388	417	447	477	507	536	566	595
56	182	159	190	222	253	285	316	348	379	412	443	475	507	537	570	601	633
57	194	167	201	235	269	301	335	369	401	436	470	502	536	570	603	636	670
58	205	177	212	248	283	319	353	389	424	461	495	531	566	601	636	672	708

BERTH SHIFT VOYAGES - Pilotage tariffs decision ACM, 23 December 2021 - 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					
59	215	186	224	260	298	335	372	410	446	484	521	559	595	633	670	708	745
60	225	195	234	273	311	350	390	428	468	507	546	584	623	662	701	740	778
61	236	203	245	285	327	367	409	448	489	531	572	612	653	693	735	775	816
62	245	213	256	299	341	384	426	470	512	555	597	640	683	725	768	811	853
63	256	223	267	311	356	400	445	489	534	578	623	668	713	757	802	846	891
64	266	233	278	325	371	417	464	510	557	603	650	696	742	787	834	881	927
65	278	241	289	337	386	434	483	531	578	627	675	724	771	820	868	917	965
66	289	250	300	349	400	449	499	550	600	651	700	751	801	850	900	949	1.000
67	301	260	311	363	416	468	520	572	623	676	728	780	832	883	934	987	1.038
68	313	271	324	378	431	485	538	593	646	702	756	810	863	917	970	1.023	1.077
69	324	281	336	391	447	502	559	614	670	728	783	839	896	949	1.006	1.061	1.117
70	337	290	348	405	463	520	578	635	693	754	812	869	926	984	1.041	1.098	1.156
71	350	301	360	420	479	537	597	657	716	780	839	899	959	1.017	1.075	1.136	1.195
72	358	309	371	432	494	557	618	678	740	803	864	926	988	1.050	1.111	1.173	1.236
73	367	319	383	445	510	573	636	699	763	827	891	954	1.017	1.082	1.146	1.209	1.273
74	378	327	394	459	524	588	656	720	785	851	917	982	1.048	1.112	1.179	1.244	1.310
75	388	337	404	472	538	606	673	740	808	876	943	1.010	1.076	1.145	1.212	1.279	1.347
76	398	346	416	484	554	622	692	761	830	900	969	1.038	1.106	1.176	1.246	1.314	1.384
77	408	354	426	497	569	639	711	781	852	923	995	1.065	1.137	1.208	1.279	1.349	1.421
78	419	363	437	510	583	656	728	801	874	946	1.019	1.092	1.164	1.237	1.310	1.383	1.457
79	428	372	446	520	595	670	745	819	894	967	1.043	1.116	1.191	1.263	1.339	1.413	1.488
80	438	381	456	531	609	684	760	835	913	987	1.064	1.140	1.217	1.292	1.368	1.444	1.519
81	446	389	465	543	621	699	775	853	932	1.007	1.086	1.164	1.243	1.318	1.397	1.475	1.551
82	455	397	474	554	635	714	791	871	951	1.027	1.108	1.188	1.268	1.345	1.425	1.505	1.582
83	464	405	484	565	648	729	808	889	971	1.049	1.132	1.212	1.295	1.373	1.454	1.535	1.613
84	476	412	494	577	659	740	824	907	988	1.070	1.153	1.236	1.318	1.399	1.483	1.566	1.647
85	485	421	505	588	672	757	841	924	1.008	1.093	1.177	1.261	1.346	1.430	1.513	1.597	1.681
86	496	428	515	601	686	772	859	944	1.028	1.114	1.200	1.287	1.374	1.459	1.544	1.630	1.717
87	507	437	525	613	700	787	876	962	1.049	1.138	1.226	1.313	1.401	1.488	1.574	1.662	1.749
88	518	445	535	625	714	805	895	981	1.070	1.159	1.249	1.339	1.430	1.519	1.604	1.694	1.784
89	527	452	546	637	728	820	912	999	1.090	1.182	1.274	1.365	1.457	1.548	1.635	1.728	1.819
90	535	463	557	649	740	834	926	1.019	1.111	1.205	1.297	1.389	1.483	1.575	1.668	1.760	1.854

BERTH SHIFT VOYAGES - Pilotage tariffs decision ACM, 23 December 2021 - 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	TC 12	TC 13	TC 14	TC 15	TC 16
91	545	472	566	661	756	850	944	1.038	1.133	1.227	1.321	1.416	1.509	1.604	1.697	1.793	1856
92	556	479	576	672	769	865	962	1.057	1.153	1.249	1.345	1.441	1.537	1.634	1.729	1.825	1890
93	565	488	586	684	782	881	980	1.075	1.173	1.272	1.369	1.468	1.566	1.664	1.760	1.858	1925
94	576	496	596	697	798	897	997	1.094	1.194	1.294	1.394	1.493	1.593	1.693	1.791	1.891	1959
95	587	505	607	709	811	913	1.014	1.111	1.214	1.316	1.418	1.519	1.622	1.723	1.821	1.922	1991
96	592	515	618	721	824	926	1.029	1.133	1.236	1.338	1.441	1.545	1.647	1.749	1.854	1.957	2026
97	603	524	629	734	838	944	1.049	1.153	1.258	1.362	1.468	1.572	1.677	1.781	1.886	1.992	2062
98	615	533	640	747	853	960	1.067	1.173	1.280	1.387	1.493	1.599	1.708	1.813	1.920	2.027	2098
99	625	543	651	760	868	976	1.085	1.194	1.302	1.410	1.519	1.629	1.736	1.844	1.954	2.062	2135
100	636	552	662	772	883	994	1.104	1.214	1.325	1.435	1.546	1.656	1.766	1.877	1.986	2.097	2172
101	645	562	673	785	898	1.010	1.122	1.235	1.347	1.459	1.572	1.683	1.796	1.908	2.020	2.132	2208
102	657	570	683	798	912	1.025	1.140	1.254	1.368	1.482	1.595	1.710	1.823	1.937	2.053	2.166	2242
103	663	574	688	805	918	1.033	1.148	1.263	1.378	1.493	1.608	1.723	1.837	1.953	2.068	2.183	2259
104	667	578	694	811	924	1.041	1.157	1.273	1.388	1.504	1.619	1.735	1.852	1.968	2.083	2.199	2277
105	671	583	700	818	931	1.049	1.164	1.282	1.398	1.514	1.632	1.748	1.865	1.982	2.099	2.216	2294
106	676	588	706	824	938	1.056	1.173	1.292	1.408	1.525	1.644	1.761	1.880	1.997	2.115	2.233	2311
107	680	593	712	830	944	1.063	1.182	1.300	1.419	1.536	1.656	1.774	1.893	2.011	2.131	2.249	2328
108	687	595	715	834	952	1.072	1.191	1.310	1.430	1.549	1.668	1.786	1.906	2.024	2.145	2.263	2344
109	693	600	721	840	961	1.082	1.200	1.322	1.441	1.562	1.681	1.802	1.922	2.042	2.162	2.282	2363
110	699	605	726	847	970	1.090	1.211	1.333	1.453	1.575	1.695	1.817	1.937	2.058	2.179	2.301	2381
111	705	609	732	853	977	1.100	1.221	1.344	1.467	1.587	1.710	1.831	1.954	2.074	2.197	2.319	2401
112	710	614	737	860	986	1.109	1.232	1.355	1.478	1.600	1.723	1.845	1.969	2.092	2.215	2.337	2420
113	717	619	743	866	995	1.118	1.242	1.366	1.489	1.613	1.737	1.860	1.985	2.108	2.233	2.356	2439
114	720	625	751	875	1.000	1.125	1.250	1.375	1.499	1.625	1.749	1.875	2.000	2.125	2.250	2.377	2459
115	725	630	756	882	1.008	1.135	1.260	1.386	1.512	1.638	1.765	1.890	2.016	2.142	2.267	2.394	2478
116	731	635	761	890	1.017	1.144	1.270	1.397	1.524	1.650	1.778	1.905	2.031	2.158	2.285	2.413	2498
117	740	639	767	897	1.024	1.153	1.281	1.408	1.535	1.664	1.792	1.919	2.048	2.174	2.304	2.431	2516
118	745	644	772	905	1.033	1.162	1.292	1.420	1.548	1.677	1.807	1.933	2.063	2.192	2.320	2.449	2536
119	751	649	777	912	1.043	1.171	1.301	1.430	1.561	1.690	1.820	1.948	2.079	2.209	2.339	2.468	2554
120	755	656	785	917	1.048	1.178	1.309	1.439	1.571	1.700	1.833	1.964	2.095	2.225	2.356	2.487	2575
121	762	660	791	923	1.056	1.187	1.320	1.450	1.582	1.714	1.847	1.979	2.110	2.242	2.373	2.505	2595
122	767	664	798	929	1.064	1.196	1.330	1.462	1.594	1.728	1.860	1.994	2.126	2.258	2.392	2.524	2613

BERTH SHIFT VOYAGES - Pilotage tariffs decision ACM, 23 December 2021 - 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	TC 12	TC 13	TC 14	TC 15	TC 16
123	773	669	803	936	1.072	1.206	1.339	1.473	1.606	1.740	1.875	2.008	2.142	2.275	2.408	2.543	2.676
124	779	673	808	943	1.081	1.215	1.349	1.484	1.619	1.754	1.888	2.022	2.157	2.293	2.427	2.560	2.695
125	785	677	813	949	1.089	1.225	1.359	1.495	1.631	1.766	1.903	2.037	2.173	2.309	2.444	2.580	2.716
126	789	683	821	958	1.095	1.232	1.368	1.504	1.641	1.778	1.915	2.053	2.189	2.325	2.461	2.598	2.735
127	796	688	826	965	1.101	1.240	1.378	1.516	1.653	1.791	1.928	2.067	2.205	2.342	2.480	2.618	2.754
128	801	693	832	972	1.109	1.249	1.388	1.526	1.666	1.805	1.943	2.081	2.220	2.358	2.497	2.636	2.775
129	806	698	837	980	1.117	1.258	1.398	1.537	1.677	1.817	1.957	2.096	2.236	2.377	2.514	2.654	2.794
130	812	702	844	987	1.124	1.268	1.408	1.549	1.688	1.830	1.970	2.110	2.252	2.393	2.532	2.673	2.814
131	820	708	849	995	1.132	1.277	1.419	1.561	1.700	1.843	1.984	2.126	2.267	2.408	2.550	2.691	2.832
132	823	714	856	999	1.142	1.284	1.426	1.570	1.712	1.854	1.997	2.141	2.283	2.424	2.568	2.711	2.853
133	831	721	865	1.009	1.153	1.297	1.441	1.585	1.729	1.874	2.017	2.162	2.306	2.449	2.594	2.738	2.883
134	840	728	875	1.019	1.164	1.310	1.457	1.600	1.746	1.893	2.037	2.184	2.330	2.475	2.622	2.766	2.913
135	848	735	884	1.029	1.177	1.323	1.472	1.617	1.765	1.912	2.058	2.207	2.352	2.500	2.648	2.794	2.942
136	858	743	894	1.040	1.189	1.336	1.486	1.633	1.781	1.932	2.079	2.229	2.377	2.525	2.675	2.822	2.972
137	866	751	902	1.050	1.200	1.348	1.500	1.648	1.800	1.952	2.099	2.252	2.398	2.550	2.701	2.849	3.002
138	871	758	909	1.060	1.211	1.362	1.514	1.666	1.818	1.969	2.121	2.272	2.424	2.576	2.727	2.879	3.029
139	884	766	919	1.072	1.226	1.380	1.532	1.684	1.838	1.992	2.145	2.299	2.451	2.604	2.756	2.911	3.064
140	894	774	929	1.085	1.239	1.395	1.550	1.703	1.859	2.014	2.168	2.324	2.480	2.634	2.788	2.942	3.098
141	905	782	939	1.096	1.253	1.410	1.568	1.722	1.880	2.035	2.193	2.351	2.507	2.665	2.818	2.976	3.132
142	915	791	949	1.108	1.267	1.426	1.585	1.740	1.900	2.058	2.217	2.377	2.534	2.693	2.848	3.008	3.167
143	926	800	960	1.120	1.281	1.442	1.603	1.759	1.920	2.080	2.241	2.403	2.563	2.723	2.879	3.041	3.202
144	932	809	970	1.133	1.294	1.457	1.618	1.779	1.941	2.103	2.265	2.427	2.588	2.750	2.912	3.074	3.235
145	942	816	980	1.143	1.306	1.470	1.633	1.796	1.959	2.122	2.285	2.448	2.612	2.775	2.938	3.102	3.265
146	950	824	989	1.153	1.318	1.483	1.647	1.812	1.977	2.142	2.306	2.471	2.636	2.801	2.966	3.130	3.295
147	960	831	998	1.163	1.331	1.495	1.662	1.829	1.995	2.161	2.327	2.493	2.660	2.826	2.992	3.157	3.324
148	969	838	1.007	1.173	1.342	1.508	1.677	1.845	2.011	2.180	2.346	2.515	2.684	2.850	3.019	3.184	3.354
149	979	846	1.017	1.184	1.354	1.521	1.692	1.862	2.029	2.199	2.367	2.539	2.708	2.876	3.047	3.214	3.384
150	984	853	1.022	1.194	1.363	1.535	1.707	1.877	2.048	2.218	2.389	2.559	2.730	2.900	3.070	3.241	3.412
151	992	860	1.033	1.204	1.377	1.548	1.721	1.893	2.065	2.237	2.408	2.581	2.753	2.926	3.097	3.268	3.441
152	1.002	868	1.043	1.214	1.389	1.561	1.735	1.910	2.082	2.257	2.429	2.603	2.776	2.951	3.125	3.297	3.470
153	1.011	876	1.051	1.225	1.400	1.574	1.749	1.927	2.100	2.276	2.449	2.627	2.800	2.976	3.151	3.324	3.501
154	1.021	883	1.060	1.235	1.412	1.587	1.765	1.943	2.117	2.296	2.470	2.648	2.822	3.001	3.177	3.352	3.530

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 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					
155	1.029	891	1.070	1.245	1.425	1.599	1.780	1.960	2.136	2.315	2.491	2.670	2.845	3.026	3.205	3.380	3.560
156	1.034	897	1.076	1.256	1.435	1.615	1.794	1.974	2.153	2.333	2.511	2.691	2.871	3.051	3.230	3.408	3.589
157	1.044	905	1.086	1.266	1.446	1.629	1.809	1.990	2.170	2.352	2.532	2.714	2.894	3.075	3.256	3.437	3.618
158	1.053	912	1.096	1.276	1.459	1.641	1.823	2.006	2.189	2.372	2.553	2.735	2.917	3.100	3.282	3.465	3.648
159	1.063	919	1.105	1.286	1.472	1.654	1.838	2.021	2.206	2.392	2.573	2.757	2.940	3.125	3.311	3.492	3.678
160	1.071	926	1.113	1.297	1.483	1.667	1.854	2.036	2.223	2.410	2.593	2.780	2.964	3.151	3.338	3.519	3.707
161	1.080	934	1.123	1.307	1.495	1.680	1.868	2.053	2.241	2.430	2.614	2.802	2.987	3.175	3.364	3.549	3.737
162	1.086	942	1.131	1.318	1.506	1.693	1.882	2.070	2.258	2.446	2.635	2.823	3.012	3.200	3.389	3.577	3.764
163	1.094	949	1.139	1.329	1.519	1.708	1.897	2.087	2.276	2.466	2.655	2.845	3.034	3.225	3.415	3.604	3.794
164	1.103	957	1.148	1.338	1.530	1.720	1.912	2.104	2.294	2.486	2.676	2.868	3.058	3.251	3.442	3.632	3.825
165	1.111	964	1.158	1.348	1.543	1.733	1.927	2.121	2.311	2.505	2.696	2.890	3.081	3.275	3.469	3.660	3.853
166	1.121	971	1.167	1.358	1.555	1.745	1.941	2.137	2.330	2.525	2.717	2.913	3.104	3.301	3.496	3.688	3.884
167	1.130	978	1.176	1.369	1.567	1.759	1.957	2.154	2.346	2.544	2.738	2.934	3.128	3.325	3.522	3.716	3.914
168	1.136	986	1.183	1.380	1.577	1.773	1.971	2.168	2.364	2.561	2.759	2.957	3.153	3.350	3.548	3.744	3.941
169	1.147	993	1.192	1.389	1.588	1.786	1.985	2.184	2.382	2.581	2.779	2.979	3.176	3.376	3.575	3.773	3.972
170	1.155	1.000	1.200	1.399	1.600	1.800	2.001	2.201	2.399	2.601	2.800	3.001	3.199	3.401	3.601	3.800	4.000
171	1.164	1.007	1.211	1.410	1.613	1.812	2.016	2.218	2.417	2.621	2.820	3.022	3.222	3.425	3.628	3.828	4.030
172	1.172	1.014	1.220	1.420	1.625	1.825	2.030	2.235	2.435	2.640	2.840	3.045	3.245	3.451	3.654	3.855	4.061
173	1.182	1.022	1.230	1.430	1.637	1.838	2.046	2.252	2.452	2.659	2.860	3.067	3.268	3.475	3.681	3.884	4.089
174	1.187	1.029	1.236	1.441	1.647	1.854	2.059	2.265	2.471	2.677	2.883	3.088	3.294	3.500	3.706	3.912	4.118
175	1.195	1.037	1.245	1.451	1.660	1.866	2.074	2.281	2.489	2.696	2.904	3.111	3.318	3.524	3.732	3.939	4.147
176	1.206	1.045	1.254	1.462	1.671	1.880	2.089	2.297	2.506	2.717	2.924	3.133	3.342	3.550	3.759	3.967	4.176
177	1.214	1.052	1.263	1.472	1.683	1.892	2.104	2.312	2.524	2.735	2.943	3.156	3.366	3.575	3.787	3.994	4.207
178	1.224	1.059	1.273	1.483	1.695	1.906	2.118	2.329	2.542	2.754	2.965	3.177	3.391	3.600	3.814	4.023	4.236
179	1.232	1.067	1.282	1.493	1.708	1.918	2.133	2.344	2.559	2.775	2.984	3.200	3.414	3.626	3.840	4.051	4.265
180	1.239	1.073	1.288	1.503	1.718	1.932	2.147	2.361	2.577	2.791	3.006	3.220	3.436	3.650	3.865	4.079	4.295
181	1.247	1.081	1.298	1.513	1.730	1.945	2.162	2.379	2.594	2.811	3.026	3.243	3.459	3.675	3.892	4.107	4.324
182	1.255	1.088	1.307	1.523	1.742	1.959	2.177	2.395	2.612	2.830	3.047	3.265	3.482	3.700	3.919	4.135	4.354
183	1.264	1.096	1.316	1.533	1.755	1.971	2.192	2.411	2.630	2.849	3.067	3.288	3.505	3.726	3.945	4.163	4.384
184	1.273	1.102	1.326	1.544	1.766	1.984	2.207	2.429	2.647	2.869	3.088	3.309	3.528	3.750	3.973	4.190	4.413
185	1.285	1.110	1.335	1.554	1.778	1.997	2.221	2.445	2.665	2.889	3.108	3.331	3.552	3.775	3.999	4.218	4.443
186	1.290	1.117	1.342	1.566	1.788	2.011	2.236	2.459	2.682	2.906	3.130	3.353	3.577	3.800	4.024	4.248	4.471

BERTH SHIFT VOYAGES - Pilotage tariffs decision ACM, 23 December 2021 - 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	TC 12	TC 13	TC 14	TC 15	TC 16
187	1.300	1.125	1.350	1.575	1.801	2.024	2.250	2.476	2.700	2.926	3.151	3.376	3.600	3.826	4.051	4.275	4.501
188	1.308	1.133	1.359	1.585	1.812	2.037	2.265	2.492	2.718	2.944	3.170	3.398	3.624	3.850	4.077	4.303	4.529
189	1.316	1.140	1.369	1.595	1.824	2.051	2.280	2.508	2.735	2.965	3.191	3.419	3.646	3.876	4.104	4.330	4.560
190	1.325	1.148	1.379	1.605	1.836	2.064	2.295	2.526	2.753	2.984	3.212	3.442	3.669	3.900	4.131	4.359	4.589
191	1.334	1.155	1.388	1.616	1.849	2.077	2.309	2.543	2.770	3.004	3.231	3.465	3.692	3.925	4.159	4.386	4.620
192	1.340	1.162	1.394	1.627	1.859	2.092	2.323	2.556	2.789	3.020	3.253	3.486	3.718	3.951	4.181	4.415	4.647
193	1.357	1.177	1.411	1.647	1.883	2.118	2.353	2.589	2.823	3.059	3.295	3.530	3.764	4.000	4.235	4.471	4.707
194	1.373	1.192	1.430	1.668	1.907	2.146	2.383	2.622	2.858	3.097	3.337	3.575	3.812	4.051	4.288	4.526	4.765
195	1.389	1.207	1.446	1.687	1.931	2.172	2.413	2.654	2.894	3.135	3.378	3.619	3.859	4.101	4.341	4.583	4.825
≥196	1.407	1.221	1.465	1.709	1.954	2.197	2.441	2.685	2.929	3.173	3.418	3.662	3.905	4.150	4.394	4.639	4.883



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, 23 December 2021 - 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	163	39	51	64	77	90	102	115	129	142	154	166	180	192	206	220	233
28	173	41	55	69	83	97	109	123	138	151	164	178	191	206	221	234	248
29	183	45	59	74	88	102	115	131	146	160	175	189	203	220	234	248	263
30	197	47	62	77	92	108	123	139	154	170	186	200	217	233	247	262	278
31	203	48	64	79	96	111	128	143	159	175	191	206	223	238	254	270	285
32	209	49	65	81	98	113	131	147	163	179	196	212	229	245	261	277	294
33	215	50	67	83	101	116	135	150	167	184	201	217	236	251	269	285	301
34	221	50	70	85	103	120	139	154	173	188	207	223	242	258	276	292	308
35	226	51	71	86	107	123	142	158	177	192	213	228	248	264	284	300	316
36	228	54	73	90	108	127	144	162	180	198	217	234	252	270	288	306	325
37	241	58	77	96	114	134	152	172	191	211	229	248	267	285	306	325	344
38	255	61	82	101	122	141	160	181	201	223	242	261	282	301	324	343	363
39	267	65	86	107	128	149	170	190	213	235	254	275	297	317	341	362	384
40	282	69	91	112	135	155	177	199	225	247	269	289	311	333	358	381	402
41	295	73	96	117	141	163	186	209	236	259	281	303	327	348	377	399	422
42	309	74	97	123	147	172	196	221	245	269	294	319	342	366	391	416	439
43	333	79	104	133	159	186	212	238	264	290	316	343	369	395	422	447	475
44	359	85	112	141	171	199	228	254	284	311	339	369	396	424	452	481	510
45	382	90	120	150	183	213	243	273	303	333	363	394	423	452	484	513	546
46	405	96	128	160	195	228	259	290	323	353	386	419	449	482	514	546	581
47	430	101	135	170	207	241	275	308	342	376	410	443	477	510	545	578	615
48	457	108	144	180	217	252	288	325	360	396	432	469	505	540	577	612	649
49	484	114	152	191	229	267	306	344	382	421	459	496	534	573	611	649	687
50	511	122	160	201	242	282	324	363	402	444	484	524	564	606	646	684	726
51	538	128	170	213	254	297	341	384	424	469	510	552	594	638	680	721	765
52	564	135	177	225	269	311	358	402	445	493	536	580	623	671	714	757	805
53	591	141	186	236	281	327	377	422	467	516	562	608	653	703	749	794	844
54	621	147	196	245	294	342	391	439	489	537	587	635	684	734	782	831	881
55	661	157	209	260	313	364	417	469	521	573	626	677	730	782	834	886	938
56	701	166	222	276	332	387	443	497	554	609	665	719	775	830	886	940	996
57	743	177	235	292	351	410	470	526	586	644	703	761	821	878	938	996	1.053
58	782	187	248	308	371	431	495	555	619	678	743	803	866	926	990	1.050	1.110

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 23 December 2021 - 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	823	197	260	324	390	452	521	583	651	714	782	845	912	975	1.043	1.105	1.168
60	863	204	273	341	410	478	546	614	682	751	819	887	954	1.022	1.090	1.159	1.227
61	905	214	285	357	428	499	572	643	714	785	857	928	1.000	1.071	1.143	1.214	1.285
62	945	224	299	373	447	522	597	672	747	821	897	970	1.046	1.119	1.195	1.268	1.344
63	985	233	311	389	468	545	623	700	778	856	934	1.012	1.090	1.168	1.247	1.324	1.402
64	1.026	242	325	404	487	567	650	729	812	892	974	1.054	1.137	1.216	1.299	1.379	1.461
65	1.067	251	337	421	507	588	675	758	845	926	1.012	1.096	1.182	1.263	1.350	1.433	1.519
66	1.109	262	349	437	525	612	700	787	875	963	1.050	1.138	1.226	1.312	1.399	1.488	1.575
67	1.153	273	363	456	546	636	728	819	909	1.001	1.090	1.182	1.274	1.363	1.454	1.546	1.637
68	1.195	283	378	473	566	661	756	849	944	1.038	1.132	1.226	1.322	1.417	1.509	1.604	1.698
69	1.240	294	391	490	586	684	783	880	977	1.076	1.172	1.270	1.370	1.469	1.564	1.663	1.761
70	1.285	303	405	509	607	709	812	910	1.012	1.114	1.213	1.315	1.419	1.520	1.619	1.722	1.823
71	1.327	314	420	526	627	733	839	940	1.047	1.153	1.254	1.359	1.467	1.572	1.673	1.780	1.885
72	1.370	325	432	540	649	757	864	973	1.081	1.189	1.297	1.405	1.513	1.622	1.730	1.837	1.946
73	1.411	334	445	557	668	778	891	1.002	1.112	1.225	1.336	1.446	1.558	1.670	1.781	1.892	2.004
74	1.452	343	459	573	687	802	917	1.030	1.146	1.259	1.375	1.488	1.603	1.718	1.832	1.947	2.061
75	1.491	352	472	588	708	824	943	1.059	1.178	1.295	1.413	1.530	1.649	1.766	1.883	2.002	2.118
76	1.531	362	484	604	726	846	969	1.088	1.211	1.331	1.452	1.572	1.694	1.815	1.933	2.057	2.176
77	1.572	371	497	620	746	868	995	1.117	1.243	1.365	1.492	1.613	1.740	1.862	1.985	2.110	2.234
78	1.614	383	510	637	764	892	1.019	1.147	1.274	1.401	1.529	1.656	1.783	1.911	2.037	2.166	2.293
79	1.649	390	520	651	781	911	1.043	1.171	1.301	1.432	1.562	1.692	1.823	1.953	2.082	2.214	2.343
80	1.687	399	531	665	798	930	1.064	1.196	1.330	1.462	1.595	1.729	1.861	1.995	2.127	2.260	2.393
81	1.723	407	543	678	814	949	1.086	1.221	1.357	1.493	1.629	1.765	1.901	2.035	2.171	2.308	2.443
82	1.758	416	554	693	831	970	1.108	1.247	1.385	1.524	1.662	1.801	1.939	2.078	2.216	2.355	2.493
83	1.793	424	565	708	848	989	1.132	1.272	1.412	1.555	1.695	1.836	1.979	2.119	2.260	2.403	2.544
84	1.828	432	577	721	864	1.009	1.153	1.297	1.441	1.585	1.730	1.874	2.017	2.162	2.306	2.449	2.594
85	1.865	441	588	735	883	1.030	1.177	1.324	1.472	1.619	1.766	1.912	2.059	2.208	2.354	2.501	2.648
86	1.901	450	601	751	902	1.052	1.200	1.350	1.500	1.652	1.803	1.952	2.101	2.253	2.403	2.552	2.701
87	1.938	461	613	765	920	1.073	1.226	1.378	1.530	1.685	1.838	1.991	2.143	2.299	2.450	2.602	2.755
88	1.977	470	625	780	939	1.095	1.249	1.404	1.561	1.719	1.875	2.029	2.184	2.344	2.498	2.654	2.810
89	2.014	479	637	796	958	1.116	1.274	1.431	1.590	1.753	1.911	2.069	2.226	2.390	2.547	2.705	2.863
90	2.055	486	649	811	973	1.136	1.297	1.459	1.622	1.783	1.946	2.107	2.269	2.432	2.594	2.756	2.918

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 23 December 2021 - 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	2.094	495	661	825	991	1.157	1.321	1.486	1.650	1.817	1.982	2.147	2.311	2.478	2.643	2.808	2.972		
92	2.133	505	672	840	1.008	1.178	1.345	1.513	1.681	1.850	2.018	2.185	2.353	2.523	2.691	2.858	3.026		
93	2.171	514	684	855	1.025	1.199	1.369	1.540	1.711	1.884	2.055	2.224	2.395	2.569	2.739	2.910	3.079		
94	2.210	523	697	870	1.044	1.221	1.394	1.567	1.740	1.917	2.091	2.263	2.436	2.614	2.788	2.961	3.133		
95	2.250	532	709	885	1.061	1.242	1.418	1.593	1.770	1.950	2.127	2.303	2.479	2.659	2.835	3.012	3.187		
96	2.282	540	721	901	1.081	1.261	1.441	1.622	1.802	1.981	2.162	2.342	2.522	2.701	2.883	3.063	3.243		
97	2.323	550	734	917	1.100	1.284	1.468	1.650	1.833	2.016	2.201	2.384	2.568	2.750	2.933	3.117	3.302		
98	2.365	560	747	932	1.119	1.306	1.493	1.679	1.866	2.053	2.241	2.426	2.612	2.798	2.984	3.172	3.359		
99	2.404	569	760	948	1.139	1.329	1.519	1.708	1.899	2.087	2.279	2.467	2.658	2.846	3.036	3.227	3.418		
100	2.445	578	772	964	1.158	1.350	1.546	1.736	1.931	2.122	2.318	2.508	2.704	2.895	3.087	3.281	3.476		
101	2.487	587	785	980	1.178	1.373	1.572	1.765	1.964	2.157	2.356	2.551	2.749	2.942	3.138	3.337	3.536		
102	2.529	598	798	997	1.196	1.396	1.595	1.795	1.995	2.194	2.393	2.592	2.792	2.991	3.191	3.392	3.590		
103	2.548	603	805	1.005	1.206	1.406	1.608	1.809	2.009	2.210	2.411	2.612	2.814	3.014	3.215	3.417	3.617		
104	2.567	608	811	1.012	1.215	1.417	1.619	1.823	2.023	2.227	2.430	2.632	2.834	3.036	3.240	3.443	3.644		
105	2.585	612	818	1.019	1.225	1.426	1.632	1.836	2.040	2.244	2.448	2.651	2.856	3.058	3.263	3.469	3.671		
106	2.605	616	824	1.026	1.234	1.436	1.644	1.850	2.054	2.260	2.467	2.670	2.878	3.080	3.288	3.495	3.698		
107	2.625	621	830	1.034	1.243	1.446	1.656	1.865	2.069	2.277	2.486	2.690	2.899	3.103	3.312	3.520	3.726		
108	2.641	625	834	1.043	1.250	1.459	1.668	1.877	2.084	2.293	2.502	2.711	2.918	3.127	3.336	3.544	3.752		
109	2.663	631	840	1.051	1.260	1.472	1.681	1.892	2.102	2.311	2.522	2.733	2.942	3.153	3.363	3.574	3.782		
110	2.686	636	847	1.059	1.270	1.483	1.695	1.908	2.119	2.330	2.543	2.754	2.967	3.178	3.392	3.601	3.814		
111	2.709	641	853	1.068	1.281	1.495	1.710	1.923	2.137	2.348	2.563	2.777	2.990	3.205	3.418	3.631	3.843		
112	2.731	648	860	1.075	1.292	1.507	1.723	1.939	2.155	2.367	2.583	2.800	3.015	3.230	3.446	3.659	3.875		
113	2.755	653	866	1.085	1.301	1.519	1.737	1.956	2.172	2.386	2.603	2.822	3.039	3.256	3.475	3.688	3.904		
114	2.773	657	875	1.094	1.312	1.531	1.749	1.969	2.187	2.406	2.626	2.843	3.063	3.281	3.500	3.719	3.937		
115	2.795	662	882	1.101	1.323	1.544	1.765	1.985	2.205	2.424	2.645	2.866	3.087	3.308	3.528	3.748	3.968		
116	2.816	668	890	1.110	1.333	1.556	1.778	2.001	2.222	2.443	2.666	2.889	3.111	3.333	3.555	3.778	3.998		
117	2.839	673	897	1.118	1.343	1.568	1.792	2.016	2.241	2.461	2.686	2.911	3.135	3.359	3.583	3.807	4.029		
118	2.861	678	905	1.127	1.353	1.580	1.807	2.032	2.257	2.481	2.707	2.932	3.159	3.387	3.611	3.837	4.061		
119	2.883	684	912	1.136	1.362	1.592	1.820	2.048	2.275	2.498	2.728	2.956	3.183	3.412	3.639	3.868	4.090		
120	2.903	687	917	1.146	1.375	1.603	1.833	2.061	2.291	2.519	2.748	2.978	3.207	3.436	3.664	3.894	4.124		
121	2.926	693	923	1.154	1.385	1.616	1.847	2.077	2.308	2.539	2.769	3.000	3.230	3.462	3.692	3.924	4.154		
122	2.948	698	929	1.162	1.395	1.629	1.860	2.093	2.325	2.556	2.790	3.021	3.255	3.488	3.721	3.953	4.184		

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 23 December 2021 - 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	2.971	703	936	1.170	1.405	1.640	1.875	2.108	2.343	2.576	2.810	3.044	3.278	3.513	3.748	3.983	4.215
124	2.994	710	943	1.179	1.416	1.652	1.888	2.124	2.360	2.593	2.830	3.067	3.303	3.540	3.776	4.013	4.246
125	3.016	715	949	1.187	1.425	1.664	1.903	2.141	2.379	2.612	2.850	3.088	3.327	3.565	3.804	4.042	4.276
126	3.035	719	958	1.196	1.436	1.675	1.915	2.154	2.393	2.633	2.872	3.111	3.351	3.590	3.830	4.069	4.309
127	3.056	724	965	1.205	1.446	1.687	1.928	2.169	2.410	2.651	2.892	3.133	3.376	3.616	3.857	4.098	4.338
128	3.079	729	972	1.213	1.457	1.698	1.943	2.185	2.429	2.670	2.913	3.156	3.400	3.643	3.886	4.127	4.370
129	3.101	735	980	1.221	1.467	1.712	1.957	2.201	2.445	2.688	2.932	3.177	3.423	3.668	3.914	4.155	4.401
130	3.123	740	987	1.231	1.477	1.723	1.970	2.217	2.464	2.707	2.954	3.200	3.448	3.694	3.941	4.184	4.430
131	3.146	746	995	1.238	1.487	1.735	1.984	2.233	2.482	2.726	2.974	3.222	3.471	3.721	3.969	4.213	4.462
132	3.165	749	999	1.248	1.498	1.747	1.997	2.246	2.496	2.745	2.995	3.245	3.495	3.744	3.993	4.243	4.493
133	3.197	756	1.009	1.261	1.514	1.765	2.017	2.269	2.522	2.775	3.026	3.278	3.531	3.784	4.036	4.287	4.540
134	3.230	763	1.019	1.274	1.530	1.782	2.037	2.293	2.548	2.803	3.057	3.313	3.567	3.823	4.077	4.330	4.586
135	3.262	771	1.029	1.287	1.546	1.801	2.058	2.316	2.574	2.832	3.088	3.345	3.603	3.862	4.119	4.375	4.633
136	3.297	777	1.040	1.300	1.561	1.818	2.079	2.340	2.600	2.860	3.119	3.379	3.640	3.900	4.161	4.417	4.678
137	3.329	785	1.050	1.313	1.577	1.835	2.099	2.361	2.627	2.890	3.150	3.413	3.676	3.939	4.203	4.462	4.725
138	3.360	796	1.060	1.326	1.591	1.855	2.121	2.386	2.651	2.916	3.180	3.445	3.711	3.977	4.241	4.506	4.771
139	3.398	805	1.072	1.341	1.608	1.877	2.145	2.413	2.680	2.950	3.217	3.486	3.753	4.022	4.290	4.558	4.825
140	3.436	813	1.085	1.355	1.626	1.898	2.168	2.440	2.711	2.983	3.253	3.523	3.794	4.067	4.338	4.608	4.879
141	3.474	823	1.096	1.370	1.644	1.919	2.193	2.466	2.740	3.016	3.290	3.563	3.836	4.113	4.386	4.659	4.933
142	3.509	832	1.108	1.385	1.661	1.940	2.217	2.493	2.769	3.051	3.325	3.601	3.878	4.159	4.434	4.710	4.987
143	3.547	841	1.120	1.399	1.679	1.962	2.241	2.520	2.800	3.083	3.361	3.641	3.920	4.204	4.483	4.761	5.040
144	3.587	850	1.133	1.416	1.697	1.981	2.265	2.548	2.831	3.114	3.397	3.680	3.964	4.247	4.528	4.812	5.096
145	3.621	857	1.143	1.429	1.714	2.000	2.285	2.571	2.857	3.143	3.427	3.714	3.999	4.286	4.571	4.855	5.142
146	3.654	864	1.153	1.441	1.730	2.018	2.306	2.594	2.883	3.171	3.458	3.747	4.036	4.324	4.612	4.899	5.188
147	3.686	871	1.163	1.454	1.745	2.036	2.327	2.618	2.909	3.200	3.489	3.780	4.072	4.363	4.654	4.942	5.235
148	3.720	880	1.173	1.468	1.761	2.056	2.346	2.641	2.934	3.229	3.518	3.815	4.108	4.402	4.696	4.987	5.282
149	3.751	887	1.184	1.481	1.777	2.074	2.367	2.665	2.961	3.257	3.550	3.847	4.144	4.441	4.738	5.029	5.327
150	3.784	897	1.194	1.493	1.791	2.090	2.389	2.687	2.985	3.282	3.582	3.881	4.179	4.478	4.777	5.075	5.374
151	3.817	903	1.204	1.505	1.807	2.107	2.408	2.711	3.012	3.313	3.612	3.915	4.216	4.516	4.817	5.119	5.420
152	3.850	911	1.214	1.519	1.823	2.125	2.429	2.733	3.038	3.341	3.643	3.947	4.252	4.556	4.858	5.162	5.466
153	3.883	918	1.225	1.531	1.838	2.143	2.449	2.756	3.064	3.370	3.674	3.981	4.288	4.595	4.899	5.207	5.512
154	3.917	925	1.235	1.545	1.854	2.160	2.470	2.780	3.089	3.399	3.705	4.014	4.324	4.635	4.940	5.248	5.559

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 23 December 2021 - 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 €															
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	LNG, A	LNG, B, J	LNG, C, D	TC 13	TC 14	RV, A	RV, B, J
											TC 10	TC 11	TC 12			TC 15	TC 16
155	3.948	933	1.245	1.557	1.870	2.178	2.491	2.803	3.115	3.427	3.736	4.048	4.360	4.673	4.982	5.293	5.605
156	3.979	942	1.256	1.570	1.884	2.197	2.511	2.826	3.140	3.454	3.768	4.081	4.396	4.710	5.024	5.337	5.651
157	4.012	949	1.266	1.582	1.900	2.216	2.532	2.848	3.166	3.482	3.799	4.114	4.431	4.748	5.065	5.381	5.698
158	4.044	957	1.276	1.595	1.916	2.235	2.553	2.872	3.192	3.511	3.829	4.148	4.468	4.788	5.104	5.424	5.745
159	4.078	964	1.286	1.608	1.931	2.253	2.573	2.895	3.218	3.540	3.859	4.181	4.504	4.826	5.146	5.468	5.791
160	4.111	971	1.297	1.622	1.947	2.271	2.593	2.918	3.244	3.568	3.890	4.215	4.541	4.865	5.186	5.511	5.837
161	4.145	978	1.307	1.634	1.963	2.291	2.614	2.941	3.269	3.597	3.920	4.249	4.576	4.903	5.228	5.556	5.884
162	4.174	988	1.318	1.647	1.977	2.306	2.635	2.965	3.294	3.625	3.953	4.283	4.611	4.940	5.270	5.600	5.930
163	4.207	996	1.329	1.661	1.993	2.324	2.655	2.988	3.319	3.653	3.984	4.316	4.648	4.980	5.312	5.645	5.976
164	4.242	1.002	1.338	1.673	2.008	2.343	2.676	3.011	3.345	3.681	4.014	4.349	4.684	5.019	5.353	5.688	6.022
165	4.273	1.010	1.348	1.686	2.023	2.361	2.696	3.033	3.371	3.711	4.045	4.383	4.720	5.058	5.396	5.732	6.070
166	4.307	1.017	1.358	1.698	2.041	2.381	2.717	3.057	3.398	3.739	4.076	4.416	4.757	5.097	5.437	5.774	6.117
167	4.340	1.024	1.369	1.713	2.056	2.398	2.738	3.080	3.423	3.768	4.106	4.450	4.793	5.136	5.479	5.819	6.161
168	4.371	1.034	1.380	1.724	2.069	2.414	2.759	3.104	3.449	3.794	4.139	4.483	4.828	5.173	5.518	5.863	6.207
169	4.405	1.043	1.389	1.737	2.084	2.432	2.779	3.127	3.475	3.823	4.169	4.516	4.863	5.212	5.559	5.907	6.253
170	4.436	1.049	1.399	1.749	2.101	2.449	2.800	3.151	3.501	3.851	4.201	4.550	4.900	5.250	5.599	5.950	6.300
171	4.470	1.057	1.410	1.763	2.116	2.467	2.820	3.173	3.527	3.880	4.230	4.584	4.936	5.290	5.641	5.994	6.346
172	4.504	1.064	1.420	1.776	2.132	2.485	2.840	3.196	3.553	3.910	4.261	4.616	4.973	5.328	5.681	6.038	6.393
173	4.536	1.071	1.430	1.790	2.148	2.503	2.860	3.219	3.579	3.937	4.291	4.650	5.008	5.369	5.722	6.081	6.438
174	4.567	1.081	1.441	1.802	2.162	2.522	2.883	3.243	3.602	3.964	4.323	4.684	5.044	5.405	5.764	6.126	6.485
175	4.600	1.088	1.451	1.815	2.178	2.541	2.904	3.266	3.629	3.992	4.354	4.717	5.080	5.444	5.806	6.169	6.532
176	4.634	1.096	1.462	1.828	2.194	2.559	2.924	3.290	3.654	4.021	4.385	4.751	5.117	5.483	5.846	6.213	6.578
177	4.666	1.102	1.472	1.840	2.210	2.578	2.943	3.313	3.680	4.050	4.415	4.785	5.152	5.521	5.887	6.256	6.624
178	4.699	1.110	1.483	1.854	2.225	2.596	2.965	3.336	3.706	4.078	4.446	4.817	5.188	5.561	5.928	6.300	6.671
179	4.731	1.117	1.493	1.866	2.241	2.615	2.984	3.358	3.732	4.107	4.476	4.851	5.225	5.599	5.969	6.343	6.718
180	4.763	1.127	1.503	1.879	2.255	2.631	3.006	3.382	3.757	4.134	4.509	4.885	5.260	5.636	6.011	6.388	6.764
181	4.795	1.135	1.513	1.891	2.270	2.648	3.026	3.405	3.784	4.162	4.540	4.918	5.296	5.674	6.054	6.431	6.810
182	4.828	1.143	1.523	1.905	2.286	2.666	3.047	3.428	3.810	4.190	4.570	4.951	5.332	5.714	6.095	6.475	6.856
183	4.861	1.149	1.533	1.917	2.303	2.683	3.067	3.452	3.836	4.219	4.600	4.985	5.369	5.752	6.137	6.519	6.903
184	4.893	1.157	1.544	1.930	2.318	2.701	3.088	3.475	3.862	4.249	4.631	5.018	5.405	5.792	6.179	6.562	6.949
185	4.928	1.164	1.554	1.943	2.334	2.719	3.108	3.498	3.888	4.276	4.662	5.051	5.440	5.831	6.221	6.606	6.995
186	4.958	1.173	1.566	1.957	2.346	2.738	3.130	3.520	3.912	4.303	4.694	5.086	5.476	5.868	6.259	6.650	7.042

RENDEZVOUS VOYAGES - Pilotage tariffs decision ACM, 23 December 2021 - 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 €															
		TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	LNG, A	LNG, B, J	LNG, C, D	TC 13	TC 14	RV, A	RV, B, J
											TC 10	TC 11	TC 12			TC 15	TC 16
187	4.990	1.181	1.575	1.969	2.361	2.756	3.151	3.544	3.937	4.331	4.725	5.120	5.512	5.907	6.300	6.695	7.087
188	5.024	1.188	1.585	1.982	2.379	2.775	3.170	3.567	3.964	4.360	4.755	5.152	5.549	5.946	6.341	6.737	7.134
189	5.057	1.195	1.595	1.995	2.394	2.794	3.191	3.590	3.989	4.390	4.787	5.186	5.584	5.985	6.382	6.781	7.180
190	5.091	1.202	1.605	2.008	2.409	2.813	3.212	3.613	4.015	4.417	4.816	5.220	5.621	6.023	6.422	6.824	7.227
191	5.123	1.211	1.616	2.021	2.426	2.831	3.231	3.638	4.041	4.447	4.847	5.253	5.657	6.062	6.463	6.869	7.272
192	5.154	1.220	1.627	2.032	2.440	2.846	3.253	3.659	4.066	4.473	4.880	5.286	5.693	6.099	6.506	6.913	7.320
193	5.219	1.236	1.647	2.059	2.470	2.883	3.295	3.706	4.119	4.528	4.941	5.353	5.764	6.176	6.587	7.000	7.413
194	5.286	1.251	1.668	2.084	2.501	2.919	3.337	3.752	4.171	4.586	5.003	5.420	5.837	6.253	6.671	7.087	7.504
195	5.352	1.267	1.687	2.110	2.531	2.956	3.378	3.799	4.223	4.642	5.066	5.486	5.909	6.331	6.754	7.174	7.597
≥196	5.414	1.282	1.709	2.137	2.563	2.990	3.418	3.844	4.272	4.699	5.127	5.555	5.981	6.409	6.835	7.262	7.689

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.	€ 4.189,-
T tariff column 4 105 dm.	€ 700,-

Total: € 4.889,-

III. RENDEZVOUS

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

Calculation:

S tariff Rendezvous 191 dm.	€ 5.123,-
T tariff MVI Rendezvous (tariff column 15)	€ 6.869,-
Rendezvous fixed sum	€ 5.590,-

Total: € 17.582,-

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.	€ 278,-
Calculation T-tariff: (TC6 - TC6) + TC1 = TC1	
T tariff column 1 65 dm.	€ 241,-

Total: € 519,-



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 2022, 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.
- 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;

(Article 4.5 Registered Pilots Market Supervision Decree, Pilotage tariffs decision for 2022, 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;

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 2022, 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: € 358,- for ingoing voyages and ingoing rendezvous voyages. For outgoing voyages, outgoing rendezvous voyages and berth shift voyages € 195,-.

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: € 105,- 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	53
	46	60	0,50	53
1>2 hr	61	75	0,50	53
	76	90	1,00	105
	91	105	1,00	105
	106	120	1,50	158
2>3 hr	121	135	1,50	158
	136	150	2,00	210
	151	165	2,00	210
	166	180	2,50	263
3>4 hr	181	195	2,50	263
	196	210	3,00	315
	211	225	3,00	315
	226	240	3,50	368
4>5 hr	241	255	3,50	368
	256	270	4,00	420
	271	285	4,00	420
	286	300	4,50	473
5>6 hr	301	315	4,50	473
	316	330	5,00	525
	331	345	5,00	525
	346	360	5,50	525

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 € 105,- 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: € 1.262,- for the first 12 hours and € 842,- 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. € 1.262,- for the first 12 hours and € 842,- 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: € 1.262,- for the first 12 hours and € 842,- 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:	€ 5.590,-
Fixed sum incoming voyages:	€ 3.083,-
Fixed sum outgoing voyages:	€ 3.083,-
Fixed sum LNG voyage:	€ 4.057,-

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) 2022 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 2022	Introduction tariff 2022	Module 1 2022	Module 2 2022*	Module 4 2022
Examination					
Rotterdam-Rijnmond	€ 4.099 + external costs	€ 1.655	€ 967	€ 280 + external costs	€ 1.196 + external costs

* Note: 1 part of module 2 contains an examination English, de external costs of this part will be directly charged.

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	151	416
2 persons	164	416
3 persons	178	416
4 persons	190	416
5 persons	203	416
6 persons	218	416
7 persons	231	416
8 persons	246	416
parcels > 25 kg, per parcel	33	416

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.

An aerial photograph of a container ship navigating a wide river. The ship's deck is densely packed with stacks of colorful shipping containers in shades of blue, red, and yellow. A vibrant rainbow arches across the sky above the water, adding a dramatic touch to the scene. The riverbanks are lined with lush green trees, and the water shows a slight wake from the vessel.

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 Scheepvaartverkeerswet. 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 1-1-2022

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 Slijk gat.

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.

6.12 CONTACT

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



OTHER INFORMATION

7. OTHER INFORMATION

7.1 ORDERING A PILOT

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

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

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

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

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

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

ABSTRACT of the regulations for obtaining a pilot.

Arrivals

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

Departures and Shifting

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

Operational matters Pilot Service

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

Special orders helicopter service

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

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

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

CONTENTS of E.T.A. message:

IMO standard – Res. A 648(16)

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

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

7.2 LNG SHIPS

7.2.1 LNG Regime

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

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

7.2.2 LNG carriers with a length of less than 180 metres

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

7.2.3 LNG carriers of 180 metres and more in length

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

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

7.2.4 Pilotage Order Times

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

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

7.2.5 Visibility restriction and wind speed limit

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

7.3 NOTIFICATION PROCEDURE CHANNEL-BOUND SHIPS

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

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

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

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

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

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

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

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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