



QUANTITY  
DISCOUNT

## QUANTITY DISCOUNT

### 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](http://wetten.overheid.nl) and the regulations can be downloaded from our website.

### 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.

### 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).

#### QUANTITY DISCOUNT IS APPLIED PER SEAPORT AREA

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

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

The BMR defines the following seaport areas:

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

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

#### APPLICATION FOR QUANTITY DISCOUNT

The Application Form can be requested or downloaded via our website [www.loodswezen.nl](http://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.

#### 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.

#### **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.

#### **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:

##### **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.

##### **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.

**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.

**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.

**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.

**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.

**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.

**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.

### 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 1-1-2019

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				9,33%	17,00%	18,00%	18,00%	18,00%
37-48				11,67%	19,00%	20,00%	20,00%	20,00%
49-60			7,33%	13,67%	21,00%	22,00%	22,00%	22,00%
61-72		5,33%	9,33%	15,67%	23,33%	23,33%	23,33%	23,33%
73-84	5,33%	5,33%	11,67%	18,00%	26,33%	28,33%	28,33%	28,33%
85-96	5,33%	7,33%	13,67%	20,00%	28,33%	30,67%	30,67%	30,67%
97-108	7,33%	9,33%	15,67%	22,00%	30,67%	32,67%	32,67%	32,67%
109-120	9,33%	11,67%	18,00%	25,33%	32,67%	34,67%	34,67%	34,67%
121-132	11,67%	13,67%	20,00%	27,33%	34,67%	37,00%	37,00%	37,00%
133-144	13,67%	15,67%	22,00%	29,67%	38,00%	40,00%	40,00%	40,00%
145-156	15,67%	18,00%	24,33%	29,67%	38,00%	40,00%	40,00%	40,00%
157-168	18,00%	20,00%	26,33%	29,67%	38,00%	40,00%	40,00%	40,00%
169-180	20,00%	22,00%	26,33%	29,67%	38,00%	40,00%	40,00%	40,00%
>180	21,00%	23,33%	26,33%	29,67%	38,00%	40,00%	40,00%	40,00%

## 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. 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.

## OTHER INFORMATION

### Seaport areas

#### Article 3a. Tariff areas and tariff columns

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

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

### 1. Seaport area Delfzijl-Eemshaven:

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

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

### 2. Seaport area Harlingen-Terschelling:

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

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

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

### 3. Seaport area Den Helder-Den Oever- Oudeschild

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

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

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

**Tariff area Den Helder D:** The Port of Harlingen.

### 4. Seaport area Amsterdam-IJmuiden

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The area including:

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

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

The area including:

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

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

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

The area including:

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

**Tariff area Rotterdam-Rijnmond H:** Zeeland.

The area including:

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

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

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

## 6. Seaport area Scheldemonden

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

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

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

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

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

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

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

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