

The Flemish pilotage fees, pilotage charges
and
other costs effective from 1 July 2011

Dear Sir/Ms,

On 1 January 2009, the pilotage fees, the pilotage charges and other costs were set on the basis of a new pilotage rates structure based on the block size rather than the draft. The block size is calculated on the basis of three parameters: maximum width x maximum length x maximum summer depth (the maximum sinking of a ship in fresh water in the summer).

At the beginning of 2009, the financial and economic crisis led to a significant reduction in traffic to the Flemish sea ports. To keep the reduction in traffic within boundaries to a certain extent, a crisis pilotage fee was introduced.

For that purpose, 16 March 2009, the Flemish Government introduced a change to the tariffs that had been introduced on 1 January 2009. That change compared the pilotage fees under the new structure (block size) with the fees under the old structure (actual draft). If there were an increase of more than 2%, it would be rounded off at +2% of the older pilotage fee and if there were a decrease of more than 6%, it would be rounded to -6% of the old pilotage fee.

That measure ran until 31 December 2009, but was extended until 31 March 2010 in view of the unfavourable economic situation.

On 1 April 2010, the use of the so-called crisis fees came to an end and the pilotage fee was calculated only on the basis of the block-size classes. In order not to destabilise the market too much, the increase vis-à-vis the crisis rate was kept extremely limited. The new pilotage fees were comparable with the previous draft fees.

The Flemish Government has now decided to allow the pilotage fees to rise by 6.5% in order to increase the degree of cost recovery, in view of the financial deficit of the DAB Loodswezen.

The fee is examined annually by an independent auditor who carries out a benchmarking study of the pilotage fees at surrounding ports. That provides a guarantee for the clients that the pilotage fees for the Flemish harbours remain competitive.

In addition, there are more adjustments that have been incorporated in the basic decree in order to improve legibility. With these changes, we hope to satisfy the desires of the clients. It is, after all, our intention to expand our entity continuously to become a client-focused and performing organisation. For the sake of completeness, the decrees concerning the volume discounting, the helicopter compensation and the VBS compensation as they apply now have been included.

Tony Verresen
Director-Chairman
DAB Loodswezen

Basic decree of the Flemish Government of 1 April 2010 to set the rates for pilotage fees, pilotage charges for piloting activities in the piloting waters and other costs, augmented with the changes of 1 July 2011.

Chapter 1. Definitions

Article 1. In this decree, the following terms have the meanings ascribed to them here.

- 1° length: the overall length as per the 'Wheelhouse poster' or the 'Pilot card';
- 2° width: maximum width, including the parts that stick out over the side of the ship or the bridge;
- 3° summer draft: maximum sinking of an evenly loaded vessel (draft fore and aft is identical) in fresh water in the summer in accordance with the International Convention on Load Lines 1966. That is equal to the summer draft in salt water increased by the fresh-water allowance, indicated with the letter "F" on the Plimsoll mark;
- 4° block size: length x width x summer draft, whereby the result is rounded down if the first number after the decimal is less than 5 and rounded up if the first figure after the decimal is 5 or greater;
- 5° compensation and calibration: configuring the ship's compass;
- 6° RoRo ship: vessel that carries cargo that is driven aboard and that is used as such and recognised by the Flemish piloting service;
- 7° repealed;
- 8° repealed;
- 9° operator: the captain, shipper, charterer, manager or agent of a vessel;
- 10° heli-operable vessels: vessels that are equipped with the necessary equipment so that embarking or debarking a pilot can be done by means of a helicopter and that is recognised as such by the Flemish piloting service;
- 11° last buoy: the following geographical positions:
 - a) for the Oostgat: 51° 35' 30" N, 003° 23' 00" E;
 - b) for the Scheur: 51° 24' 00" N, 003° 07' 30" E;
 - c) for the Wielingen: 51° 22' 30" N, 003° 07' 30" E;
 - d) for Ostend: 51° 16' 12" N, 002° 51' 55" E;
 - e) for Nieuwpoort: 51° 13' 57" N, 002° 38' 36" E;
- 12° pilotage order: giving a time for a pilotage order;
- 13° pilotage order time: the time when the pilot is desired on board;
- 14° active pilotage order:
 - a) for incoming vessels: pilotage order that becomes active six hours before the first pilotage order time that the operator must provide via an electronic system;
 - b) for outgoing vessels: pilotage order that becomes active three hours before the first pilotage order time that the operator must provide via an electronic system;
- 15° outgoing trip: trip from a Flemish harbour to sea or until the vessel is tied up at the next Flemish harbour.

Chapter 2. Pilotage fees

Art. 2. The pilotage fees for non-RoRo ships are set by the Flemish pilotage service on the basis of the block size, the related block-size class, and the piloting route, as per Annex 1 to this decree.

The pilotage fees for RoRo ships are set by the Flemish pilotage service on the basis of the block size, the related block-size class, and the piloting route, as per Annex 2 to this decree.

The block size is determined by the Flemish pilotage service. In order to be valid, changes to the block size must be submitted to the Flemish pilotage service within three months of the invoice date. The Flemish pilotage service decides autonomously about changes to the block size.

For calculating the block size, the draft is limited:

- 1° for vessels sailing to Antwerp to 15.56 m and for vessels sailing from Antwerp to 15.2 m.
- 2° for vessels sailing from or to Ghent to 12.5 m;
- 3° for vessels sailing from or to Zeebrugge to 16 m;
- 4° for vessels sailing from or to Ostend to 8 m;
- 5° for vessels sailing from or to Nieuwpoort to 5.2 m.

For trips between the Flemish ports, the smallest draft is used.

For the routes Antwerp – Upper Zeeschelde or reverse, and for a movement from one berth to another on the Upper Zeeschelde, the pilotage fees are determined on the basis of the Antwerp local movement tariff, whereby the pilotage fees may not be higher than the tariff for block-size class 4.

Art. 3. repealed

Art. 4. Each route begun will be charged as if it were completed.

If a vessel turns about before reaching the last buoy on the route 'sea – coastal harbour' (or reverse) or on the route 'sea – Vlissingen Roadstead' (or reverse), one route will be assessed.

If a vessel has to turn about beyond the last buoy on the route 'sea – coastal harbour' (or reverse) or on the route 'sea – Vlissingen Roadstead' (or reverse), two routes will be assessed.

If a vessel must turn about before buoys 46/55 on the route 'Vlissingen Roadstead – Antwerp' (or reverse), one route will be assessed.

If a vessel must turn about beyond buoys 46/55 on the route 'Vlissingen Roadstead – Antwerp' (or reverse), two trips will be assessed.

If a vessel must turn about before reaching the sluice gates of Terneuzen on the route 'Vlissingen Roadstead – Ghent (or reverse), one route will be assessed.

If a vessel must turn about beyond the sluice gates of Terneuzen on the route 'Vlissingen Roadstead – Ghent (or reverse), one route will be assessed.

Art. 5. For the route 'coastal harbour –Dunkirk Roadstead' via buoy E 12 (or reverse) or 'Vlissingen Roadstead –Dunkirk Roadstead' (or reverse) the 'sea-coastal harbour' or 'Vlissingen Roadstead – Sea' tariff will be increased by the 'coastal harbour – coastal harbour' tariff.

For the route 'coastal harbour – Dunkirk Roadstead' via the Flanders Route (or reverse) or Vlissingen Roadstead – Dunkirk Roadstead' via the Flanders Route (or reverse) the 'sea-coastal harbour' or 'Vlissingen Roadstead – Sea' tariff will be increased by twice the 'coastal harbour – coastal harbour'.

Art. 6. The pilotage fees and the pilotage charges must be paid within one month, and at any rate before the next departure of the vessel for sea or abroad, unless sufficient securities have been deposited by the receiver of the pilotage fees.

All pilotage fees and pilotage charges associated with an outgoing trip of a vessel must be paid by the operator at the port of departure. That also applies for trips between the ports of Ghent and Antwerp or ports or moorings on the Upper-Zeeschelde (or reverse).

For trips from Ostend and Zeebrugge to Antwerp or Ghent or ports or moorings on the Upper Zeeschelde (or reverse), the operator will pay the pilotage fees and pilotage charges as far as Vlissingen Roadstead in the port of departure and the operator will pay the pilotage fees and pilotage charges from Vlissingen Roadstead in the port of arrival."

Art. 7. If a captain of a vessel is required by the pilotage service or other competent authority to use the services of more than one pilot at the same time, no additional pilotage fees will be charged.

If the captain of a vessel is not required to use the services of more than one pilot at the same time, 100% of the pilotage fee will be charged for the first pilot and 75% of the pilotage fees for each additional pilot.

Art. 8. For towed vessels or objects, 100% of the pilotage fee per pilot will be charged. For calculating the pilotage fees, the block size will be determined as follows:

1° length: the length of the towed vessel or object, increased by the length of the tug. If multiple tugs are used for the entire trip, the length will be increased by the length of each additional tug. If one or more tugs are replaced by larger or smaller tugs during the towing leg of the trip, the dimensions of the largest tugs will be used for determining the block size.

2° width: the greatest width of either the towed vessel or object, or the widest tug;

3° draft: the summer draft of the vessel or object, unless the tug or one of the tugs used has a greater summer draft.

If towing a vessel or object takes longer than eight hours, the pilotage fees will be increased by the pilotage charge as stated in Article 14.9°.

Art. 9. If the captain of a vessel uses a remote pilot or a pilot who gives advice from another ship on which pilot services are being provided, 100% of the pilot fee will be charged.

Art. 10. For the holders of a pilot exemption certificate (PEC), €100 will be charged per route section covered by the certificate. Movements from one berth to another within the port to which the certificate applies are not charged.

Art.11. All vessels that are exempted from pilot fees, vessels that are exempt or captains with an exemption do not pay pilotage fees.

Art.12. If the people and the vessels referred to in articles 10 and 11, above, actually use the services of a pilot, they are obligated to pay the pilotage fees and the pilotage charges.

If there is no agent, the pilot will, in consultation with the management of the Flemish pilotage services, determine the block size of the vessel and calculate the pilotage fees on that basis. The pilot collects the pilotage fees in the standard way and any pilot charges on board the vessel.

Art.13. The following categories of vessels that are exempt from paying pilotage fees are not required to pay pilotage fees or pilotage charges even if they actually use the services of a pilot:

- 1° Belgian and Dutch warships;
- 2° vessels owned or operated by the Belgian, Flemish or Dutch governments;
- 3° vessels owned or operated by the Flemish or Dutch pilotage services.

Chapter 3. Pilotage charges

Art.14. In addition to the pilotage fees covered in chapter 2, above, the operator must pay the following pilotage charges in the cases outlined;

- 1° if an active pilotage order is postponed or an active pilotage order expires or is cancelled, €180 will be charged;
- 1°/1 if a vessel is not within a radius of 5 miles from the central pilots' station more than one hour after the pilotage order time, a fixed amount of €180 will be charged for late arrival;
- 2° if a delay takes place during the pilotage trip, €90 per hour will be charged from the moment that the pilotage trip is interrupted up to the moment that the pilotage trip is resumed, with each started hour counting as a full hour. This regulation does not apply if the delay is due to the tides, the weather, congestion at the sluice gates or waiting as a result of a shipboard incident that occurs during the pilotage trip;
- 3° if the captain of an anchored vessel uses a pilot's services because he is legally required to do so or because he requested the services, €90 per hour will be charged, with each started hour being charged as a full hour;
- 4° after a pilotage trip has been completed, if a captain keeps the pilot on board to be able to have him available or to use him later, €90 per hour will be charged, with each started hour being charged as a full hour;
- 5° if a captain does not debark the pilot at the central pilots' station, but takes the pilot to a foreign harbour that is not in the Scheldt region, the following pilotage charges must be paid:
 - a) from the moment of sailing past the central pilots' station, until the return of the pilot to the pilot's place of work:
 - 1) €1,080 per day or part thereof and €540 for each subsequent period of twelve hours or part thereof for vessels of lengths less than 125 metres;
 - 2) €1,080 per day or part thereof and €540 for each subsequent period of twelve hours or part thereof for vessels of lengths of between 125 metres and 150 metres between sundown and sunrise;
 - 3) €1,080 per day or part thereof and €540 for each subsequent period of twelve hours or part thereof for non-heli-operable vessels of lengths of between 125 metres and 150 metres between sundown and sunrise;
 - 4) €2,160 per day or part thereof and €1,080 for each subsequent period of twelve hours or part thereof for heli-operable vessels of lengths of between 125 metres and 150 metres between sundown and sunrise;
 - 5) €2,160 per day or part thereof and €1,080 for each subsequent period of twelve hours or part thereof for vessels of lengths greater than 150 metres;
 - a) all travel and accommodation costs for the pilot from the moment of debarkation until return to his place of work;

- b) a day-rate compensation of €80 per calendar day from the day of debarkation until the day of arrival at the place of work;
- 6° if a captain does not embark the pilot at the central pilots' station, but in a foreign port that is not in the Scheldt region, the following pilotage charges must be paid:
 - a) from the moment of departure from the place of work until the moment of sailing past the central pilots' station where the pilot starts his pilotage activities: €2,160 per day or part therefore and €1,080 for each subsequent period of twelve hours or part thereof;
 - b) all travel and accommodation costs for the pilot from the moment of departure from the place of work until embarkation in the foreign port;
 - c) a day-rate compensation of €80 per calendar day from the day of departure from the place of work until the day of embarkation in the foreign port;
- 7° if, as a result of having been aboard a contaminated vessel, the pilot must go into quarantine or be taken into hospital ashore, €2,160 per day or part thereof and then €1,080 for each subsequent period of twelve hours or part thereof, commencing from the moment at which he is admitted, without prejudice to the costs arising from his admission into quarantine or hospital;
- 8° if the Flemish pilotage service designates a transport as lengthy, special or extraordinary (*langdurig, bijzonder* or *buiten normaal*) because of the length, width, height above the water, the draft, the manoeuvrability, the speed of the transport or the duration of the transport or of the use of a pilot, the service will charge, in addition to the pilotage fee, the full cost price that is charged to the operator on the basis of the duration of the use of the pilot or pilots, the equipment used, with due regard for the degree of difficulty of the transport;
- 9° if a pilot is used to carry out a trail cruise of a vessel, the pilotage fee will be charged for the trip and will be increased by €90 per started hour;
- 10° if a pilot is used for compensation and calibration, €180 will be charged;
- 11° in the event of failure to provide a breakfast, €12.50 will be charged; in the event of failure to provide a lunch or dinner, €25 will be charged.

The term 'day' used in paragraph 1 means a period of twenty-four (24) hours, regardless of when it starts.

Art.15. The operator is exempted from paying the pilotage charges referred to in article 14, 3° and 6° if the incidents referred to in those paragraphs is the result of a shortcoming on the part of the pilotage service.

Art.16. If any additional costs are necessary for the embarkation/debarkation of a pilot, they will be paid by the vessel's operator.

Chapter 4. Other costs

Art.17. If a third party is using the expertise of a pilot within the place of work, compensation of €90 pr hour will be charged, with a minimum of €540 per calendar day.

Art.18. If a third party uses the expertise of a pilot outside the place of work, the following charges will be due:

- 1° compensation of €90 per day, commencing from the moment of departure from the place of work until the moment of return to the place of work, with a minimum of €540;
- 2° all travel and accommodation costs from the moment of departure from the place of work until the return to the place of work.

Chapter 5. Concluding provisions

Art.19. The decree of the Flemish Government dated 19 December 2008 to set the amounts for the pilotage fees, pilotage charges for pilotage services in the piloting waters and other costs, as amended by the decree of the Flemish Government of 17 March 2010, is hereby repealed.

Art.20. The decree takes effect on 1 July 2011.

Annex 1

PILOTAGE FEES IN EUROS FOR NON-RORO SHIPS												
Block-size class	block size from – up to	sea-coast or reverse	coast-Vlissingen Roadstead or reverse	coast-to-coast	berth movement - coast	Roadstead pilotage - coast	sea -Vlissingen Roadstead or reverse	Vlissingen Roadstead – Antwerp or reverse	Vlissingen Roadstead – Ghent or reverse	Ghent-Antwerp or reverse	berth movement Antwerp	berth movement Ghent
1	0 - 1,999	142	114	135	36	43	175	90	77	95	54	45
2	2,000 - 3,999	247	198	234	62	75	271	136	116	143	82	68
3	4,000 - 5,999	415	332	395	104	125	442	232	197	244	140	116
4	6,000 - 7,999	604	484	574	151	181	633	338	286	355	202	169
5	8,000 - 9,999	810	649	770	202	243	842	455	387	477	273	228
6	10,000 - 12,499	1,092	873	1,037	273	328	1,127	613	522	644	368	307
7	12,500 - 14,999	1,187	950	1,128	297	357	1,223	667	567	700	400	333
8	15,000 - 17,499	1,282	1,026	1,218	321	384	1,318	721	612	757	432	361
9	17,500 - 19,999	1,378	1,102	1,309	345	413	1,414	774	658	813	464	388
10	20,000 - 22,499	1,473	1,178	1,399	368	442	1,510	829	704	870	497	414
11	22,500 - 24,999	1,569	1,255	1,490	392	471	1,606	883	751	927	529	442
12	25,000 - 27,499	1,664	1,331	1,580	416	499	1,702	936	796	983	561	469
13	27,500 - 29,999	1,759	1,408	1,671	440	528	1,798	990	842	1,041	594	495
14	30,000 - 32,499	1,854	1,484	1,762	463	556	1,894	1,044	887	1,096	626	522
15	32,500 - 34,999	1,950	1,560	1,852	488	585	1,988	1,098	933	1,153	659	550
16	35,000 - 37,499	2,045	1,636	1,943	511	613	2,084	1,151	979	1,209	691	576
17	37,500 - 39,999	2,141	1,713	2,034	536	642	2,180	1,206	1,025	1,266	723	603
18	40,000 - 42,499	2,235	1,788	2,124	559	671	2,276	1,260	1,071	1,323	756	630
19	42,500 - 44,999	2,331	1,865	2,215	583	700	2,372	1,313	1,116	1,379	788	657
20	45,000 - 47,499	2,426	1,940	2,305	607	727	2,468	1,367	1,162	1,436	820	684

PILOTAGE FEES IN EUROS FOR NON-RORO SHIPS												
Block-size class	block size from – up to	sea-coast or reverse	coast-Vlissingen Roadstead or reverse	coast-to-coast	berth movement coast	Roadstead pilotage - coast	sea -Vlissingen Roadstead or reverse	Vlissingen Roadstead – Antwerp or reverse	Vlissingen Roadstead – Ghent or reverse	Ghent-Antwerp or reverse	berth movement Antwerp	berth movement Ghent
21	47,500 - 49,999	2,522	2,017	2,396	630	756	2,563	1,421	1,208	1,492	852	710
22	50,000 - 54,999	2,618	2,094	2,487	655	785	2,659	1,475	1,254	1,549	885	738
23	55,000 - 59,999	2,713	2,170	2,577	678	814	2,755	1,528	1,299	1,605	917	765
24	60,000 - 64,999	2,808	2,247	2,668	702	842	2,850	1,583	1,345	1,661	950	791
25	65,000 - 69,999	2,903	2,323	2,758	726	871	2,946	1,637	1,391	1,719	982	819
26	70,000 - 74,999	2,999	2,399	2,849	750	900	3,042	1,690	1,437	1,774	1,014	846
27	75,000 - 79,999	3,094	2,475	2,939	773	929	3,137	1,744	1,482	1,832	1,047	872
28	80,000 - 84,999	3,190	2,552	3,030	798	957	3,233	1,798	1,528	1,887	1,079	899
29	85,000 - 89,999	3,284	2,627	3,120	821	985	3,329	1,852	1,574	1,945	1,111	927
30	90,000 - 94,999	3,380	2,704	3,211	846	1,014	3,425	1,906	1,621	2,002	1,144	953
31	95,000 - 99,999	3,475	2,780	3,302	869	1,043	3,521	1,960	1,666	2,058	1,176	980
32	100,000 - 109,999	3,571	2,856	3,392	892	1,071	3,617	2,014	1,711	2,115	1,209	1,007
33	110,000 - 119,999	3,648	2,918	3,466	912	1,095	3,693	2,057	1,748	2,160	1,234	1,029
34	120,000 - 129,999	3,723	2,979	3,537	931	1,117	3,770	2,100	1,785	2,206	1,260	1,050
35	130,000 - 139,999	3,800	3,040	3,610	950	1,140	3,846	2,143	1,821	2,250	1,285	1,071
36	140,000 - 149,999	3,876	3,100	3,682	969	1,163	3,922	2,186	1,858	2,296	1,312	1,094
37	150,000 - 159,999	3,952	3,162	3,754	988	1,185	3,999	2,229	1,895	2,341	1,338	1,115
38	160,000 - 169,999	4,029	3,223	3,828	1,007	1,209	4,076	2,272	1,931	2,386	1,363	1,136
39	170,000 - 179,999	4,105	3,283	3,899	1,027	1,231	4,152	2,315	1,968	2,431	1,389	1,158
40	180,000 - 189,999	4,181	3,345	3,972	1,046	1,255	4,229	2,358	2,004	2,476	1,414	1,179
41	190,000 - 199,999	4,258	3,406	4,045	1,065	1,277	4,306	2,402	2,042	2,522	1,441	1,201
42	200,000 - 209,999	4,333	3,467	4,117	1,083	1,300	4,382	2,444	2,078	2,567	1,467	1,223

43	210,000 - 219,999	4,410	3,528	4,190	1,102	1,323	4,459	2,488	2,115	2,612	1,493	1,244
44	220,000 - 229,999	4,486	3,589	4,261	1,121	1,346	4,536	2,530	2,151	2,657	1,519	1,265
45	230,000 - 239,999	4,562	3,650	4,335	1,141	1,369	4,613	2,574	2,188	2,703	1,544	1,288
46	240,000 - 249,999	4,639	3,712	4,407	1,160	1,392	4,689	2,617	2,224	2,748	1,570	1,309
47	250,000 - 259,999	4,715	3,772	4,479	1,179	1,414	4,765	2,660	2,261	2,793	1,596	1,330

PILOTAGE FEES IN EUROS FOR NON-RORO SHIPS												
Block-size class	block size from - up to	sea-coast or reverse	coast-Vlissingen Roadstead or reverse	coast-to-coast	berth movement coast	Roadstead pilotage - coast	sea -Vlissingen Roadstead or reverse	Vlissingen Roadstead - Antwerp or reverse	Vlissingen Roadstead - Ghent or reverse	Ghent-Antwerp or reverse	berth movement Antwerp	berth movement Ghent
48	260,000 - 269,999	4,791	3,833	4,552	1,198	1,438	4,841	2,703	2,297	2,838	1,622	1,351
49	270,000 - 279,999	4,868	3,895	4,624	1,217	1,460	4,918	2,747	2,334	2,884	1,648	1,374
50	280,000 - 289,999	4,944	3,955	4,697	1,236	1,484	4,995	2,789	2,371	2,929	1,673	1,395
51	290,000 - 299,999	5,020	4,016	4,769	1,256	1,506	5,072	2,833	2,408	2,975	1,700	1,416
52	300,000 - 309,999	5,096	4,077	4,841	1,274	1,529	5,148	2,876	2,444	3,019	1,725	1,438
53	310,000 - 319,999	5,173	4,139	4,914	1,293	1,552	5,225	2,918	2,480	3,064	1,751	1,459
54	320,000 - 329,999	5,249	4,199	4,987	1,312	1,575	5,302	2,962	2,518	3,110	1,777	1,481
55	330,000 - 339,999	5,325	4,260	5,059	1,331	1,598	5,378	3,004	2,554	3,155	1,803	1,503
56	340,000 - 349,999	5,402	4,322	5,131	1,350	1,621	5,455	3,048	2,591	3,200	1,829	1,524
57	350,000 and above	5,478	4,382	5,205	1,370	1,643	5,532	3,091	2,627	3,245	1,854	1,545

Annex 2

PILOTAGE FEES IN EUROS FOR RORO SHIPS												
Block-size class	block size from – up to	sea-coast or reverse	coast-Vlissingen Roadstead or reverse	coast-to-coast	berth movement coast	Roadstead pilotage - coast	sea -Vlissingen Roadstead or reverse	Vlissingen Roadstead – Antwerp or reverse	Vlissingen Roadstead – Ghent or reverse	Ghent-Antwerp or reverse	berth movement Antwerp	berth movement Ghent
1	0 - 1,999	107	86	101	27	32	131	68	58	71	41	34
2	2,000 - 3,999	184	147	175	46	55	224	113	96	118	68	56
3	4,000 - 5,999	310	248	294	78	93	365	191	162	200	114	96
4	6,000 - 7,999	450	360	428	113	135	523	278	236	292	167	140
5	8,000 - 9,999	605	484	575	151	181	695	375	318	394	225	187
6	10,000 - 12,499	815	652	774	203	245	931	505	429	530	302	252
7	12,500 - 14,999	886	709	841	222	266	1,010	550	468	577	330	275
8	15,000 - 17,499	957	766	910	240	288	1,089	593	504	623	356	297
9	17,500 - 19,999	1,029	823	978	258	309	1,168	638	542	670	382	320
10	20,000 - 22,499	1,100	880	1,045	275	330	1,247	683	580	717	410	342
11	22,500 - 24,999	1,172	937	1,113	293	351	1,326	726	618	763	436	363
12	25,000 - 27,499	1,242	994	1,180	311	373	1,406	771	655	809	462	386
13	27,500 - 29,999	1,313	1,050	1,247	328	394	1,485	816	693	856	490	408
14	30,000 - 32,499	1,385	1,108	1,315	346	415	1,563	859	731	902	515	430
15	32,500 - 34,999	1,456	1,165	1,383	364	437	1,642	904	769	949	542	453

16	35,000 - 37,499	1,527	1,222	1,451	382	458	1,722	949	806	997	570	475
17	37,500 - 39,999	1,599	1,279	1,519	399	479	1,801	993	843	1,043	595	496
18	40,000 - 42,499	1,670	1,336	1,587	417	501	1,880	1,037	882	1,089	622	519
19	42,500 - 44,999	1,740	1,392	1,653	436	522	1,959	1,082	920	1,136	650	541
20	45,000 - 47,499	1,812	1,449	1,721	453	543	2,038	1,126	956	1,182	675	563
Block-size class	block size from – up to	sea-coast or reverse	coast-Vlissingen Roadstead or reverse	coast-to-coast	berth movement coast	Roadstead pilotage - coast	sea -Vlissingen Roadstead or reverse	Vlissingen Roadstead – Antwerp or reverse	Vlissingen Roadstead – Ghent or reverse	Ghent-Antwerp or reverse	berth movement Antwerp	berth movement Ghent
21	47,500 - 49,999	1,883	1,506	1,789	471	564	2,117	1,170	995	1,229	702	586
22	50,000 - 54,999	1,954	1,563	1,856	489	587	2,196	1,215	1,033	1,276	730	608
23	55,000 - 59,999	2,026	1,621	1,924	507	608	2,275	1,259	1,070	1,322	755	629
24	60,000 - 64,999	2,097	1,677	1,993	524	629	2,355	1,304	1,108	1,369	782	652
25	65,000 - 69,999	2,167	1,734	2,059	542	651	2,434	1,347	1,145	1,414	808	674
26	70,000 - 74,999	2,239	1,791	2,127	560	672	2,512	1,392	1,183	1,461	835	697
27	75,000 - 79,999	2,310	1,848	2,195	577	693	2,591	1,437	1,222	1,508	862	719
28	80,000 - 84,999	2,381	1,905	2,262	595	715	2,671	1,480	1,259	1,555	888	740
29	85,000 - 89,999	2,453	1,962	2,330	613	736	2,750	1,525	1,296	1,602	915	763
30	90,000 - 94,999	2,524	2,019	2,398	632	757	2,829	1,570	1,334	1,649	941	785
31	95,000 - 99,999	2,595	2,077	2,465	649	779	2,907	1,613	1,372	1,694	968	807
32	100,000 - 109,999	2,666	2,132	2,533	667	800	2,987	1,658	1,409	1,741	995	830
33	110,000 - 119,999	2,723	2,179	2,587	681	817	3,050	1,693	1,440	1,779	1,016	847
34	120,000 - 129,999	2,780	2,224	2,641	695	834	3,113	1,730	1,470	1,816	1,037	865
35	130,000 - 139,999	2,837	2,270	2,696	709	851	3,177	1,765	1,500	1,853	1,059	883
36	140,000 - 149,999	2,894	2,315	2,749	723	868	3,240	1,800	1,530	1,890	1,080	900
37	150,000 - 159,999	2,951	2,361	2,803	738	885	3,304	1,836	1,560	1,928	1,101	918
38	160,000 - 169,999	3,008	2,406	2,857	752	902	3,366	1,871	1,590	1,965	1,123	936
39	170,000 - 179,999	3,065	2,452	2,912	767	919	3,429	1,906	1,621	2,002	1,144	953
40	180,000 - 189,999	3,122	2,497	2,965	781	936	3,493	1,943	1,651	2,039	1,165	971
41	190,000 - 199,999	3,179	2,543	3,020	794	954	3,556	1,978	1,681	2,077	1,186	989

42	200,000 - 209,999	3,179	2,588	3,074	809	970	3,620	2,013	1,711	2,114	1,208	1,006
43	210,000 - 219,999	3,179	2,635	3,128	823	988	3,683	2,049	1,741	2,151	1,229	1,025
44	220,000 - 229,999	3,179	2,680	3,182	837	1,005	3,746	2,084	1,771	2,189	1,250	1,043
45	230,000 - 239,999	3,179	2,725	3,237	852	1,022	3,810	2,119	1,802	2,226	1,272	1,060
46	240,000 - 249,999	3,179	2,771	3,290	866	1,039	3,872	2,156	1,832	2,263	1,293	1,078
47	250,000 - 259,999	3,179	2,817	3,345	881	1,056	3,936	2,191	1,862	2,300	1,314	1,096

PILOTAGE FEES IN EUROS FOR RORO SHIPS

Block-size class	block size from – up to	sea-coast or reverse	coast-Vlissingen Roadstead or reverse	coast-to-coast	berth movement coast	Roadstead pilotage - coast	sea -Vlissingen Roadstead or reverse	Vlissingen Roadstead – Antwerp or reverse	Vlissingen Roadstead – Ghent or reverse	Ghent-Antwerp or reverse	berth movement Antwerp	berth movement Ghent
48	260,000 - 269,999	3,179	2,862	3,398	895	1,074	3,999	2,226	1,893	2,338	1,336	1,113
49	270,000 - 279,999	3,179	2,907	3,453	908	1,091	4,062	2,262	1,922	2,375	1,357	1,131
50	280,000 - 289,999	3,179	2,953	3,507	923	1,108	4,126	2,297	1,952	2,412	1,378	1,149
51	290,000 - 299,999	3,179	2,999	3,561	937	1,125	4,189	2,332	1,983	2,450	1,399	1,166
52	300,000 - 309,999	3,179	3,044	3,615	951	1,142	4,253	2,369	2,013	2,487	1,421	1,184
53	310,000 - 319,999	3,179	3,091	3,670	966	1,159	4,315	2,404	2,043	2,524	1,442	1,202
54	320,000 - 329,999	3,179	3,135	3,723	980	1,176	4,378	2,439	2,074	2,561	1,463	1,219
55	330,000 - 339,999	3,179	3,181	3,778	995	1,193	4,442	2,475	2,103	2,599	1,485	1,238
56	340,000 - 349,999	3,179	3,227	3,832	1,009	1,210	4,505	2,510	2,133	2,636	1,506	1,256
57	350,000 and above	3,179	3,272	3,885	1,022	1,227	4,569	2,545	2,164	2,673	1,527	1,273

Basic decree of the Flemish Government of 1 January 2009 to introduce a volume discount on pilotage fees for pilotage activities in the piloting waters, augmented with the amendments of 1 April 2010

Chapter 1. Definitions

Article 1. In this decree, the following terms have the meanings ascribed to them here.

- 1° volume discount: a discount percentage on pilotage fees, determined on the basis of the turnover generated by the tramp lines or scheduled services during a reference period;
- 2° year of application: the period of twelve months commencing on 1 July, during which the volume discount is being applied;
- 3° reference period: the period of twelve months, commencing on 1 January and lasting until 31 December prior to the year of application;
- 4° incomplete reference period: the period commencing on the commencement date of the new tramp line or scheduled service up to 31 December prior to the year of application;
- 5° Flemish port region: the ports of Antwerp (including the mooring places on the Upper-Zeeschelde), Ghent, Zeebrugge, Ostend, and Nieuwpoort;
- 6° movement: sailing into or out of the Flemish port region by a vessel that uses the normal pilotage or remote pilotage;
- 7° scheduled service: a service in which one or more vessels is used by one or more operators who collectively operate a scheduled service of vessels; a scheduled service uses the vessels in accordance with a fixed and internationally known sailing schedule;
- 8° tramp line: a service in which one or more vessels is used by one operator and no fixed sailing schedule is used;
- 9° turnover: the total amount generated by the operator(s) in pilotage fees from normal pilotage or remote pilotage;
- 10° operator: the captain, shipper, charterer, manager or agent of a vessel;

Chapter II. Principles and calculations

Art. 2. A volume discount is granted to the operator of a tramp line and the operator(s) of a scheduled service that use the normal pilotage or remote pilotage services.

Art. 3. The volume discounted is calculated on the pilotage fees.

Art. 4. To determine the discount percentage of the volume discount of a tramp line or scheduled service, the turnover of the service during a reference period or incomplete reference period is calculated.

On the basis of the turnover referred to in the first paragraph, the following discount percentages will be applied, in accordance with the annex attached to this decree:

- 1° for turnover up to €1,499,999, a discount percentage as shown in the second column of the annex;
- 2° for turnover of €1,500,000 and above, a discount percentage as shown in the second column of the annex for the part of the turnover up to €1,499,999 and a discount percentage as shown in the third column of the annex for the part from €1,500,000 and above.

Art. 5. A vessel can only be part of one tramp line or one scheduled service at one time.

Art. 6. In the event of an incomplete reference period, the discount percentage will be applied retroactively to the current calendar year at the end of the current calendar year of the application for the volume discount. That discount percentage is applied further until the volume discount is determined on the basis of the reference period.

Chapter III. Applicability

Art. 7. The Flemish pilotage service informs the operator(s) of the discount percentage that applies in each year of application.

Art. 8. The volume discount is, in principle, offset immediately against the pilotage fee invoice upon arrival at or departure from the Flemish port region by a vessel of a tramp line or scheduled service. The applicable pilotage fee is reduced by the amount of the discount percentage granted.

Art. 9. For movements of vessels of a tramp line, the operator must provide to the Flemish pilotage service all required titles that show the ownership, lease or provision of the vessel to the operator.

Art. 10. For movements of vessels of a scheduled service, the list of vessels that are used in the scheduled service must be provided to the Flemish pilotage services on original letterhead of the operator concerned.

Art.11. For movements of vessels of a scheduled service, the Flemish pilotage service can at any time request the necessary documentary evidence that shows the ownership, the lease or the provision to the operator at the moment of arrival at or departure from the Flemish port region.

Art 12. The documents referred to in Articles 9 and 10 can be provided to the Flemish pilotage service up to two months after the arrival of a vessel at or its departure from the Flemish port region. In that case, a credit note will be issued to the operator or his agent.

Art. 13. The credit notes issued can be submitted for settlement up to one year after the date of the credit note. After that date, the right to settlement expires.

Art. 14. When settling a credit note, a check will be made of whether the beneficiary has outstanding debts with the Flemish pilotage service. If that is the case, the credit notes will be applied officially to those debts for settlement or reduction.

Art. 15. Incorrectly assigned volume discounts will be reversed and collected.

Chapter IV. Merges, takeovers and associations

Art. 16. From the date of a merger of shipping companies, a takeover of a shipping company by another shipping company, or an association between shipping companies, the highest discount that was calculated for one of the shipping companies concerned during the reference period will be applied for the rest of the year of application.

For the following year of application, the discount percentage will be calculated on the basis of the collective turnover achieved during the reference period calculated from the moment of the merger, takeover or association, increased by the highest turnover of one of the parties, achieved by the merger, takeover or association.

Chapter V. Application for a tramp line or scheduled service

Art. 17. §1. The operator or its agent must submit the application for a tramp line or scheduled service to the Flemish pilotage service in writing.

The application must contain the following information:

- 1° the name of the service;
- 2° the given name and surname, address, telephone and fax numbers and the e-mail address of the operator who is organising the service and its agents;
- 3° the following information about the vessel(s) being used in the service: name, call sign, IMO number, overall length;
- 4° authorisation on original letterhead of the operator of the service containing the following statement: "The undersigned, (name), operator of the service in the Flemish port region, commonly known under the name (name of the service), hereby authorises (name of ship's agent) to collect its credit notes with respect to the reduction of the pilotage fees."
- 5° if the service concerned is a tramp line:
the documents that show that the operator is the owner, bareboat charterer, or trip charterer of the vessel(s) of the service;
- 6° if the service concerned is a scheduled service:
the fixed and internationally published sailing schedule of the scheduled service;
- 7° if the scheduled service is operated by more than one operator:
the proof of association and collective operation, signed by the different operators, showing all of the vessels that are part of the service;

Any change to the information shown in points 1° through 4°, above, must be communicated to the Flemish pilotage service in writing within two months of the change.

The authorisation referred to in the second paragraph, 4°, must be renewed every two years.

§2. The proof of ownership of a vessel must be submitted by presentation of one of the following documents:

- 1° ownership title of the vessel;

- 2° the national or international certificate of registry if it shows the owner of the vessel;
- 3° the proof of nationality if it shows the owner of the vessel.

§3. The proof of ownership of a vessel must be submitted by presentation of one of the following documents:

- 1° the charter agreement between the owner of the vessel and the operator of the service and any addenda;
- 2° a long-term charter contract in the name of the operator of the service stating the name of the vessel that is being used for it.

§4. The documents referred to in paragraphs 2 and 3 and the changes to the documents must be submitted within two months of the outgoing or incoming movement. Failure to do so will result in the loss of eligibility for calculating the volume discount.

Art. 18. The Flemish pilotage service will approve the application as a tramp line or scheduled service if all of the requirements have been satisfied. The applicant(s) will be informed of the approval in writing.

Art. 19. The right to a volume discount commences on the first day of the month following the month of the approval being granted.

Chapter V/1. Temporary provisions

Art. 19/1. The year of application that runs from 1 July 2009 through 30 June 2010, will be closed by way of exception on 1 April 2010. The discount percentage of the volume discount determined on the basis of the turnover achieved during the reference period from 1 January 2009 through 31 December 2009, will be allowed during the following year of application, which, by way of exception, runs from 1 April 2010 through 30 June 2011.

Art. 19/2. The terms of the year of application and the reference periods will be determined again, after the period referred to in Article 19/1, as set out in Article 1, 2° en 3°.

Art. 19/3. If the application on 1 April 2010 of the table with volume discounts results in a reduction of the discount percentage of a scheduled service or tramp line for the year of application that runs from 1 July 2009 through 30 June 2010, will continue to be the discount percentage allowed on the basis of the reference year 2008.

Art. 19/4. For the cases set out in Article 19/3, the terms of the year of application and the reference periods will continue to be determined as set out in Article 1, 2° en 3°.

Chapter VI. Conclusions

Art. 20. The decree of the Flemish Government of 9 January 2004 to introduce a frequency discount on pilotage fees for pilotage activities in the pilotage waters is repealed.

Art. 21. Every seagoing service that, on the date that this decree takes effect, is recognised on the basis of the decree of the Flemish Government of 9 January 2004 to introduce a frequency discount for pilotage fees for pilotage activities in the pilotage waters will be recognised as a tramp line.

Art. 22. Every scheduled service that, on the date that this decree takes effect, is recognised on the basis of the Decree of the Flemish Government of 9 January 2004 to introduce a frequency discount for pilotage fees for pilotage activities in the pilotage waters will be recognised as a scheduled service.

Art. 23. This decree takes effect on 1 January 2009.

Art. 24. The Flemish Minister with responsibility for the ports is charged with the implementation of this decree.

Appendix

volume-discount table		
column 1: turnover	column 2: discount:	column 3: discount for the part of the turnover from €1,500,000
from €75,000 to €249,999	2%	
from €250,000 to €349,999	3%	
from €350,000 to €449,999	5%	
from €450,000 to €549,999	7%	
from €550,000 to €649,999	9%	
from €650,000 to €749,999	11%	
from €750,000 to €999,999	13%	
from €1,000,000 to €1,499,999	15%	
from €1,500,000		17% from €1,500,000 to €1,999,999
from €2,000,000		18% from €2,000,000 to €2,499,999
from €2,500,000		21% from €2,500,000 to €4,999,999
from €5,000,000		25% from €5,000,000 to €7,499,999
from €7,500,000		30% from €7,500,000 to €14,999,999
from €15,000,000		35% from €15,000,000

Decree of the Flemish Government of 2 September 2005 concerning the introduction of the charges for the use of a helicopter for embarking and debarking pilots onto and from vessels

Article 1. In this decree, the following terms have the meanings ascribed to them here.

- 1° decree: the decree of 19 April 1995 concerning the organisation and the operations of the pilotage service of the Flemish Region and concerning the certification of the harbour pilot and bosun;
- 2° helicopter charge:: the charge as mean in Article 15 of the decree for embarking and debarking pilots onto and from a vessel by means of a helicopter;
- 3° heli-operable vessel: vessel that has the equipment necessary to embark and debark a pilot by means of a helicopter and for which the modalities are published annually in the first issue of the 'Berichten aan Zeevarenden' ('Messages to Seagoing Sailors') and that is recognised as such by the pilotage service of the Flemish Region.
- 4° vessel that belongs to the helicopter category: vessel with a length of 235 metres or more with a draft of 125 decimetre and vessels with a length of 190 metres and more that are built for the transport of automobiles and are used for that purpose and that are recognised as heli-operable;
- 5° pilotage helicopter operations area: unless a different position is being used due to special conditions, under normal weather conditions, the geographical position at the location of the Oostdyck buoy; in the event of suspended pilotage services due to weather, the geographical position at the location of the Kwintebank buoy;
- 6° operator: the captain, shipper, charterer, manager or agent of the vessel.

Art. 2. The embarkation or debarkation of a pilot to or from a vessel that belongs to the helicopter category and originates from or is bound to a Flemish port, is done by means of a helicopter in the pilotage helicopter operations area, to the degree that the operational possibilities of the pilotage service so allow.

Art. 3. A heli-operable vessel that does not belong to the helicopter category can, at the request of the operator, have a pilot embarked or debarked by helicopter in the pilotage helicopter operations area.

Art. 4. In the event of the suspension of pilotage services, the pilotage service can order the debarkation of a pilot from a heli-operable vessel by means of a helicopter in the pilotage helicopter operations area.

Art. 5. When approaching a Flemish port, the helicopter charge is set at €1,980; upon departure, the helicopter charge is €1,280.

Art. 6. The helicopter charge is shown on the pilotage fees invoice.

Decree of 19.12.08 concerning the costs owed by users of the maritime traffic control system.

Art. 6. With effect on 5 November 2006, an article 37bis is added to the decree of 16 June 2006 concerning the management of shipping on the maritime approaches and the organisation of the Maritime Rescue and Coordination Centre, which will then read as follows:

“Article 37bis

§ 1. For the application of this article, the following definitions apply:

1° VBS charge: the payment for use of the traffic control system (VBS) referred to in Article 37;

2° tariff area: the area in which traffic-control services are provided;

3° length: the overall length.

§ 2. A VBS charge is due for every vessel arriving from the sea with a Flemish port that is serviced by the traffic-control system as its destination; it applies as a charge for inbound and outbound traffic.

If the vessel enters the tariff area more than once on a single calendar day, the charge will only be imposed once.

The VBS charge is not applicable to shipping traffic between Flemish ports.

§ 3. No charge is applicable to the following categories of vessels:

1° inland waterways vessels;

2° ships up to 46 m in length;

3° ships that are owned or operated by the State or a region;

4° vessels used for the extraction or transportation of sand, dredged spoil, or gravel, when such vessels are so employed on behalf of the navigable waterway or water manager;

5° vessels in the service of the Dutch and Flemish pilotage agencies.

§ 4. The Flemish Minister responsible for transportation can exempt a vessel from the VBS charge if it is participating in a special manifestation or is carrying out activities for the general good.

§ 5. The amount of the VBS charge due is based on the length of the vessel and is shown in the table below.

In the event of a vessel or object being towed, the VBS charge applies to the tug and the towed vessel or object separately, on the basis of their individual lengths.

§ 6. The VBS charge is payable into the account in the name of the Loodswezen Locatie Antwerp (Antwerp Pilotage Services). »

Length	Amount of VBS charge in euro	Length	Amount of VBS charge in euro	Length	Amount of VBS charge in euro
46 t/m 60	35	100	105	140	174
61	37	101	106	141	176
62	39	102	108	142	177
63	40	103	110	143	179
64	42	104	112	144	181
65	44	105	113	145	183
66	46	106	115	146	184
67	47	107	117	147	186
68	49	108	118	148	188
69	51	109	120	149	190
70	53	110	122	150	191
71	54	111	124	151	193
72	56	112	125	152	195
73	58	113	127	153	197
74	59	114	129	154	198
75	61	115	131	155	200
76	63	116	132	156	202
77	65	117	134	157	204
78	66	118	136	158	205
79	68	119	138	159	207
80	70	120	139	160	209
81	72	121	141	161	210
82	73	122	143	162	212
83	75	123	145	163	214
84	77	124	146	164	216
85	79	125	148	165	217
86	80	126	150	166	219
87	82	127	151	167	221
88	84	128	153	168	223
89	86	129	155	169	224
90	87	130	157	170	226
91	89	131	158	171	228
92	91	132	160	172	230
93	92	133	162	173	231
94	94	134	164	174	233
95	96	135	165	175	235
96	98	136	167	176	236
97	99	137	169	177	238
98	101	138	171	178	240
99	103	139	172	179	242

Length	Amount of VBS charge in euro	Length	Amount of VBS charge in euro	Length	Amount of VBS charge in euro
180	243	220	313	260	382
181	245	221	315	261	384
182	247	222	316	262	386
183	249	223	318	263	387
184	250	224	320	264	389
185	252	225	322	265	391
186	254	226	323	266	393
187	256	227	325	267	394
188	257	228	327	268	396
189	259	229	328	269	398
190	261	230	330	270	400
191	263	231	332	271	401
192	264	232	334	272	403
193	266	233	335	273	405
194	268	234	337	274	407
195	269	235	339	275	408
196	271	236	341	276	410
197	273	237	342	277	412
198	275	238	344	278	413
199	276	239	346	279	415
200	278	240	348	280	417
201	280	241	349	281	419
202	282	242	351	282	420
203	283	243	353	283	422
204	285	244	354	284	424
205	287	245	356	285	426
206	289	246	358	286	427
207	290	247	360	287	429
208	292	248	361	288	431
209	294	249	363	289	433
210	295	250	365	290	434
211	297	251	367	291	436
212	299	252	368	292	438
213	301	253	370	293	440
214	302	254	372	294	441
215	304	255	374	295	443
216	306	256	375	296	445
217	308	257	377	297	446
218	309	258	379	298	448
219	311	259	381	299	450
				300 and +	452

COLOPHON**Composition and production**

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