Tariff regulations for sea-going vessels

FREE TRANSLATION - Only the Dutch version is legally valid

Antwerp Municipal Port Authority
www.portofantwerp.com

Executive Committee of 10 December 2012
Board of Directors of 18 December 2012
Date of commencement: 1 January 2013

Haven van Antwerpen
Basic principles

ARTICLE 1 TERMINOLOGY

The application of these tariff regulations is based on the following concepts:

1.1 SEA-GOING VESSELS
Vessels registered in the "Lloyd's Register of Ships" or vessels holding a valid international tonnage certificate.

1.2 PORT DUES
Fees owed by sea-going vessels for each call into and/or stay in the port, based on the following components:
- tonnage dues: an indivisible charge calculated on the basis of the ship's tonnage;
- berthing dues: an indivisible charge calculated on the basis of the goods unloaded and/or loaded by the vessel in port, expressed in tons.

1.3 PORT
The locks, docks on the right and left bank of the river Scheldt, the berthing facilities along the river Scheldt, the section of the river Scheldt and roadstead, the operation of which is governed by the Port Authority.

1.4 DURATION OF STAY
Duration of the vessel’s stay in port, which is calculated as follows:
- for sea-going vessels that are moored in the docks from the time they enter into the lock upon arrival at the port until the time they sail out of the lock upon departure from the port;
- for sea-going vessels that are moored at the Scheldt quays or in tidal docks or at the additional installations at the river Scheldt within the port boundaries, or stay at the roadstead, from the time they occupy their mooring upon arrival at the port until the time they leave it upon departure from the port;
- sea-going vessels that are moored both in the docks and at the Scheldt quays, the tidal docks or the berthing facilities along the river Scheldt, or stay at the roadstead, a combination of the above stipulated regulations shall apply.

1.5 WORKING DAY
Weekdays from Monday up to and including Friday, except for public holidays.

1.6 MONTH
A period of 30 consecutive calendar days.
1.7 **TON**
A mass of 1,000 kg.

1.8 **FREIGHT TON**
A freight ton is a mass expressed in ton or m³, whereby the larger of the two is used as a basis for measurement.

1.9 **UNIT OF GROSS TONNAGE**
Unit without dimension, used as the unit of volume for sea-going vessels, as indicated in the international tonnage certificate issued in the country of registration of the vessel in accordance with the definitions of the International Treaty on Vessel Measurements, issued in London on 23 June 1969. The gross tonnage unit is traditionally abbreviated to GT = Gross Tonnage.

1.10 **GENERAL CARGO SHIP**
A sea-going vessel referred to in Lloyd's Register of Ships under the type indication of «general cargo», «pallet carrier», «barge carrier», «heavy load carrier» or «heavy lift carrier».

1.11 **CONTAINER SHIP**
A sea-going vessel based on a complete cellular structure and referred to in Lloyd's Register of Ships under the simple type indication of «container ship».

1.12 **OPEN-TOP CONTAINER SHIP**
An open-top containership, usually called as such in the International Tonnage Certificate (1969) and for which in this certificate, under ‘Remarks’, the reduced gross tonnage is mentioned and as well confirmed that this reduction is in accordance with the IMO resolution in force. This means that the vessel is designed for the carriage of containers and is constructed like an open "U". Not less than two third of the total cargo space has to be in an 'open-top' configuration, which means an open area without hatches.

1.13 **BULK CARRIER**
A sea-going vessel referred to in Lloyd's Register of Ships as a «bulk carrier» type of vessel.

1.14 **ROLL-ON/Roll-OFF SHIP**
A sea-going vessel referred to in Lloyd’s Register of Ships as a «roro» type of vessel.

1.15 **VEHICLE CARRIER**
A sea-going vessel referred to in Lloyd’s Register of Ships as a «vehicle» type of vessel.

1.16 **REFRIGERATED CARGO SHIP**
A sea-going vessel referred to in Lloyd’s Register of Ships as a «refrigerated cargo» type of vessel.

**TARIFF REGULATIONS FOR SEA-GOING VESSELS** 4
1.17 TANKER
A sea-going vessel referred to in Lloyd’s Register of Ships as a «tanker» type of vessel or a combination tanker that is equipped for the alternate transport of liquid and dry bulk cargo, insofar as this vessel transports a fully or partially liquid cargo.

1.18 TANKER WITH SEGREGATED BALLAST TANKS (SBT)
A tanker certified as a tanker with segregated ballast tanks by the government of the flag state or other bodies acting on the authority of that state, the international tonnage certificate (1969) of which indicates the presence and tonnage of the segregated ballast tanks in the section «remarks» and confirms that they comply with Regulation 13 (2) Annex 1 Marpol 73/78. Gas tankers are a priori considered equivalent to tankers with segregated ballast tanks.

1.19 BULK CARGO
Goods that can be moved by pumping, transferred by chute or by means of suction.

1.20 PROJECT GOODS / CARGO
Goods including machinery, construction material, heavy or indivisible items, the batch size of which is minimum 500 freight tons.

1.21 SHIPPING LINES
Shipping lines recognised by the Port Authority on the basis of compulsory standards.

1.22 BULK LINES
Bulk lines, recognised by the Port Authority on the basis of compulsory standards.

1.23 SERVICES OF BROKERAGE
Services which in accordance with the Belgian VAT legal theory are provided by a third party and have contributed to the achieving of certain frequencies and/or the loading/unloading of goods in the port of Antwerp.

1.24 SELFBILL NOTE
Administrative document formatted by the Port Authority concerning brokerage service fees for which no credit note can be granted.

1.25 ESI
Environmental Ship Index: identifies seagoing ships that emit fewer polluting substances than allowed. A ship can have an ESI score between 0 and 100, where a ship scores 0 if it complies with the legal standards regarding NOx- and SOx- emissions. A ship scores 100 on the ESI if it emits neither SOx, nor Nox and if she reports her IMO Energy efficiency Operational index (EEOI) or having a Ship Energy efficiency management Plan (SEEMP).
1.26 PORT AUTHORITY
Antwerp Municipal Port Authority.
Entrepotkaai 1
B-2000 Antwerp
T +32 3 205 20 11
F +32 205 20 28
Vat BE 0248 399 380

1.27 PORT DUES DEPARTMENT
Department of the Financial Dept. of the Port Authority which is in charge of
the management of the port dues.
E-mail: havenrechten@haven.antwerpen.be
T +32 3 205 22 91

ARTICLE 2 APPLICATION RANGE

The tariff regulations apply for all vessels calling the port of Antwerp.

ARTICLE 3 MAIN PRINCIPLES

3.1 PAYMENT OF PORT DUES

Every time a sea-going vessel enters the port, it is liable for payment of the port
dues, which include the tonnage dues and berthing dues, to the Port Authority.
The shipowner, shipping company, charterer or timecharterer, master or
representative authorised to act on behalf of one of these parties shall be
severally responsible for the port dues. If several shipowners, shipping
companies, charterers, timecharterers, masters or their representatives
operate during the time the vessel is in port, those who initially acted in that
capacity shall remain liable for the payment of the port dues.

If a «declaration of transfer» was submitted, the shipowner, shipping company,
charterer, timecharterer, master or their representative who takes over shall be
liable for payment of the specific share of the berthing dues that relates to
activities executed after the transfer. The transfer must be in accordance with
the Port Authority’s instructions. In the event of a transfer, the formalities must
be accomplished by the party which is liable for payment.
3.2 FORMALITIES

If several shipping agents act on behalf of the same sea-going vessel, without an actual transfer taking place, the shipping agent who submits the application must complete all formalities required to define the tonnage and berthing dues. This shipping agent shall submit any information and provide access to books or documentation that might substantiate or facilitate the inspection of the application to the Port Authority’s Port Dues Department.

3.3 CORRESPONDENCE WITH THE PORT AUTHORITY

All correspondence relating to port dues must indicate the name and address of the shipping company on behalf of which the action is being undertaken.

ARTICLE 4 PAYMENT

4.1 INVOICES

Electronic Invoices
Invoices can be obtained electronically after registration on the ‘Unifact’ web application.

Invoicing to the principal
In case invoices don’t have to be made out to the agent, the agent has to inform electronically and in advance which principal should be invoiced to on the web application ‘Zeefact’.

4.2 DATE

Date of payment
Invoices relating to these tariff regulations must be paid at the latest on the mentioned due date. The invoices can be paid by giro into a bank account of the Antwerp Port Authority or by subscribing a bank domiciliation with the Antwerp Port Authority. Further information can be obtained at telephone number +32 (0) 3 205 21 07.

Late payment shall by law, and without notice of default, incur interest. Interest shall be calculated on the basis of the special legal interest rate as published in the Belgian Official Bulletin. The executive committee shall define the actual implementation procedure for the application of interest in the event of late payment, whereby limited, motivated deviations from the strict and verbatim application of the above mentioned rules shall be feasible.

If the guarantee is put forward by the relevant professional association, payment by domiciliation or direct debit is mandatory.

TARIFF REGULATIONS FOR SEA-GOING VESSELS 7
Term of payment
The due date of the invoices will be calculated on the basis of a term of payment of 15 calendar days.

Foreign currency
Costs associated with the exchange of foreign currency into Euro, or any other costs, shall be at the debtor’s expense.

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

4.3 OUTSTANDING CLAIMS
When paying credit notes and/or selfbill notes, the debtor/creditor and treasury manager shall verify whether the beneficiary still has outstanding accounts with the Port Authority. If so, the returns will officially be used to settle existing arrears.

4.4 PAYMENT OF CREDIT NOTES AND / OR SELFBILL NOTES
A credit note and/or a selfbill note will be paid to the concerned operator of the shipping line or bulk line, after it has been duly stamped and signed by the operator, with indication of the name and the function of the undersigned and has been handed over to the Port Dues Department. The credit note or selfbill note made out to a company which has a proxy from the involved operator and when this proxy has been sent to the Port Dues Department, can be paid directly.

This proxy must be supplied to the Port Dues Department with following formulation:
“The undersigned, ...... operator of the shipping line/bulk line in Antwerp, recognised under the name of ...... code-number ...., hereby authorises the company ......, to collect in our name the receipt (credit notes and/or the selfbill notes ) relating to tonnage dues refunds on our behalf. These refunds relate to the tonnage dues of vessels declared in the above mentioned shipping line/ bulk line.”

The authorizations which are handed over to the Port Authority must be renewed every two years.

4.5 CREDIT NOTE AND/OR SELFBILL NOTE PAYMENT TERMS
Credit notes and/or the selfbill notes issued in relation to tonnage dues can be submitted for payment at the latest one year after the date of issue. The right for reimbursement expires after one year.
4.6 GUARANTEE

Sea-going vessels shall only be allowed to leave the port providing that all due fees have been settled, unless a deposit has been paid. The amount of the deposit shall be determined by the Antwerp Port Authority. This deposit can be replaced by a permanent deposit or bank guarantee. This amount is fixed to the average turnover of one month per calendar year and will be reconsidered at least every three years. In this case, the bank guarantee must be put up by a credit institution which is authorized to perform its services in Belgium in accordance with the applying Belgian legislation and under supervision of the Banking, Finance and Insurance Commission. The Port Authority accepts as an alternative for the above mentioned stipulation a report of the relevant professional association that the latter vouches for the guarantee.
Tonnage dues

ARTICLE 5 FIXED FEE

Each vessel calling at the port is charged with a fixed fee in addition to the tonnage dues. This fixed fee, which is charged to the shipping agencies for information supplied directly to the V.T.S.P., amounts to 17 euro.

ARTICLE 6 PRINCIPLES OF APPLICATION

6.1 FORMALITIES

In order to determine the tonnage dues, the ship operator, the shipowner, the charterer, the timecharterer, the master or the authorised representative of any one of them, must submit the vessel’s international tonnage certificate (1969) whenever a sea-going vessel calls the port. The Port Dues Department is able to grant a full or partial exemption to this submission. The certificate must be submitted within 3 working days of the vessel's arrival and at the latest before its departure.

An application for changes to the parameters can be submitted at the latest 1 month after date of invoice. Repeated corrections on behalf of the same shipping agent shall incur an administrative charge of 32 euro.

In the event of an evasion or attempt to avoid payment of the tonnage dues a special additional fee amounting to the double of the evaded fee shall be levied in addition to the evaded amount, unless the good faith can be demonstrated to the full satisfaction of the Port Authority.

6.2 CALCULATION BASIS FOR THE TONNAGE DUES

The calculation of the tonnage dues is exclusively based on the gross tonnage unit stipulated in the submitted tonnage certificate, in accordance with the definitions of the 1969 International Treaty on the measurement of sea-going vessels. For open-top container ships, the reduced gross tonnage is taken into account.

All ships having an international tonnage certificate shall be obliged to report through maritime shipping. Calls of vessels with a double status, which both have an inland tonnage certificate as an international tonnage certificate shall be handled according to the provisions in these tariff regulations.
If the tonnage certificate (1969) is not submitted, the Port Dues Department shall make an official estimate. The tonnage dues can be levied under guarantee in accordance with this estimate.

### 6.3 TONNAGE DUES UNDER GUARANTEE

The tonnage dues imposed under guarantee amount to 1,1209 EUR per GT. This charge will definitely be imposed unless sufficient proof to the contrary is submitted within 15 calendar days of the sea-going vessel’s departure.

### 6.4 DURATION OF STAY

Payment of the tonnage dues entitles sea-going vessels to stay at the port for an uninterrupted period of twenty days starting from the day of arrival at the port. Upon expiry of the twenty-day period additional tonnage dues will be due whenever another 20 day period starts. These additional tonnage dues are calculated on the basis of the non-liner trade tariffs. The time a sea-going vessel spends in a dry dock in the port of Antwerp shall not be included in the calculation of the tonnage dues.

The tonnage dues for sea-going vessels placed under curatorship are levied per commenced period of ten days.

### 6.5 MEASURES TO PROTECT THE ENVIRONMENT

**Tankers without segregated ballast tanks**

For these tankers, the tonnage dues for tankers with SBT increased with 35% are charged.

**Single hull tankers**

For these tankers, the normal tonnage dues for tankers without SBT and tankers with SBT increased with 35% are charged.

**ESI discount**

Within the framework of environmentally friendly measures, a discount of 10% is granted on the tonnage dues for each call of ships with an ESI score of 31 points or more. This discount is guaranteed until 31/12/2013. If several ships have the same score, the highest NOx score is taken into account to calculate the best scoring ship, then the SOX score and finally the CO2 score. If all these scores are equal, the discount is granted to the ship with the most calls.

The discount is given on a quarterly basis, with retroactive effect. The discount is calculated on the net invoiced tonnage dues (including all discounts). In order to get a discount, a ship must be registered and be published on the public part of the ESI-website.
ARTICLE 7 EXEMPTIONS AND REDUCTIONS

Exemption from or a reduction in the tonnage dues can be obtained subject to the following conditions:
- a written application is submitted to the Port Dues Department;
- no trade activities are executed during the stay in port;
- the necessary substantiation is submitted to the satisfaction of the Port Authority in order to obtain a reduction.
The vessels in question must nevertheless pay the fixed fee/exit permit fee.

7.1 exemptions shall apply for:

1. School ships and war ships;
2. Sea-going vessels that remain inactive at the roadstead;
3. Sea-going vessels that call into port solely for tank cleaning and/or degassing purposes on condition that the residues are deposited with a recognised collector of this type of substances;
   In order to qualify for the exemption relating to the cleaning/degassing of vessels, the following conditions must be complied with:
   • either a certificate indicating the start and completion of the operations is submitted;
   • or an excerpt from the logbook containing this data is submitted;
   • cleaning of the tanks commences within 24 hours of arrival and the vessel leaves the port within 24 hours of completion of the cleaning operations, not including Sundays and public holidays;
   • a certificate is submitted by the recognised collector stipulating both the start and end times of the operations and confirming that the cleaning residues were delivered onshore.
4. Cruise ships mooring at the river Scheldt quays;
5. Sea-going vessels involved in operations on behalf of the City of Antwerp, the Flemish Region, the Belgian Government or the Port Authority, provided they are observing the procedures described in the tariff regulations for inland navigation.
6. Tugboats can take under certain conditions a subscription according to the modalities as mentioned in the tariff regulation for inland navigation.
7.2 REDUCED TARIFF OF 0,1631 EUR/GT WILL BE APPLIED FOR:

1. sea-going vessels entering the port because of perils at sea and that are not laid up in port. When depositing goods that need to be unloaded as a result of perils at sea, at a location appointed by the harbour master or his representative, the berthing dues are not indebted, on condition that this cargo will be loaded back onto the same vessel.
2. passenger and sea-going vessels on a voyage for tourist purposes;
3. sea-going vessels entering the port solely for rebunkering with fuel or other ship’s stores/supplies for own use and leaving the port within 48 hours (not including Sundays and public holidays);
4. sea-going vessels entering the port solely for disinfection purposes and leaving within 48 hours (not including Sundays and public holidays);
5. sea-going vessels entering the port solely for toll inspection purposes and leaving within 48 hours (not including Sundays and public holidays);
6. sea-going vessels entering the port unproductively and leaving within 48 hours; in that case the prior notification is not required, however, the harbour master must be notified immediately;
7. sea-going vessels re-entering the port after degassing at sea prior to executing other trade activities;
8. Sea-going vessels entering the port exclusively for repairs to be carried out by a ship repairer on condition that the vessel is not laid up in port.
9. Sea-going vessels re-entering the port after reconstruction/repairs before executing trade activities on condition that the vessel is not laid up in port.
10. Sea-going vessels entering the port to go into dry dock on condition that the vessel is not laid up in port;
11. Sea-going vessels entering the port exclusively for transit purposes on condition that the transit is completed within 18 hours; time spent on Sundays and public holidays shall not be taken into account. Time spent on Sundays and public holidays will, however, be included when defining the length of stay in port if there is no injunction forbidding the use of the waterway to commercial shipping on the Albert Canal during this time. Sea-going vessels entering the port exclusively for transit purposes must proceed along the routes prescribed by the harbour master’s office when crossing the dock complex in the port of Antwerp.
ARTICLE 8 NON-LINER TRADE TARIFFS

Vessels not sailing in a regular sea shipping line shall be subject to non-liner trade tariffs.

<table>
<thead>
<tr>
<th>NON-LINER TRADE</th>
<th>EUR/GT</th>
</tr>
</thead>
<tbody>
<tr>
<td>container ship on the River Scheldt</td>
<td>0,6150</td>
</tr>
<tr>
<td>container ship behind the locks</td>
<td>0,5807</td>
</tr>
<tr>
<td>roll-on/roll-off carrier / car carrier / vehicle carrier</td>
<td>0,4755</td>
</tr>
<tr>
<td>tanker with SBT</td>
<td>0,6150</td>
</tr>
<tr>
<td>reefer</td>
<td>0,5807</td>
</tr>
<tr>
<td>bulk carrier / general cargo ship*</td>
<td>0,5807</td>
</tr>
<tr>
<td>general cargo ship shortsea</td>
<td>0,5807</td>
</tr>
<tr>
<td>other vessels</td>
<td>0,7115</td>
</tr>
</tbody>
</table>

* Applicable to deepsea voyages, when the total loaded and unloaded general cargo weight, not including containers, exceeds or equals 30% of the total loaded and unloaded quantity and this is reported to the Port Dues Department at the latest upon arrival of the vessel.
ARTICLE 9 LINER TRADE TARIFFS

Liner trade tariffs
Vessels sailing in a regular sea shipping line shall be subject to liner trade tariffs.

<table>
<thead>
<tr>
<th>DEEPSEA / SHORTSEA LINE</th>
<th>EUR/GT</th>
</tr>
</thead>
<tbody>
<tr>
<td>container ship on the River Scheldt</td>
<td>0.2492</td>
</tr>
<tr>
<td>container ship behind the locks</td>
<td>0.2181</td>
</tr>
<tr>
<td>roll-on/roll-off carrier / car carrier / vehicle carrier</td>
<td>0.1699</td>
</tr>
<tr>
<td>tanker with SBT</td>
<td>0.3620</td>
</tr>
<tr>
<td>reefer</td>
<td>0.2755</td>
</tr>
<tr>
<td>bulk carrier / general cargo ship*</td>
<td>0.2755</td>
</tr>
<tr>
<td>general cargo ship shortsea</td>
<td>0.2755</td>
</tr>
<tr>
<td>other vessels</td>
<td>0.4052</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTAINER FEEDER LINE</th>
<th>EUR/GT</th>
</tr>
</thead>
<tbody>
<tr>
<td>all vessels</td>
<td>0.1999</td>
</tr>
</tbody>
</table>

* Applicable to deepsea voyages, when the total loaded and unloaded general cargo weight, not including containers, exceeds or equals 30% of the total loaded and unloaded quantity and this is reported to the Port Dues Department at the latest upon arrival of the vessel.

Credit notes and/or selfbill notes liner trade
vessels operating in a recognised sea shipping line on the basis of a voyage charter, contract of affreightment or TBN, will be charged at non-liner tariff, followed by a credit note and/or a selfbill note.

<table>
<thead>
<tr>
<th>CREDIT NOTE AND/OR SELFBILL NOTE DEEPSEA LINE / SHORTSEA LINE</th>
<th>EUR/GT</th>
</tr>
</thead>
<tbody>
<tr>
<td>general cargo ship shortsea</td>
<td>0.2381</td>
</tr>
<tr>
<td>other vessels</td>
<td>0.2325</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CREDIT NOTE AND/OR SELFBILL NOTE CONTAINER FEEDER LINE</th>
<th>EUR/GT</th>
</tr>
</thead>
<tbody>
<tr>
<td>all vessels</td>
<td>0.3155</td>
</tr>
</tbody>
</table>
9.1 VOLUME REDUCTION FOR NEW CONTAINER TRADE

If a new traffic volume of minimum 100,000 TEU on an annual basis can be guaranteed, the operator can during the first year benefit from a tariff of maximally 0.1973 EUR/GT for the tonnage dues charged for his containerships.

9.2 FREQUENCY REDUCTION

The frequency reduction on the tonnage dues is granted on the basis of the frequency number of a vessel in a shipping line. This frequency number is granted based on the order of calls in that line. Vessels which do not qualify for a frequency reduction are not counted for the granting of the frequency number. For deepsea and container feeder lines the frequency reduction applies for all vessels, for shortsea lines the frequency reduction only applies for: tankers with GT of maximum 4,500, container ships, general cargo ships, roll-on/roll-off- and car / vehicle carriers.

<table>
<thead>
<tr>
<th>DEEPSEA LINE</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>frequency number</td>
<td>53-150</td>
<td>151-200</td>
<td>&gt;200</td>
</tr>
<tr>
<td>reduction per call</td>
<td>10%</td>
<td>20%</td>
<td>30%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SHORTSEA LINE</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>frequency number</td>
<td>27-52</td>
<td>&gt;52</td>
<td></td>
</tr>
<tr>
<td>reduction per call</td>
<td>25%</td>
<td>50%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTAINER FEEDER LINE</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>frequency number</td>
<td>27-52</td>
<td>53-104</td>
<td>&gt;104</td>
</tr>
<tr>
<td>reduction per call</td>
<td>30%</td>
<td>35%</td>
<td>40%</td>
</tr>
</tbody>
</table>

Credit notes and/or selfbill notes for voyages that have been included in a shipping line by means of a voyage charter, contract of affreightment or TBN and that qualify for frequency reductions, are calculated as follows: the basic credit notes and/or selfbill notes are increased with the respective frequency reduction percentages.
9.3 REDUCTION PROJECT CARGO

Vessels transporting project cargo can benefit from the liner trade tariff if:

- these vessels are operating within the framework of one or more approved projects for the same operator;
- it has been demonstrated to the full satisfaction of the Port Dues Department that the vessels are transporting project goods to be unloaded/loaded in the port of Antwerp.

The liner trade tariff is charged whether or not the voyages are made in a shipping line.

9.4 REDUCTION FOR SECOND CALL

The tonnage dues will be reduced by 50% when a sea-going vessel calls the port again within the framework of the same recognised deepsea shipping line, after having called one or more ports situated within the short sea shipping area and before starting its deepsea return voyage. This reduction does not apply for sea-going vessels that load and unload the same goods within the short sea shipping area.

9.5 REDUCTION FOR ADDITIONAL TURNOVER

A reduction for additional turnover of 10% is applied on the tonnage dues for the vessels which are integrated in the line after the added turnover is reached.

The additional turnover is reached when the turnover of the total gross tonnage of all vessels within the same line of the current year is higher than the turnover of the total gross tonnage of all vessels in the same line of the complete preceding year.

The conditions to use this additional turnover reduction:
- the operator must generate an additional turnover;
- in the year before the current year, more than 300 voyages by the same operator were carried out.

For the calculation of the additional turnover, shifts within the same customer group or mergers of customers will not create the condition of reaching a higher turnover.
9.6 GEOGRAPHICAL SHIPPING AREAS

- **Short sea shipping area**
  The ports of Gibraltar in the south to the Gulf of Yenisei in the north, including the ports of Great Britain, Ireland, Iceland and Greenland.

- **Deepsea shipping area**
  All sea ports throughout the world except those in the short sea shipping area.

9.7 SHIPPING LINES

Regular shipping lines are classified into:

- Short sea shipping lines within the short sea shipping area
- Container feeder lines within the short sea shipping area
- Deepsea shipping lines within the deepsea area

9.8 NEEDED DATA FOR THE APPLICATION FOR RECOGNITION OF A REGULAR SHIPPING LINE

- the name of the shipping line;
- the type of the shipping line
- the name, address, telephone number of the operator, i.e. the shipowner, charterer who is establishing the shipping line;
- authorisation to the local agent to apply for recognition;
- the voyages completed or to be completed by vessels in that shipping line.

9.9 RECOGNITION STANDARDS

- the shipping line must be established by a single operator;
- the shipping line must be organised to ensure that at least one voyage is completed every 30 days;
- the voyages must be completed either by non-chartered vessels that are owned by, or vessels at the disposal of, the shipowner or charterer who is establishing the shipping line;
- the voyages must be completed in the shipping area of the shipping line
  - In order to register voyages in a shortsea shipping line, the cargo must originate from or be destined for a port within the shortsea shipping area;
  - In order to register voyages in a deepsea shipping line, the cargo must originate from or be destined for a port within the deepsea shipping area.
- the date of arrival of the call into port shall be the effective start date;
- the voyages in container feeder lines must be completed by vessels only loading/unloading containers in the port of Antwerp;
  - In order to register voyages in a container feeder line, the containers must have as origin or destination a port within the deepsea shipping area;
• the shipping line must have passed a 3 month regularity test before recognition as a regular shipping line can be obtained. The recognition takes effect from the first regular vessel of the successful 3 month test period.

9.10 VOYAGES

Regular voyages are voyages completed along the usual travel route and within 30 days of the previous ‘date counting’ voyage in the line. Arrivals of vessels in deep sea shipping lines, for which the total weight of non-containerised conventional cargo has been demonstrated to amount to at least 50% of the total loading and unloading weight, shall be considered as regular voyages and charged at the liner trade tariff.

‘Date counting’ voyages are applied to calculate the 30 day period. The following are considered ‘date counting’ voyages:

• regular voyages;
• voyages completed outside the 30 day period with respect to the previous regular voyage in the line.

9.11 PROOF OF CHARTERING AND OWNERSHIP

Proof of chartering

Proof that a vessel was chartered by or made available to the operator of a recognised shipping line must be submitted with one of the following documents:

• the charter party between the owner of the vessel and the operator of the shipping line, where applicable with appendices; proof of authenticity must be submitted every 2 years for long term charter parties;
• An overview list signed by the operator, containing long-term vessel charters with starting date and final date of the charter period;
• in the absence of a charter party for the vessel in question, a long term chartering contract in the name of the operator of the recognised shipping line with a nomination for each vessel that is utilised;
• if the above is not possible, any kind of proof that can be submitted to the satisfaction of the Port Dues Department;

Proof of ownership of the vessel

Proof that a vessel sailing in a recognised shipping line is the property of the operator of the line must be submitted with one of the following documents:

• the vessel’s declaration of ownership;
• an overview list, signed by the operator and containing the own vessels. Every change to the document data concerning the period of chartering or property shall be submitted as soon as possible to the Port Authority’s Port Dues Department.
9.12 CHARGE OF THE LINTER TRADE TARIFF

Immediate charge of the liner trade tariff
The tonnage dues at liner trade tariff shall be applied for regular voyages completed by vessels for which proof is submitted within 3 months of the day of arrival that
- they are owned by the operator and have not been chartered to a third party;
- they can be included in the shipping line as a time charter by the operator.

Deferred charge of the liner trade tariff by means of credit notes and/or selfbill notes
Voyages which are not immediately charged with the liner trade tariff are always charged with the non-liner trade tariff. If proof is given at the latest 3 months after the day of their arrival in port that the vessels can be included in the shipping line by an operator by means of a voyage charter, contract of affreightment or TBN, a credit note and/or selfbill note liner trade is granted.

If the above mentioned proof is submitted after the 3 months period, but at the latest 6 months after the date of the vessel’s arrival, the voyage will be considered as a ‘date counting’, providing all other relevant conditions have been complied with.

9.13 RECTIFICATIONS

In the event of negligence on the part of the shipping agent resulting in the liner trade and Bulk shipping tariffs not being applied, the shipping agent has the option to be charged the liner trade tariff subject to payment of a special additional fee of 602 euro.

If, after presentation of the charter party, the invoice based on non-liner trade tariff is maintained, the shipping agent has the option to submit a request for rectification to the Port Dues Department within 1 month of the notification received from the Port Dues Department.

The Port Dues Department shall be entitled to request information from any of the parties involved in the operation of the shipping line recognised as regular.

If, as a result of incomplete or incorrect information or documentation being submitted, the liner trade tariff was obtained incorrectly, or an attempt to do so has been established:
- the shipping agent must settle the evaded amount immediately;
- in addition to this repayment, the shipping agent must pay a special additional fee to the Port Authority equal to the evaded amount or the amount involved in the evasion attempt based on incorrect information or
documentation, unless it can be demonstrated to the full satisfaction of the Port Authority that the shipping agent acted in good faith.

9.14 DISPUTES

If several operators want to claim the same credit note and/or selfbill note, the Port Dues Department can distribute the credit note and/or selfbill note on a pro rata basis and to the extent of the demonstrated chartering.

As for parcel services for general cargo are concerned:

- is entitled to the credit note and/or the selfbill note the operator that:
  - organizes the parcel service for general cargo and therefore charges/discharges base general cargo to Antwerp on an owned or time-chartered ship to Antwerp;
  - makes the remaining freight space of the ship available to other operators to transport their small(er) consignments.

- is not entitled to the credit note and/or the selfbill note the operator that:
  - books small(er) consignments general cargo on the owned or time-chartered ships of the organizer of the parcel service package for general cargo.

The Port Authority decides case by case, by means of presented evidence.

9.15 REVOCATION OF THE RECOGNITION OF A REGULAR SHIPPING LINE

The executive committee or its authorised representative shall be entitled to revoke the recognition when the applicable conditions are no longer being met or when the recognised shipping line has been suspended or insured incorrectly for a period of six months.

The executive committee or its authorised representative is entitled to strike off an operator of a shipping line acknowledged as regular, if during a period of 5 months not a single voyage is completed in the shipping line by a vessel that is owned or chartered by this operator.
ARTICLE 10  BULK SHIPPING TARIFFS

Bulk lines are intended for vessels carrying only dry bulk cargo for loading and/or unloading whatever their origin or destination.

Voyages covered within the framework of one or more purchasing/sales contracts or a declaration of intent to buy and/or sell and involving the unloading/loading in the port of Antwerp, bulk shipping will be charged at non-liner trade tariff for other vessels, followed by a credit note and/or a selfbill note.

<table>
<thead>
<tr>
<th>CREDIT NOTE BULK LINE</th>
<th>loaded / discharged tons dry bulk cargo</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>general cargo ship</td>
<td>1</td>
<td>200.000</td>
</tr>
<tr>
<td>bulk carriers</td>
<td>200.001</td>
<td>400.000</td>
</tr>
<tr>
<td></td>
<td>400.001</td>
<td>600.000</td>
</tr>
<tr>
<td></td>
<td>600.001</td>
<td>1.000.000</td>
</tr>
<tr>
<td></td>
<td>1.000.001</td>
<td></td>
</tr>
</tbody>
</table>

Credit note based on the vessel’s GT and total amount of loaded/unloaded tons of dry bulk cargo in a current calendar year.

10.1 GEOGRAPHICAL SHIPPING AREA

The bulk shipping area contains all sea ports throughout the world.

10.2 NEEDED DATA FOR THE APPLICATION FOR RECOGNITION OF A BULK LINE

- the name of the shipping line;
- the indication bulk line;
- the name, address, telephone and fax numbers of the operator, i.e. the purchasing or selling party to a contract who is establishing the shipping line;
- authorisation to the local agent to apply for recognition;
- the voyages completed or to be completed by vessels in that bulk line;
- one or more purchase/sales contracts or the declaration of intent to purchase and/or sell, made out in the name of the operator and signed by same.
10.3 RECOGNITION STANDARDS FOR BULK LINES

- The bulk line can only be established by a single operator who buys or sells a minimum of 100,000 ton dry bulk cargo, unloading/loading in the port of Antwerp:
  - either on the basis of one or more purchasing/sales contracts;
  - either on the basis of a provisional declaration of intent to buy and/or sell;
- voyages must be completed within the framework of the tonnage listed in one or more purchasing/sales contracts or a provisional declaration of intent to buy and/or sell;
- prior to the shipping line being recognised as a bulk line, the bulk line operator must have loaded/unloaded 100,000 ton of dry bulk cargo in the port of Antwerp. Recognition shall not be awarded with retrospective effect. Recognition shall take effect from the 100,001st ton of dry bulk cargo loaded/unloaded in the port of Antwerp.

10.4 PROOF OF TRANSPORT

Proof that a vessel was utilised by a bulk line operator for a voyage to unload/load dry bulk cargo in the port of Antwerp must be submitted with a bill of lading in the name of the bulk line operator, with an indication of the transported quantity and nature of the dry bulk cargo. If no bill of lading is available the Port Dues Department may accept other proof.

The evidence must be submitted at the latest 1 month after the day the vessel arrives in port.

10.5 CREDIT NOTES AND/OR SELFBILL NOTES BULK LINES

- Credit notes and/or selfbill notes, for voyages completed in a bulk line during which one or more part cargos were unloaded/loaded from/onto the same vessel in the port of Antwerp, are calculated as follows: the maximum credit note and/or selfbill note amount is the tariff multiplied by the vessel’s GT. This amount is reduced by the percentage ratio of the non-proven share with respect to the total quantity of loaded/unloaded goods. The remaining share is distributed pro rata per operator on the basis of his proven share of loaded/unloaded tons of dry bulk cargo.
- Dry bulk cargo unloaded/loaded in the port of Antwerp during the bulk line’s test period shall not be taken into account in the above mentioned credit note and/or selfbill note. However, they do qualify for the definition of the total unloaded/loaded tons of dry bulk cargo in the port of Antwerp in the current calendar year.
10.6 DISPUTES

If bulk cargo are bought or sold by the operator of a recognised bulk line and transported by vessels that are owned or chartered by the operator of another line recognised as regular, the liner trade credit note and/or selfbill note shall be made out to the bulk line operator, providing all conditions have been met.

10.7 BONUS FOR ADDITIONAL TURNOVER

A bonus for additional turnover of 10% is applied on the credit note and/or selfbill note for each ton loaded/unloaded dry bulk as from the moment when the operator reaches in the current year a positive additional turnover. The additional turnover is reached when the turnover of the loaded/unloaded tons of dry bulk of all vessels in a bulk line of the current year is higher than the total loaded/unloaded tons of dry bulk of all vessels in the same bulk line of the complete preceding year.

Conditions to benefit from this additional turnover bonus:

• the operator must generate an additional turnover;
• in the year before the current year, at least 1.5 million tons of dry bulk within the framework of their bulk line was loaded or unloaded.

For the calculation of the additional turnover, shifts within the same customer group or mergers of customers will not create the condition of reaching a higher turnover.

10.8 REVOCATION OF THE RECOGNITION OF A BULK LINE

The executive committee or its authorised representative shall be entitled to revoke the recognition when the applicable conditions are no longer being met. This revocation shall take effect if the recognised bulk line has been inactive for a period of 1 year.
ARTICLE 11 TARIFFS

<table>
<thead>
<tr>
<th>goods handled</th>
<th>EUR/ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>containers</td>
<td>0,1636</td>
</tr>
<tr>
<td>general cargo</td>
<td>0,0363</td>
</tr>
<tr>
<td>other</td>
<td>0,1572</td>
</tr>
</tbody>
</table>

Containers: both loaded and empty containers
General cargo: wood, fruit, iron and steel, paper, cars and other non-containerised general cargo.

11.1 FORMALITIES

In order to determine the indebted berthing dues, the shipowner, shipping company, charterer, master or representative authorised to act on behalf of any of these parties, must submit an electronic declaration via www.portofantwerp.com/secured/poa-zft.

11.2 THE ELECTRONIC DECLARATION

For each unloading and loading, the number of tons handled must be submitted separately. This includes the weight of the packaging, containers, trailers, self-powered loading platforms or other means that are part of the goods during unloading or loading, except for mafi’s and cassettes. The weight of the empty containers, trailers etc. must also be indicated. Measures and weights not expressed in tons must be converted into tons.

The declaration must be submitted at the latest 15 working days after the sea-going vessel’s departure. For sea-going vessels that remain in port for more than 7 working days after completion of the unloading operations, without being involved in any further loading operations, the declaration must be submitted within 15 working days of the goods being unloaded.

The weight used to determine the berthing dues must always be rounded up to the higher ton, for each individual group of goods. In the case of direct transhipment from one sea-going vessel to another, the berthing dues will be charged to both the unloading and loading sea-going vessel.
11.3 DOCUMENTARY EVIDENCE

In the event of doubt, the loading and unloading report or any other document must be submitted on request of the Port Authority.

11.4 CHARGE

- Berthing dues shall be charged at a minimum rate of 32 euro per declaration.
- The berthing dues tariff for containers includes the scanning fee. The scanning fee is the compensation due for containers that are scanned by the customs department.

11.5 BASIS

The calculation of the berthing dues is based on the number of loaded or unloaded tons.

When the inspection carried out by the Port Dues Department establishes that the number of unloaded and/or loaded tons indicated on the electronic declaration differs from the actual situation, a new declaration must be made for the share that has not been declared.

When the electronic declaration is not made within the period of 15 working days after the sea-going vessel’s departure, the berthing dues will be calculated officially. This calculation shall be based on the highest berthing dues tariff on the sea-going vessel’s deadweight tonnage before unloading, increased by the highest berthing dues tariff on the sea-going vessel’s deadweight tonnage before loading.

After repeated corrections or additions for the same shipping agent, an administrative cost of 32 EUR will be charged.
ARTICLE 12  GLOSSARY

12.1 WASTE CONTRIBUTION FOR SHIP’S WASTE
A contribution to be paid by any ship when calling at the port.

12.2 EER
European Economic Area: members of European Union + Iceland, Liechtenstein and Norway.

12.3 EU
Belgium, Cyprus (Greek part), Denmark, Germany, Estonia, Finland, France, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Austria, Poland, Portugal, Slovakia, Slovenia, Spain, Czech Republic, United Kingdom, Sweden, Bulgaria, Romania.

12.4 FINANCIAL COMPENSATION
The total compensation the Antwerp Port Authority grants in order to reduce the costs for and made by seagoing ships for the collection and disposal of ship-generated waste. This compensation depends on the nature and volume of the delivered ship’s waste.

12.5 PORT RECEPTION FACILITY
Fixed, floating or mobile facility which carries out reception of ship’s waste or cargo residues.

12.6 HELCOM
EU + part of Russia (at the Baltic Sea).

12.7 CARGO RESIDUES
The remnants of any cargo material on board in cargo holds or tanks which remain after unloading procedures or cleaning operations including loading/unloading excesses and spillage.

12.8 OILY WASTE (MARPOL ANNEX I)
- includes: sludge, bilge water and used engine oil;
- excludes: ballast waters, contaminated washing waters and cargo residues from load areas or tanks.
12.9 OVAM
Openbare Vlaamse Afvalstoffen Maatschappij (Flemish Public Waste Agency), afdeling afvalstoffenbeheer, Dienst Selectief Ingezamelde Stromen (Department of Waste Management), Stationsstraat 110, 2800 Mechelen.

12.10 SHIPS GARBAGE (MARPOL ANNEX V)
- includes: food waste of the crew, domestic waste or similar (such as i.e. plastics, cardboard, paper), maintenance waste from the engine room such as soot, machine parts, paint residues and cleaning cloths (rags);
- excludes: cargo-related waste such as dunning, packaging material and steel straps, ...

ARTICLE 13 SCOPE OF APPLICATION
- in accordance with the decision of the Flemish Government of 14 March 2003 to amend the Flemish Government's decree of 17 December 1997 to define the Flemish regulations governing waste prevention and management;
- in accordance with the decisions of the Flemish Minister of Public Works, Energy, Environment and Nature concerning the amendment to the waste management plan of the Port of Antwerp:

all vessels, calling at the Port of Antwerp, should deliver their waste to a port reception facility before leaving the port, unless there is sufficient storage capacity on board allowing these vessels to call at a next port and deliver their waste at another licensed port reception facility;

and

every seagoing vessel that calls at the Port of Antwerp has to pay a substantial waste fee.
ARTICLE 14   NOTIFICATION PROCEDURE

14.1. PROCEDURE OF NOTIFICATION

All vessels calling at the Port of Antwerp must notify their waste for each call:
• at least 24 hours before arrival unless the port of call is known less than 24 hours before arrival;
• not later than at departure from the previous port, if the voyage takes less than 24 hours.

14.2. EXEMPTION OF NOTIFICATION

Following vessels are exempt of notification:
• Fishing vessels or recreational vessels authorized to carry no more than 12 passengers;
• war vessels, naval auxiliary, vessels owned or operated by the State and used on government non-commercial service;
• each non self-propelled vessel, such as pontoons;
• vessels having and exemption by the OVAM.

This information must be reported electronically via APICS to the harbour master’s administration. Incomplete or incorrect reports shall not qualify for contribution refunds.

ARTICLE 15   FEES FOR SHIP’S WASTE

For each call a mandatory waste fee must be paid to the Port Authority irrespective of the use of a port reception facility. As an incentive to deliver the ship’s waste at port reception facilities, the disposal of the waste will be partly covered through the collection of these fees.

The mandatory waste fee is calculated by multiplying a substantial fee of 85 EUR by the applicable factor (see table)

Following vessels are exempt of the payment of a waste fee:
• War vessels, naval auxiliary, vessels owned or operated by the State and used on government non-commercial service;
• each non self-propelled vessel, such as pontoons;
• vessels having an exemption by the OVAM;
• fishing vessels or recreational vessels authorized to carry no more than 12 passengers. For these vessels there’s a specific waste fee regime.

The waste production on board of a seagoing vessel is the resultant of the duration of the voyage, the type of fuel used and the speed of the vessel. An investigation of a number of seagoing vessels shows that it can be concluded
that the amount of ship's waste varies with a factor from 1 to 6, as represented
in following table.

<table>
<thead>
<tr>
<th>GT/BT Type</th>
<th>&lt; 5.000</th>
<th>5.000 - 9.999</th>
<th>10.000 - 14.999</th>
<th>15.000 - 19.999</th>
<th>20.000 - 24.999</th>
<th>25.000 - 29.999</th>
<th>&gt; 29.999</th>
</tr>
</thead>
<tbody>
<tr>
<td>BULK</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>CONT</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>CARGO</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>REEFER</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>GAST</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>OBO</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>RORO</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>VEHCA</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>TANK</td>
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<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
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<td>3</td>
</tr>
<tr>
<td>OTHER</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

BULK = bulk carrier  
CONT = container ship  
CARGO = general cargo ship  
REEFER = reefer ship - fruit ship  
GAST = gas tanker  
OBO = oil bulk ore carrier  
RORO = roll-on roll-off ship  
VEHCA = vehicle carrier  
TANK = tanker, not a gas tanker  
OTHER = other vessels, being not one of the types mentioned above

ARTICLE 16  PROCEDURE FOR APPLICATION FOR EXEMPTION FROM THE MANDATORY NOTIFICATION, WASTE DELIVERY AND FEE

Seagoing vessels in scheduled traffic with frequent and regular port calls may have the waste fee waived or refunded if they are granted an exemption by the OVAM.

Vessels are exempted from mandatory notification, waste delivery and waste fee if they meet following conditions:

- the vessel is sailing in a liner service with frequent and regular calls (at least 1 call every fortnight);
- evidence can be delivered that the vessel has made an arrangement for the delivery of her waste;

TARIFF REGULATIONS FOR SEA-GOING VESSELS  30
• evidence can be delivered that the vessel has arranged the payment of her waste fee in ports of the EER and HELCOM which she will call at during her voyage.

Vessels which may qualify can submit to the OVAM a request for exemption from the mandatory notification, waste delivery and fee. Following documents need to be included in the formal application:

• name and the vessel’s IMO number;
• sailing schedule, proving one call at least every fortnight in the Port of Antwerp;
• a copy of the contract with a port reception facility (in Belgium or another member of the EU, EER or HELCOM) or other documents (e.g. delivery certificates) proving that the vessel delivers regularly at the same port reception facility.

The OVAM grants the exemption within 45 days after receiving the above-mentioned documents and after advice from the Agency for Maritime Services and Coast and Port State Control. An exemption can be granted with retrospective effect as from the day of reception by the OVAM of the entire application file. The exemption may be given for the duration of the given timetable. The exemption cannot be transferred to another vessel, unless the OVAM gives written approval. If the invoice was drawn up before the Port Authority was informed about the exemption, a credit note will be made taking into account the starting date of the exemption.

An exemption can be revoked by the OVAM if, by modifications in the vessel’s route or in the arrangements for the delivery of the ship’s waste no longer meet the conditions.

The exemption remains valid in the following situations:

• If the vessel exceptionally calls another Flemish port than foreseen in the fixed schedule and this because of force majeure, safety, urgent technical maintenance or necessary calls in a port of refuge. The OVAM must be informed by this in writing.
• If a vessel is replaced temporarily during a period of maximum one month by another vessel because of an accident, a technical defect or planned maintenance, the granted exemption is transferred during that period on the replacing vessel for that route. In such case the OVAM must be informed of this in writing. If the original vessel is not again operational within the period of a month, the exemption, both for the original and for the replacing vessel, expires, unless after written approval of the OVAM;
• an exemption can be revoked by the OVAM when the conditions are no longer met by modifications in the route of the vessel or in the arrangements for the delivery of the ship’s waste. The exemption can
be revoked on the first day after the last ‘frequent and regular’ call. Beside the applicant, also the Port Authority, the Directorate General of Maritime Transport and the shipping assistance division of the Agentschap voor Maritieme Dienstverlening en Kust (Maritime Services and Coast Agency) must be informed of the revocation of an exemption.

ARTICLE 17  PROCEDURE FOR APPLICATION FOR REDUCED CONTRIBUTION ENVIRONMENTALLY FRIENDLY SHIPS

Vessels that sail on engines that are powered exclusively by an environmentally friendly fuel (marine diesel, marine gasoil or LNG) can be granted a reduction in the waste fee in accordance with the European directive and the VLAREMA. This reduction results in a 50% discount on the waste fee.

An application for reduction of the waste fee must be sent to the OVAM. The following documents need to be included in the official application:

• name and IMO number of the vessel;
• if applicable
  o for each oil tanker from 150 GT and more and every other vessel as of 400 GT and more: a copy of the oil record book for the last 6 months and a copy of the IOPP certificate and the supplement;
  o at least one recent bunker receipt.
  o satisfactory evidence that the ship in question solely sails on LNG;

Vessels that have been granted a reduction by the OVAM must inform the Port Dues Department within 90 calendar days after arrival of the vessel. If the invoice was already drawn up, a credit note will be issued taking in account the commencing date of the reduction.
ARTICLE 18 BASIC PRINCIPLES FOR FINANCIAL COMPENSATION

In order to encourage waste deliveries at a port reception facility, the collected waste fees are used to reduce the costs of each waste delivery significantly.

Only ships which pay a waste fee may obtain financial compensation for the delivery of their oily waste or ship’s garbage in the Port of Antwerp. The amount of compensation is 20 EUR/m³ for oily waste and 25 EUR/m³ for ship’s garbage. The compensation is made available by the Port Authority, but is actually paid by the port reception facility. When the vessel qualifies for financial compensation the amount of the refund will be subtracted from the amount of the port reception facility’s invoice.

Because of the financial state of the waste fund, as a temporary measure, the financial compensation shall amount to 5 EUR per m³ oily waste or ship’s garbage from October 1th, 2012 till February 1th, 2013 or until the waste fund is break-even again. Afterwards reconnection can occur to the above mentioned rates the other Flemish seaports apply from January 1th, 2013 onwards.

This financial compensation does not apply to ships which Port State Control, while determining a violation, were obliged deliver their waste.

The Port Authority is entitled to limit financial compensation:

- on the basis of storage capacity of the waste holding tanks mentioned in the international Oil Pollution Prevention Certificate (IOPP);
- in case of a prolonged stay in the port such as during maintenance activities,
- when there is a difference between the notification by the ship and the actually quantity delivered ship's waste.

In the event of doubt, Port Dues Department shall be entitled to request additional documentation before making a decision on whether or not to provide financial compensation.

In case of misuse or attempted misuse of the compensation, it will be claimed back and the port reception facility will not be able to apply for any compensation during one month. In case of repeated misuse or attempted misuse, the port reception facility will never again be able to apply for any compensation of collecting costs;

The port reception facility has the opportunity to link its website to the website of the Port Authority only if it publishes its tariffs of waste collection on its website. For this purpose it can apply to the Port Dues Department.
ARTICLE 19  CONDITIONS FOR
FINANCIAL COMPENSATION TO VESSELS
VIA THE PORT RECEPTION FACILITIES

• The port reception facility must be authorized by the harbour master’s office of
  the Port Authority;
• the collecting cost must be in accordance with market prices;
• the port reception facility must keep clear, transparent accounts for the Port
  Authority;
• the invoice must clearly mention the amount of the compensation for oily
  waste and garbage, as well that the Antwerp Port Authority is a ‘third payer’;
• the port reception facility must report all its waste collections at
  www.portofantwerp.com/secured/wastecol. The collection of oily waste must
  be notified not later than 1 working day after departure of the vessel. For the
  collection of garbage, the notification is expected not later than 4 working
  days after departure of the seagoing vessel;
• to claim the compensation, the port reception facility must send a request for
  payment to the Port Authority at the latest 60 calendar days after arrival of
  the vessel. Copies of the invoices to the vessels are attached to the request for
  payment unless the Port Authority granted an exemption for this. On this
  request for payment, the port reception facility has to refer to the unique
  identification number which was generated through the above-mentioned
  internet application.
### ARTICLE 20  SUMMARY TABLE

All vessels have to deliver their waste to a port reception facility before leaving the port unless in case of sufficient storage capacity on board.

<table>
<thead>
<tr>
<th>type of vessel</th>
<th>mandatory notification</th>
<th>waste fee</th>
<th>financial compensation</th>
</tr>
</thead>
<tbody>
<tr>
<td>non-self propelling pontoon</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>fishing boat</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>pleasure boat ≤ 12 passengers</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>war vessel, navy vessel and public vessels (non-commercial use)</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>vessel exempted by the OVAM</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>vessel that delivered oily waste in Antwerp or in EU/EER/HELCOM</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>MDO/MGO vessel</td>
<td>yes</td>
<td>Discount 50%</td>
<td>yes</td>
</tr>
<tr>
<td>other vessel</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
</tbody>
</table>
ARTICLE 21   REPORTING INADEQUACIES OF A PORT RECEPTION FACILITY

The reporting form for reporting inadequacies of a port reception facility can be downloaded via www.portofantwerp.com.

This reporting form shall be submitted to:

Federal Public service of Transport  
General Managership of maritime transport  
Navigation Control Department

Franklinbuilding
Posthoflei 5
B-2600 Antwerp

tel. +32-3-229.00. 30 Fax. +32 3 229 00 31

e-mail : sc.antwerp@mobilit.fgov.be

Antwerp Port Authority  
Attn Mr Eddy Bruyninckx, CEO  
Havenhuis, Entrepotkaai 1, 2000 Antwerp
tel. +32-3-205.20.11 fax +32-3-205.20.20

e-mail : info@portofantwerp.com
Priority procedure

ARTICLE 22  TARIFFS

When priority is granted, it shall be subject to the following charges:

- for vessels up to 4.999 GT: 116 EUR
- for vessels between 5.000 GT and 14.999 GT: 349 EUR
- for vessels of 15.000 GT and above: 577 EUR

The priority procedure for sea-going vessels is regulated by information notification no. 15 for port users, issued by the harbour master.
Inspection fees

ARTICLE 23 TARIFFS

Fee for the use of the border inspection centre's facilities.

23.1 HUMAN CONSUMPTION

Applicants who use the facilities of the border inspection centre shall be liable for payment of a fee of 43 euro for every container containing products that need to be inspected in accordance with EU guidelines, including among others meat, fish and products derived from them for human consumption.

23.2 OTHER INSPECTIONS

Applicants who use the facilities of the border inspection centre shall be liable for payment of a fee of 12 euro for every container containing products that need to be inspected in accordance with EU guidelines, including among others meat, fish, plants and products derived from them for animal consumption among others.

23.3 ELECTRICITY CONSUMPTION

Applicants shall be charged a fee for the electricity consumed on site by containers parked on the inspection centre’s site whilst awaiting inspection or inspection results. Applicants shall pay a fixed fee of 16 euro per calendar day for the first 3 calendar days and 51 euro per calendar day from the fourth day onwards. Both the day of connection and the day of disconnection will be counted as a complete calendar day.

23.4 USE OF THE SITE

When the result of the inspection is known but goods or containers remain on the terrain of the Border Inspection Post, then the applicant must pay a compensation of 0.17 EUR/m²/day chargeable as from the next working day that the goods or containers may leave the Border Inspection Post. The minimum amount for each invoice is 31 EUR/month.
Selfbill notes

ARTICLE 24 ADMINISTRATIVE PROCESSING

24.1 METHOD

The selfbillnote is drawn up by the Port Authority on paper or electronically in duplicate, the original being intended for the Port Authority, the double for the third party, who has to retain it. The third party records the received selfbill note in its book for outgoing invoices, while the Port Authority records these documents in its book for incoming invoices.

24.2 AGREEMENT/DISAGREEMENT

Unless the third party announces explicitly and in writing to the Port Authority his disagreement with the selfbill note, this selfbill note is implicitly considered as accepted. Disagreement will be explicitly announced at last two months after date of issue by means of an acceptance piece. The third party draws up this acceptance piece in two copies and provides it to the Port Authority on paper or electronically.

The acceptance piece mentions at least:
- date of issue
- coordinates of the third party
- reference date and - number of the selfbill note
- reason of disagreement
- signature

Both parties must retain their copy of the acceptance piece.

24.3 TAX LEVY

The Port Authority will apply the deflection of tax levy at the elaboration of a selfbill note.

The regulations are based on the individual agreement under reference number ET 120.551 and applicable according to circular AOIF nr. 48/2005 of December 8, 2005 with respect to self billing.
Final definitions

ARTICLE 25  FORCE MAJEURE

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

ARTICLE 26  CANCELLATION

All earlier decrees in conflict with the above are hereby revoked.