



**Harmonization tariff-structure port waste plan;  
update Dutch-Flemish ports working group**

# Background of this project

- 2012: Idea during seminar ship's waste:
- Possibility to harmonize existing port waste plans, especially tariff-structure.
- Reasons:
  - signals from our clients (shipping-industry)
  - upcoming possible changes in the Directive.
- Initiators: ports of Antwerp, Rotterdam and Amsterdam
- Next other Dutch and Flemish ports joined
- Gent, Zeebrugge, Zeeland Seaports, Groningen Seaports.
- Dutch and Flemish Government

# Goals of this project

## Primary goal:

- Uniform procedures
- Transparency towards clients,
- Starting: Dutch and Flemish seaports
- Possible to extend Hamburg-Le Havre range
- Wider in Europe.

- Side effect: influencing regulators

**harmonization between ports is possible.**

# Long term vision (or dream)

- Intermediate organization
- Financial transactions (invoicing ships and paying waste collectors)
- Operational side (reporting procedures by ships).
- Credit-points for paying in each participating port.

# Reached consensus

## Tariff-structure

- Payment waste fee based on gross-tonnage only (GT)
- Introduction reduced fees for “green ships”
- Free market model waste collectors
- Payment of reimbursements to waste collectors



## Work to be done in 2014

- Harmonise text and procedures of Port Waste Plans
- More participating ports to introduce the new tariff-system and free market model
- Evaluation of consequences of new system

# Tariff-structure

Different systems in operation.

Consensus: uniform structure.

In red the elements, which can be different in each port.

## Fees:

€A (fixed fee) + f (factor) x GT-value) (ceiling: max. amount)

Small ship:

€A1 + f x GT-value up to certain GT-value

Reduced fees (certain percentage) for environmentally friendly ships of all GT-sizes

(Environmentally friendly ships = main propulsion on MDO/Gasoil and/or LNG only.  
less production of oily waste/sludge)

## Reimbursement Annex I to waste collector:

€B (fixed) + €Y/ m<sup>3</sup> (up to 30 m<sup>3</sup>) From 31 m<sup>3</sup> €X/m<sup>3</sup> (lower)

Maximum m<sup>3</sup> (capacity sludge/bilge) as mentioned at the IOPP-certificate.

## Reimbursement Annex V to waste collector:

€C (fixed) + €Z/m<sup>3</sup> (max. 12 m<sup>3</sup>), no cargo associated waste

Small chemical waste: up to a maximum amount of €D



Port of Amsterdam

# Example Amsterdam Ports Area

## Fees:

€250 + 0,01 \* GT-value (ceiling :€ 550) for ships > 3000 GT

€100 + 0,05 x GT-value for ships up to 3000 GT

Reduced fee (75% of calculated fee) for environmentally friendly ships of all GT-sizes

(Environmentally friendly ships = main propulsion on MDO/Gasoil and/or LNG only.  
Less production of oily waste/sludge)

## Reimbursement Annex I to waste collector:

€200 (fixed) + €10/ m<sup>3</sup> (up to 30 m<sup>3</sup>) From m<sup>3</sup> 31 €5/m<sup>3</sup> (lower)

Maximum m<sup>3</sup> (capacity sludge/bilge) as mentioned at the IOPP-certificate.

## Reimbursement Annex V to waste collector:

€200(fixed) + €25/m<sup>3</sup> (max. 12 m<sup>3</sup>), no cargo associated waste

Small chemical waste: up to a maximum amount of €100

# Invitation

- For other ports to join this initiative....
- To ask for more detailed information,  
[henri.van.der.weide@portofamsterdam.nl](mailto:henri.van.der.weide@portofamsterdam.nl)



# Questions / discussion

