

Berth fee regulations for the Antwerp urban port area and the Scheldt Quays - 'urban zone'

Article 1 – Objectives

From 1 February 2024 to 31 December 2025, the City of Antwerp will be charging fees to use berths at the quays in the Antwerp urban port area and for berths at the Scheldt Quays - 'urban zone'. These fees will apply both to permanent and temporary berths, commercial berths and berths for passenger shipping. Any costs for the supplied facilities, such as shore power and drinking water, and costs for nautical support can also be charged.

Article 2. Definitions

Dredging vessels: inland waterway vessels of the following types (among others), used for dredging works: dredger, sand barge, barge unloading dredger, dredging crane, cutter suction dredger, elevator barge, split hopper barge/trailing suction hopper dredger or push barge;

Inland waterway vessel (also river vessel): a vessel that transports goods and/or passengers as a business, exclusively intended for navigation on inland waterways, with the exception of pleasure boats;

Commercial vessel: a vessel which has been prepared with a view to commercial operation and/or trade activities, with the exception of passenger ships and pleasure boats;

Commercial pleasure boats: vessels, other than passenger ships, which transport passengers for a charge;

Cruise jetty: jetty (pontoon) located at the Scheldt Quays - 'urban zone', which is part of the Cruise terminal and has been prepared for the mooring of vessels;

Cruise terminal: port facility falling under the ISPS regulations;

Day: a period of 24 hours;

Urban Port Service: all city services or parts thereof which are responsible for the implementation, monitoring and enforcement of the police regulations for the urban port area, unless otherwise provided in those regulations or other legal provisions;

Push barges: unmanned barges described as such in their tonnage certificate;

Pusher tugs: inland waterway vessels without cargo capacity conceived for pushing inland waterway vessels and described as such in their tonnage certificate;

Gross Tonnage (GT): unit without dimension, used as a unit of volume of sea ships, as stated in the international tonnage certificate issued in the country of registration of the sea ship in accordance with the provisions of the International Convention on Tonnage Measurement of Ships signed in London on 23 June 1969. By convention, gross tonnage is abbreviated as GT = Gross Tonnage);

Owner: a person who owns the vessel;

ESI (Environmental Ship Index): identifies sea ships which emit fewer pollutants than permitted;

Event: an activity on board a passenger vessel and/or pleasure boat for commercial or professional use, such as parties or other meetings of any kind, either in the public or in the private sphere, which is accessible to the public at a previously established place and time, as a result of which more people than the crew of the vessel go on board;

ISPS: the International Ship and Port Facility Security Code (ISPS code) is an amendment of SOLAS (Safety Of Live At Sea), in which the minimum requirements relating to the security of ships, port facilities and public institutions are described. ISPS facilities are subject to a form of access control;

Client: the natural or legal person using the urban port area or the Scheldt Quays urban zone with a ship, or other city services, also including the captain, the shipping company, the ship owner, the person permitted to use the ship, the agent, plus anyone who as a representative of the aforementioned persons has made preparations with the City of Antwerp in preparation for the aforementioned use or supply of services;

Length overall (LOA): the distance between the perpendicular lines through the outermost points of the stem and the stern of the ship, respectively;

Berth: a place in the water surface of the urban port area and the Scheldt Quays - 'urban zone' which has been formally designated by the mayor to be used for mooring a vessel;

Month: a period of 30 consecutive calendar days;

Motor tanker: a vessel intended for transport of goods in fixed tanks and designed to navigate autonomously using its own mechanical means of propulsion;

Motor freighter: a vessel, other than a motor tanker, intended for transport of goods and designed to navigate autonomously using its own mechanical means of propulsion;

Training vessel (also training ship): a ship used to train cadets or future crew. There, trainees put their theoretical knowledge into practice;

Surface area expressed in m²: LOA multiplied by the maximum width of the ship;

Passenger ship: a vessel for day trips, cruises or a hotel ship which has been designed and prepared for transport of more than 12 passengers; on a ship for day trips there are no cabins for passengers to spend the night; on a hotel ship there are cabins for passengers to spend the night;

PAX: number of passengers;

Pleasure boat: a vessel, other than a passenger ship, intended for sports and recreational purposes;

Pontoons: flat floating structures with or without a superstructure;

Port of Antwerp-Bruges (PoAB): Port of Antwerp-Bruges established in accordance with the Decree of 11 March 2022, with the statutory objective of managing, exploiting, developing and promoting the Port of Antwerp-Bruges as a safe, clean, accessible and economically sustainable port with added value for the region;

River cruise ship: a hotel ship, intended for transport, overnight accommodation and entertainment of passengers during a navigation route on large rivers;

Cruise: a trip from a berth located within the sea port area or the urban port area to a berth within the sea port area or the urban port area, where not necessarily the fastest and shortest **route** between both berths is taken, and day trips that are organised within, from or to the urban port area;

Scheldt Quays - 'urban zone': the "Scheldt Quays" area referred to in the police regulations for the Lower Sea Scheldt, where we can take the following points as urban references: the quay wall along the Scheldt in Antwerp between the line that forms the extension of a reference point located on the transition between Blue Gate Antwerp and the area for Urban Activities (as delimited in the regional urban development plan for the Antwerp metropolitan area) and the channel of Kattendijksluis in the 'Rijnkaai' section, and the quay surface behind it as included as a public area of the Scheldt Quays.

Ship: an inland waterway vessel or a sea ship;

Tugboats: boats intended for tugging inland waterway vessels and described as such in their tonnage certificate;

City cruise ship: a ship for day trips:

- for which the departure location is located in a city centre (urban port area) and on inland waterways belonging to zone 4, where usually no ships for goods transport are present;
- for which the navigation area is located within a maximum radius of 3 km from the departure location and comprises only inland waterways belonging to zone 4, where usually no ships for goods transport are present.

Urban port area: the area described in the police regulations for the urban port area approved by the Antwerp City Council;

Super yacht: a private yacht as from 40 metres L.O.A. used for recreational purposes;

Turnaround (Day): day on which some or all passengers leave the ship and are replaced by new passengers on board;

Permanent berth: berth on an annual basis, reserved exclusively for the applicant, with the possibility of automatic renewal;

Unlawful: with neither right nor title;

Winter berth: a temporary berth for a ship for a period from December through March, during which no commercial activities are conducted on board and the only activities on the ship are maintenance and repair activities or training purposes for the ship's own crew in preparation for the following sailing season;

Sea cruise ship: a hotel ship, intended for transport, overnight accommodation and entertainment of passengers during a navigation route at sea;

Sea ship: a vessel which transports or can transport goods and/or **passengers in the high** seas as a business, and which is not an inland waterway vessel;

Zone 4: the inland waterways are divided into zones as established by the Royal Decree of 19 March 2009 on the technical rules for inland waterway vessels¹.

Article 3. Person liable for the fee

For all vessels that occupy a berth in the urban port area or at the Scheldt Quays - 'urban zone' a fee is due.

The fee is payable by the client. The persons referred to under the definition "client" in article 2, are severally and indivisibly liable for paying the fee.

¹Royal Decree of 19 March 2009 on the technical rules for inland waterway vessels, Appendix 1: Zone 3: The Sea Scheldt downstream from Antwerp. Zone 4: The entire Belgian network, with the exception of the inland waterways of zone 3.

Article 4. Calculation principles

Depending on the type of vessel, the following parameters are used to calculate the fee:

- The length overall (L.O.A.);
- The maximum cargo capacity in freshwater, expressed in tonnes;
- For sea ships, the gross tonnage as described in the tonnage certificate in accordance with the 1969 International Convention on Tonnage Measurement of Ships;
- The maximum water surface occupied in m² calculated on the basis of the longest length and the maximum width of the vessel, expressed in metres.

For gross tonnage, length, width and ship type the data stated in the valid tonnage certificate will be used. The normal rounding rules are only applied to the calculated final parameters.

If no tonnage certificate is submitted, or if the data stated in the tonnage certificate are not in accordance with the real tonnage, the real LOA and/or the real maximum width of the inland waterway vessel, an estimate will be made by the Urban Port Service based on the available information.

For each vessel calling at the urban port area or at the Scheldt Quays - 'urban zone' without registering its entry/exit, the Urban Port Service will determine the period of berth occupation based on the available information and the Urban Port Service will calculate the fee due in accordance with the different shipping fees stated in these regulations.

Article 5. Shipping fees

A fee will be charged the moment a ship, classified according to the types below, occupies a berth in the urban port area or at the Scheldt Quays 'urban zone'.

This fee must be paid for each new and uninterrupted period in which a berth in the urban port area or a berth at the Scheldt Quays 'urban zone' is occupied.

All fees stated in these fee regulations are exclusive of VAT.

5.1 Commercial vessel

Mooring fee

As a service to the clients of the Port of Antwerp-Bruges, among other things, the City of Antwerp also provides berths for commercial vessels (inland vessels, tugboats, pusher tugs, etc.) as temporary moorings. These moorings are charged the same fee as the current rate in the Port of Antwerp-Bruges as stated in the Tariff regulations for inland waterway vessels.

The mooring fee is calculated based on the gross tonnage of the commercial vessel and applies for uninterrupted mooring of a maximum of one month. For more information about this applicable basic rate please consult the following website: portofantwerpbruges.com.

5.1.1 Rates for permanent berths in the urban port area

If a client, under the police regulations for the urban port area, is allocated a permanent berth in the urban port area **with** Antwerp as the home port, this berth shall be charged at the same rate as the appropriate rate in the Port of Antwerp-Bruges as stated in the Tariff regulations for inland waterway vessels.

The minimum fee will also be EUR 50 per month for the permanent berth as commercial vessel in the urban port area.

5.1.2 Billing arrangement, unique and uniform for urban port area (excluding Scheldt Quays)

Commercial vessels using the urban port area (excluding Scheldt Quays) as a mooring between two assignments or before/after an assignment in the Port of Antwerp-Bruges, will receive a berth invoice from the City of Antwerp via the Port of Antwerp-Bruges due to the unique (single) billing arrangement and for the client's convenience. In this event, this invoice will include the fee owed to the City of Antwerp. Afterwards the charges will be balanced between the city and the Port of Antwerp-Bruges. If the vessel is unable to use this unique billing arrangement, the City of Antwerp will invoice the applicable rate directly.

Unlawfully occupied berths

These berths are not covered by a prior authorisation from the city and the unique billing arrangement. In that case the City of Antwerp will invoice directly, applying the fee as defined in Article 13 of the present regulations.

5.2 Pleasure boat (except pleasure boats for commercial or professional purposes)

If a pleasure boat or super yacht is moored exceptionally in the urban port area or at the Antwerp Cruise Terminal under the police regulations of Lower Sea Scheldt, special provisions for Scheldt Quays 'urban zone', the same daily, weekly and monthly rate will be charged as the rate applying to a berth in the commercial Willemdok Marina, which can be consulted on the website: jachthavenantwerpen.be, Willemdok tariffs.

In addition, for each reservation, a fixed administration fee of EUR 10 will be charged.

The minimum fee is EUR 50 (including administration costs).

5.3 Passenger boats (except sea cruise ships) and pleasure boats for commercial and professional use

The calculation is made using a base fee. Depending on the nature of the visit and its duration, the basic fee will be multiplied by one or more factors.

Base fee	EUR 0.17	m ²
	Period of berth occupation in the urban port area or alongside the Scheldt Quays 'urban zone'	Factor
	≤ 1 day	1
	≤ 7 days	1.2
	> 7 days and ≤ 30 days	2.5
	> 30 days and ≤ 90 days	4
	> 90 days and ≤ 365 days	10
	Event on board (moored), including assembly and disassembly of event	Factor
	Yes and ≤ 250 participants	2.5
	Yes and > 250 participants	4
	River cruises and/or overnight accommodation on passenger ship	Factor
	Crew only, no PAX	1
	Yes and ≤ 50 PAX	1.2
	Yes and > 50 PAX	1.4
	Winter berths	2
	Season*	Factor
	Year	1
	high season (15 March - 15 Sept)	1
	low season (16 Sept - 14 March)	0.7

* The day of arrival determines the season and this factor is applied to the entire duration of the stay. For event ships the season factor will not be applied.

In addition, fixed administration costs of EUR 10 per reservation will be charged.

The minimum fee is EUR 50 (including administration costs).

If a passenger ship and/or pleasure boat for commercial or professional purposes are allocated a fixed berth in the cluster cruise vessels in the urban port area, the annual tariff is calculated according to the qualification of the vessel's activity.

Cancellation

If the applicant wishes to cancel the berth assigned, the following conditions apply:

- A request for reservation that is not yet confirmed by the Urban Port Service can be cancelled without charge.

When cancelling the reservation, 100% of the fee will be repaid, except for:

- A reservation confirmed in the previous calendar year can be cancelled without charge up to 1 February of the current year;
- A reservation for a river cruise ship for the current calendar year can be cancelled without charge up to one week after confirmation, unless the reserved period is within that week;
- A reservation for an event ship or a day cruise boat for the current calendar year can be cancelled without charge up to 48 hours after submitting the reservation unless the reserved period is within this period.

Switching reservations

Switching reservations of vessels belonging to the same shipping company for the same reservation (date and time) will not be considered as applications for a new berth, unless the date, duration and ship length differ from the berth application, or the invoice needs to be sent to a different invoice address than for the original vessel.

5.4 City cruises and commercial berths

5.4.1 City cruises and training vessels

Vessels conducting city cruises for commercial purposes in the waters of the urban port area will be charged a fee for use of the waters and the public infrastructure for embarking and disembarking passengers.

If a permit for commercial activities is awarded by the mayor, an annual tariff will be applied to conduct these commercial activities in the City Port.

PAX	Rate
≤ 12 PAX	600.00 EUR/year
> 12 PAX	1,020.00 EUR/year

5.4.2 Commercial berths

Vessels that occupy a commercial berth in accordance with the Urban Port Plan 2020-2030 must pay a fee whereby the terms of this fee take account of the following factors:

(E x m ²) x L	
E	unit price
m ²	use of water surface
L	location factor

- a UNIT PRICE (E) combined with the use of space (number of m²)

Type of use	Rate
Catering and office vessels	14.57 EUR/m ² /year
Tourist accommodation on board and other	7.00 EUR/m ² /year

- an environment or LOCATION FACTOR (L): certain zones in the urban port area differ both due to their accessibility to the centre, location quality, real-estate prices (e.g. historic city centre vs. residential area on the perimeter) and the presence of qualitative public domain. In this context, a location factor is applied to the price. Two location factors are applied under the City Port Plan 2020-2030:

Zone	Location	Location factor
Zone A (higher environment value, centre-oriented residential areas with qualitative public domain)	Kattendijkdok Kempisch Dok	1.2
Zone B (high environment value, centre, high real-estate value, protected city area and commercial top location)	Bonapartedok Willemdok Verbindingsdok	1.5

5.5 Sea ships (except sea cruise ships)

For sea ships that are allocated a berth on an exceptional basis, the same rate will be charged as the one applied in the Port of Antwerp-Bruges, found in the Tariff regulations for sea ships, as a tonnage charge based on non-scheduled service tariffs. For more information about this rate please consult the following website: portofantwerpbruges.com.

Before allocating a berth, the city reserves the right to claim a prior bank deposit for sea ships, from an issuer under the supervision of the Financial Services and Markets Authority (FSMA).

5.6 Sea cruise ships

FEE TYPE	FEE IN EUR	
Port charges	EUR 0.085	Per BT per 48hr
Port security fee	EUR 2,500.00 (PAX ≤ 600)	Per 24 hr (day)

	EUR 5,000.00 (PAX > 600)	Per 24 hr (day)
Turnaround fee	EUR 7,000.00	

The port security cost is a fixed amount to cover the costs relating to compliance with the ISPS code and implementation of additional safety measures on the Cruise jetty.

The turnaround cost compensates diverse expenses arising from the change of passengers, including extra provision of baggage handling and additional logistical measures during the sea cruise ship's stay.

The period for calculating the port fees and port security cost begins the moment the vessel moors at the Cruise Terminal and ends upon departure.

Cancellation

If the applicant wishes to cancel the berth assigned, the following conditions apply:

- A request for reservation that is not yet confirmed by the Urban Port Service can be cancelled without charge;
- If a period is cancelled within 14 days prior to the intended period, an administration cost of EUR 500 will be charged, unless the cancellation is caused by force majeure (weather conditions, breakdown – to be demonstrated by the requesting body and to be accepted by the City of Antwerp);
- In the case of a cancellation less than 48 hours before the expected arrival time (ETA) the port security costs will be charged.

Switching reservations

Switching reservations of vessels belonging to the same shipping company for the same stay (date and time) will not be considered as cancellations, nor applications for a new berth, unless the date and duration differ from the initial berth application, or unless the invoice needs to be sent to a different invoice address than for the original vessel.

[Article 6. Reductions](#)

[6.1 Environmental performance](#)

The City of Antwerp grants a sustainability discount to vessels that adopt environmentally friendly measures.

6.1.1 Inland navigation

A reduction of the fee is granted to inland waterway vessels including river cruise ships and day cruise boats that have invested in measures to improve environmental performance for a sustainable environment.

In order to recognise, acknowledge and encourage the ships/vessels, we use the label '[Green Award](#)', so that the vessels meet the high standards in the area of quality, safety and environment.

Vessels	Factor
Vessels with a 'Green Award' certificate – Silver label	7% (or factor 0.93)
Vessels with a 'Green Award'-certificate – Gold label	15% (or factor 0.85)
Vessels with a 'Green Award' certificate – Platinum label	30% (or factor 0.70)

This reduction rule is only applicable to the vessels billed directly by the City of Antwerp.

6.1.2 Sea navigation

A reduction of the fee is granted based on the ESI score of the sea ship.

A ship can have an ESI score between 0 and 100, where it will score 0 if it complies with the legal standards regarding NOx and SOx emissions. Ships with the best performance score close to 100, which means that their SOx and NOx emissions are almost zero and they are able to report a decreasing trend in CO2 emissions.

ESI score	
31 to 50 *	8%
50.1 to 70	20%
70.1 to 100	30%

*Ships built after the year 2010, as stated on their tonnage certificate, may not take advantage of the discount in the first category up to score 50.

The ESI reduction is increased by 10% for vessels that use LNG as fuel.

The reduction is calculated based on the net port duties invoiced. In order to be eligible for an environmental performance reduction, a ship must be registered and published in the public section of the ESI website.

6.2 Heritage value

Heritage value	Factor
Vessels included in the maritime heritage inventory	25% (or factor 0.75)
Vessels protected as heritage	50% (or factor 0.50)

Historic vessels that are either included in the maritime heritage inventory or protected as maritime heritage based on the current Flemish Parliament Act on maritime heritage may be granted a reduction. Vessels recognised as maritime heritage based on equivalent regulations abroad are also eligible for this reduction².

Ships occupying a berth in the Dry dock site as part of the heritage project can be exempt from fees provided the ship manager is in active operation at the Dry dock site and has also agreed a contract with the city.

6.3 Reduction applications

In order to qualify for the reduction, the applicant must provide the necessary information to the Urban Port Service of the City of Antwerp. Before arriving at the urban port area or the Scheldt Quays - 'urban zone', the certificates or other proof must be submitted to the Urban Port Service by e-mail to stadshaven@antwerpen.be.

If a berth is unlawfully occupied, no claims can be made for reductions referred to in these fee regulations.

Article 7. Exemption

7.1 Marina vessels and Houtdok concession

Pleasure boats must apply for a berth in the marinas within the urban port area. They will then be exempt from the fees established in these regulations, but they must pay harbour dues to the marina concessionaire.

The same applies to residential vessels occupying a berth in the Houtdok (Zuidkaai) and signing a concession agreement with the City of Antwerp.

7.2 Vessels owned by the City of Antwerp group, the Flemish Region or Flemish Community, the Belgian state and the Port of Antwerp-Bruges and vessels with assignments for the City of Antwerp group

Vessels owned by the City of Antwerp group, the Flemish Region or the Flemish Community, the Belgian State and the Port of Antwerp-Bruges are exempted from the fee.

Vessels conducting assignments for the City of Antwerp group are also exempted from the fee.

7.3 Training and navy vessels

Training and navy ships, both Belgian and foreign, are exempted from the fee on condition that they are not being used for remunerated activities or transport.

If training and navy vessels moor at the Cruise jetty at the Cruise Terminal a fixed fee of EUR 50 per allocated berth will be charged.

7.4 Vessels mooring as part of an event

Other exemptions:

- Vessels occupying a berth as part of events organised by the City of Antwerp group. These are all public events organised by the City of Antwerp group without the involvement of an external partner organiser. This also includes the events for which the City of Antwerp group has outsourced the organisation to an external partner via specifications, but for which the implementation of the event takes place entirely according to the insights of the City of Antwerp group.

- Vessels occupying a berth as part of events co-organised with the City of Antwerp group. A public event co-organised with the City of Antwerp group refers to any event in which:
 1. the City of Antwerp group co-determines the running of the event;
 2. and the City of Antwerp group actively involves staff, resources and logistical support;
 3. and promotion is made by the City of Antwerp by way of:
 - hanging or installing City of Antwerp flags/banners during the event or similar visualisation;
 - and the link between the event and the City of Antwerp is stated in all communication (for example, in the name, press releases, interviews);
 - and the City of Antwerp logo and the formulation "in collaboration with the City of Antwerp" is shown on all communication and sponsor arrangements (letters, website, app, posters, brochures, TV commercial, etc.) relating to the event.

Article 8. Facilities

In the urban port area and along the Scheldt Quays urban zone supplementary facilities are provided by external partners. The use of these facilities is billed directly by these external partners.

Article 9. Force majeure

If the City of Antwerp is unable to do its duty due to unexpected circumstances beyond its power, then this will not be considered as negligence. Such circumstances may include: war, terrorism, occupation, government measures of any kind, cyberattacks, epidemics and epizootics, fire, explosion, blockades, strikes, disruption to bridges or locks, and all other things that were not reasonably foreseeable and circumstances beyond the powers of the City of Antwerp.

In the case of force majeure, the City of Antwerp has the right to suspend its duties until they are no longer hindered or made impossible. In this case, the College of Mayor and Aldermen may decide whether any compensation or discount to the fee will be applied.

Article 10. Suspension and annulment

If the client fails to respect its obligations to the City of Antwerp and in the case of liquidation or a failure to pay, the City of Antwerp is entitled, without legal intervention and without owing any compensation to the client, either to suspend the service entirely or partly for a specific or unlimited time, or to annul the agreement of uncompleted parts entirely or partly by confirming this in writing to the client, without affecting its future rights.

If the agreement with regard to the berth permit is annulled based on aforementioned reasons, all amounts owed to the City of Antwerp by the client will be owed in full and immediately.

Article 11. Billing and payment

Berths fees will always be invoiced on a monthly basis, even in case of a permanent berth. Invoicing will take place based on the final assignment of the berth.

The fee must be paid within 30 days after the invoice is sent.

The invoice will be sent both physically and electronically to the billing address provided by the client. If the financial data are not provided in time, or not correctly, the City of Antwerp will charge additional administration costs amounting to EUR 50.

Article 12. Collection

Article 177 of the Flemish Parliament Act on Local Governance provides for the possibility to issue a writ with a view to the collection of undisputed and payable non-tax claims. Any disputes will fall under the jurisdiction of the courts of Antwerp, department of Antwerp.

Article 13. Fine for unlawful occupation

Should a vessel unlawfully occupy a berth in the urban port area or at the Scheldt Quays 'urban zone', without prior permission, the City of Antwerp is entitled to charge an occupation fee in view of the additional supervision and administration costs in order to ascertain whether the vessel and its occupation of the berth are, for example, safe and because a berth is no longer available for other vessels and purposes.

This fine for unlawful occupation will be calculated in accordance with the current regulations and the calculation method described therein, with a supplement of 25%.

The period for calculation of the fine for unlawful occupation starts at the moment the berth is unlawfully occupied and lasts until the moment the vessel finally ceases to unlawfully occupy the berth in the urban port area or at the Scheldt Quays - 'urban zone'.

Payment of this fine for unlawful occupation does not imply the regularisation of the unlawful situation, and no rights can be derived from it.

Article 14. Effective date

These regulations come into effect on 1 February 2024 and from that date replace the previous regulations regarding berth occupation in the urban port area and the Scheldt Quays 'urban zone'.