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Current web portal and tariff structure to continue.

The pilot with the newly developed Inland Port Dues system and new tariff structure was reason behind the decision of the Port of Rotterdam Authority not to implement this system change from 1 January 2023. Although the developed system works well (technically), the new tariff structure did not prove to be sufficient. It was decided to continue the current tariff structure and pricing. The technically outdated current web portal will receive an update.

Feedback pilot

Recently, the Port of Rotterdam Authority conducted a pilot with the inland navigation sector to test the new Inland Port Dues system with the new tariff structure. We would like to share the findings of the pilot, the conclusions and the follow-up steps. The four-week pilot started in April and was aimed at:

- Testing (newly) developed functionalities and connections
- Testing whether the design of the new portal is user friendly
- Testing the working of AIS and GPS to detect berths locations
- Determining the impact of the new tariff structure/tariffs

The number of pilot participants exceeded expectations. 77 inland navigation companies from all segments took part from the Netherlands, Germany and Belgium. In total, the participants in the pilot represented around 200 vessels and push barges.

Before and during the pilot, we had extensive contact with various inland navigation parties. Besides evaluation sessions and a survey among the pilot participants, the Port Authority received a lot of feedback from bilateral discussions. Together with the market, calculations were made for individual vessels to establish the consequences of the new tariff structure. The Port of Rotterdam Authority is grateful to the inland navigation companies and branche organisations for their proactive cooperation and valuable insights.

Conclusion

Based on the pilot, the following conclusions were drawn:

- The new tariff structure proved to be unworkable due the change of several principles in one step (calculating on the basis of m² instead of DWT, payment based on length of stay).
- The impact of the new tariff structure was much greater than expected with unforeseen and varied outcomes for participants. The consequences for clients who did not take part are therefore uncertain.
- Due to the new tariff structure and the cancellation of the subscriptions, the costs of each visit are uncertain for the parties, and long stays in the port (which cannot always be influenced by the inland navigation companies) lead to high costs. On principle, the Port Authority does not want to generate more income from inland port dues.
- By cancelling the annual subscription, higher administration burden are foreseen.
- Testing (of the newly) developed functionalities, connections and the new portal has shown positive results. The registration of vessel visits via AIS works well, while the GPS registration for barges does need further improvement.

Follow-up steps

As a result of the pilot the current system will continue from 1 January 2023. The existing tariff structure and corresponding pricing will be maintained.

The current web portal for declaring inland port dues will be technically upgraded. This will be completed early in 2023. Port of Rotterdam Authority continues a dialogue with the market to implement an Inland Port Dues system with a suitable tariff structure based on the principle of 'pay for use'.

We will naturally share all interim information about the further developments.

Questions? Or other remarks? Please e-mail us at:

Binnenhavengeld@portofrotterdam.com