

Guidelines for Agri loading and unloading times – 2013

1. SCOPE: Loading and/or unloading places in the Netherlands and Belgium, domestic and cross-border transport.
2. WORKING DAY: A working day runs from 6.00 am until midnight.
3. NIGHT: work between midnight and 6.00 am.
4. SUNDAY or PUBLIC HOLIDAY: the period from 1 minute past midnight to midnight on a Sunday or public holiday.
5. NOTICES: notices of readiness for loading or unloading may only be given between 9.00 am and 6.00 pm on working days, provided that they may only be given on Saturdays if the carrier has announced before 5.00 pm, on the working day preceding the Saturday that he intends to give this notice on Saturday.
6. LAYDAYS and/or LOADING or UNLOADING TIME:
 - a. Laydays and/or loading or unloading times commence at 6.00 am on Monday and end at midnight on Saturday. After notification of readiness for loading or unloading, the loading or unloading time will commence at 6.00 am on the following working day.
 - b. Laydays and/or the loading or unloading time during loading or unloading: period expressed as a number of consecutive hours which shall commence from the time of readiness for loading/unloading or on the agreed day and time. Sundays and public holidays do not form part of the loading or unloading time unless loading or unloading activities are performed on the vessel concerned on those days. Loading or unloading on Sundays must be agreed between the skipper - owner and shipper/receiver.
7. The loading or unloading time is dependent on the weight (in metric tonnes) of the contractual tonnage:

weight in 1000 kg		loading or unloading time in hours	
0	400		48
401	900		48
901	1400		60
1401	2000		72
2001	3300		84
3301	5500		84
5500	<		84

DEMURRAGE and INCREASED DEMURRAGE

- i. **A** The DEMURRAGE period commences on the expiry of the LAYDAYS and/or the loading or unloading time and is equal to the number of hours in the LAYDAYS and/or the loading or unloading time and is consecutive, incorporating intervening Sundays and public holidays. Insofar as the shipper or receiver holds the vessel after the loading or unloading time has expired, each hour or part of an hour shall be a demurrage hour and demurrage shall be charged in this respect.
- ii. The demurrage is based on the size of the vessel and is calculated per hour including Sundays and public holidays:

size of the vessel		demurrage per hour per tonne	
0	400		€0.030
401	900		€0.023
901	1400		€0.021
1401	2000		€0.020
2001	3300		€0.019
3301	5500		€0.018
5500	<		€0.018

(The minimum demurrage for each category is the highest amount of the preceding category.)

- iii. For towed vessels and push barges: 50% of the charge for motor vessels.
 - iv. For the calculation of the demurrage, the displacement is rounded arithmetically to the nearest m³ and the demurrage per hour to cents.
 - v. **B** The SUPPLEMENTARY or INCREASED DEMURRAGE PERIOD commences on the expiry of the DEMURRAGE PERIOD and is consecutive, incorporating intervening Sundays and public holidays. The supplementary or increased demurrage period is calculated on the basis of 150% of the additional laydays.
 - vi. An hour that has started counts as a full hour.
8. The unloading times and acknowledged notification date shall be stated on the transport documents valid for payment of the cargo.
 9. Fees for Sundays and public holidays are €30.00 per hour, with a minimum of three hours, including interruptions. These are the hours effectively worked during loading or unloading. These fees are payable by the instructing party.
 10. Shifting expenses to be paid on non-agreed movements (other than forward or reverse shifting on the same side of the loading or unloading site) or as a result of changes to instructions under which the vessel has to leave the loading or unloading site (interrupting the work) or move to another loading or unloading site within the loading or unloading port.

weight in 1000 kg		fixed fee <300 m	fixed fee < 5 km	fixed fee > 5 km
0	400	€50.00	€100.00	€125.00
401	900	€50.00	€100.00	€125.00
901	1400	€75.00	€150.00	€187.50
1401	2000	€100.00	€200.00	€250.00
2001	3300	€137.50	€275.00	€343.75
3301	5500	€187.50	€375.00	€468.75
>	5500	€187.50	€375.00	€468.75

These fees are payable by the instructing party.

11. If loading or unloading needs to be done at more than one site or place:
 - a. Article 6 applies to the first loading place or site; and
 - b. Article 6 applies to the first unloading place or site;
 - c. If loading or unloading needs to be done at more than one site or place for a single shipper or receiver, the loading time, unloading time or demurrage shall be suspended while sailing to a subsequent loading or unloading place.

12. The customary inland waterway regulations shall apply in situations not covered by these guidelines.

Definitions:

Loading place:	municipality where loading needs to be done;
Loading site:	location in the loading place where loading needs to be done;
Loading time:	maximum number of hours during working hours that the shipper is allowed to hold the vessel for loading without demurrage being due;
Unloading place:	municipality where unloading needs to be done;
Unloading site:	location in the unloading place where unloading needs to be done;
Unloading time:	maximum number of hours during working hours that the receiver is allowed to hold the vessel for unloading without demurrage being due;
Public holiday:	any official holiday recognised nationally in Belgium and/ or the Netherlands;
Motor vessel:	vessel equipped to sail independently by means of one or more of its own mechanical propellants. A coupled formation, a push-towed formation or a towed convoy is considered equivalent to a motor vessel, provided all the vessels that make up the formation remain at the loading site or the unloading site;
Towed vessel or push barge:	<ol style="list-style-type: none"> 1. inland waterway vessel not being a motor vessel, or 2. a motor vessel whose propellants are exclusively or almost exclusively used for warping or for control;
Transport document:	document constituting proof of a transport contract and which demonstrates the acceptance or taking on board of goods by a carrier;
Shifting:	leaving the loading and/or unloading site and returning to the same site is compensated once
Expected time of arrival:	time at which the carrier expects the vessel will be ready for unloading in the unloading place;
Working day:	a day other than a Sunday or day that is considered equivalent to a Sunday;
Working hours:	hours during which the carrier is obliged to allow loading or unloading.

These conditions are a translation from Dutch. In cases of a dispute the Dutch version shall prevail.