

Annexe 1
Port Statistics
A Wealth of Information
(Port of Rotterdam)

**PORT STATISTICS.
A WEALTH OF
INFORMATION.
MAKE IT HAPPEN.**



CARGO THROUGHPUT

TOTAL THROUGHPUT BY COMMODITY, 2015 - 2013

	2015	2014	2013
Iron ore and scrap	33.9	34.1	35.9
Coal	30.7	30.4	30.7
Agribulk	10.6	11.3	10.3
Other dry bulk	12.3	12.9	12.3
Subtotal dry bulk	87.7	88.6	89.2
Crude oil	103.1	95.4	91.1
Mineral oil products	88.5	75.0	81.6
LNG	2.3	1.2	0.8
Other liquid bulk	30.7	30.9	33.4
Subtotal liquid bulk	224.6	202.5	206.8
Total bulk goods	312.4	291.1	296.0
Containers	126.2	127.6	121.3
Roll-on/Roll-off	22.0	20.0	18.5
Other general cargo	5.7	6.0	4.7
Total breakbulk	27.7	26.0	23.2
Total throughput	466.4	444.7	440.5

Unit: Gross weight x 1 million metric tons

Source: Port of Rotterdam

INCOMING AND OUTGOING BY COMMODITY, 2015

	Incoming	Outgoing	Total
Iron ore and scrap	31.5	2.4	33.9
Coal	30.4	0.3	30.7
Agribulk	9.7	1.2	10.8
Other dry bulk	8.8	3.6	12.3
Subtotal dry bulk	80.3	7.4	87.7
Crude oil	101.7	1.4	103.1
Mineral oil products	49.0	39.5	88.5
LNG	1.5	0.9	2.3
Other liquid bulk	19.0	11.7	30.7
Subtotal liquid bulk	171.2	53.4	224.6
Total bulk goods	251.5	60.8	312.4
Containers	62.4	63.9	126.2
Roll-on/Roll-off	9.8	12.3	22.0
Other general cargo	3.9	1.8	5.7
Total breakbulk	13.7	14.1	27.7
Total throughput	327.6	138.8	466.4

Unit: Gross weight x 1 million metric tons

Source: Port of Rotterdam

CARGO THROUGHPUT

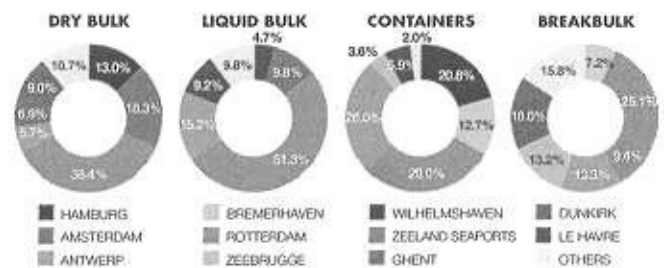
TOTAL THROUGHPUT BY COMMODITY IN THE HAMBURG - LE HAVRE RANGE, 2015

2015	HAMBURG	BREMENHAVEN	WILHELMSHAVEN	AMSTERDAM	ROTTERDAM	ZEELAND SEAPORTS	ANTWERP	GHENT	ZEEBRUGGE	DUNKIRK	LE HAVRE
Iron ore and scrap	9.5	4.6	0.0	9.1	33.9	0.6	2.4	4.2	0.0	11.1	0.0
Coal	7.7	1.3	3.7	20.7	30.7	4.0	1.6	2.6	0.0	5.1	0.5
Agribulk	9.2	0.7	0.0	7.7	10.6	0.3	0.5	1.6	0.1	3.0	0.0
Other dry bulk	5.1	1.7	0.5	6.7	12.3	5.2	9.3	5.4	1.2	2.5	1.1
Subtotal dry bulk	31.5	8.3	4.1	44.2	87.7	10.1	13.8	16.7	1.3	21.7	1.6
Crude oil	1.4	0.0	19.7	0.0	103.1	0.0	4.8	0.0	0.0	0.0	24.7
Mineral oil products	10.3	2.0	0.6	39.5	88.5	9.2	47.9	0.7	3.0	3.8	13.7
LNG	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	3.4	0.0	0.0
Other liquid bulk	2.4	0.0	0.4	3.3	30.7	3.1	14.0	3.1	0.3	0.5	1.6
Subtotal liquid bulk	14.0	2.0	20.6	42.8	224.6	12.2	66.7	3.7	6.8	4.3	40.1
Total bulk goods	45.5	10.3	24.7	87.0	312.4	22.3	80.5	20.5	8.1	26.0	41.7
Containers	90.6	55.2	4.3	0.6	126.2	0.4	113.3	0.3	15.6	3.0	25.5
Roll-on/Roll-off	0.0	0.0	0.0	0.4	22.0	0.7	4.7	2.1	13.5	16.3	0.0
Other general cargo	1.7	8.0	0.0	8.5	5.7	9.7	10.0	3.6	1.2	1.4	1.2
Total breakbulk	1.7	8.0	0.0	8.9	27.7	10.4	14.7	5.6	14.6	17.6	1.2
Total throughput	137.8	73.4	29.0	96.5	466.4	33.1	208.4	26.4	38.3	46.6	68.3
Total Market share	11.3%	6.0%	2.4%	7.9%	38.1%	2.7%	17.0%	2.2%	3.1%	3.8%	5.6%

Unit: Gross weight x 1 million metric tons

Source: Port Authorities

Hamburg, Bremerhaven and Le Havre: other general cargo incl. Roll-on/Roll-off;
Le Havre: other dry bulk incl. Iron ore and scrap; Zeebrugge: incl. bunker materials



CARGO THROUGHPUT

INCOMING AND OUTGOING GOODS BY COMMODITY, 2015 - 2013

	Incoming			Outgoing		
	2015	2014	2013	2015	2014	2013
Total dry bulk	80.9	81.4	81.8	7.4	7.2	7.4
Total liquid bulk	171.2	157.4	157.1	53.4	45.1	49.7
Containers	62.4	63.2	59.7	63.9	64.4	61.5
Total breakbulk	13.7	13.2	12.1	14.1	12.9	11.1
Total throughput	327.6	315.2	310.8	138.8	129.6	129.7

Unit: Gross weight x 1 million metric tons

Source: Port of Rotterdam

INCOMING 2015



OUTGOING 2015



■ DRY BULK
■ LIQUID BULK
■ CONTAINERS
■ BREAKBULK

CARGO THROUGHPUT

INCOMING AND OUTGOING GOODS, GROUPED BY CONTINENT, 2014 - 2013



INCOMING 2014



OUTGOING 2014



■ EUROPE
■ AFRICA
■ AMERICA
■ ASIA
■ OCEANIA

	Incoming		Outgoing		Total	
	2014	2013	2014	2013	2014	2013
Europe	137.4	135.3	62.1	61.4	199.5	196.7
Africa	45.8	41.6	6.1	6.1	51.9	47.7
America	75.5	79.7	17.2	16.8	92.7	96.5
Asia	50.0	49.2	43.5	44.9	93.5	94.1
Oceania	6.5	5.0	0.7	0.5	7.2	5.5
Total	315.2	310.8	129.6	129.7	444.8	440.5

Unit: Gross weight x 1 million metric tons

Source: CBS

Record year for mammoth tankers

In 2015, no fewer than 51 very large crude carriers (VLCCs) discharged and/or loaded fuel oil in the port of Rotterdam. That is 22 more of these 'giants' (200,000-320,000 tonnes deadweight) than last year, and 12 more than in the record year of 2012.



EUROPEAN PORTS

TOP 20 EUROPEAN PORTS, 2015 - 2013

		2015	2014	2013	
1	Rotterdam	Netherlands	466.4	444.7	440.5
2	Antwerp	Belgium	206.4	199.0	190.6
3	Hamburg	Germany	137.8	145.7	139.0
4	Novorossiysk	Russia	126.4	122.3	112.9
5	Amsterdam	Netherlands	96.5	97.8	95.8
6	Algeciras	Spain	91.9	86.1	85.9
7	Ust-Luga	Russia	87.9	75.7	62.6
8	Marseilles	France	81.7	78.5	80.0
9	Bremerhaven	Germany	73.4	78.3	78.8
10	Valencia	Spain	70.1	67.5	64.6
11	Le Havre	France	68.3	66.9	67.2
12	Primorsk	Russia	59.6	53.7	63.8
13	Grimsby/Immingham ¹⁾	United Kingdom	58.3	59.4	60.2
14	Trieste	Italy	57.2	57.1	56.6
15	Constantza	Romania	56.3	56.6	55.1
16	St. Petersburg	Russia	51.5	61.2	58.0
17	Genoa	Italy	50.2	51.0	48.5
18	Dunkirk	France	46.6	47.1	43.6
19	Barcelona	Spain	45.9	45.3	41.5
20	London	United Kingdom	45.4	44.5	43.2

Unit: Gross weight x 1 million metric tons
¹⁾ 2015 Provisional figures

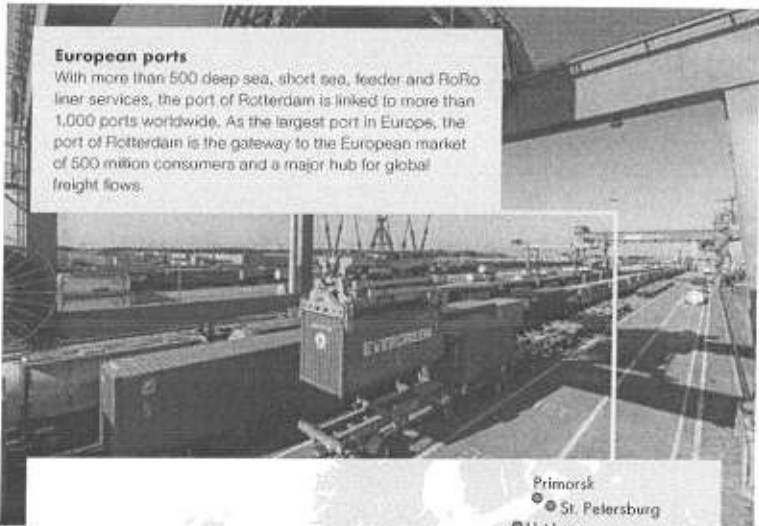
Source: Port Authorities



EUROPEAN PORTS

European ports

With more than 500 deep sea, short sea, feeder and RoRo liner services, the port of Rotterdam is linked to more than 1,000 ports worldwide. As the largest port in Europe, the port of Rotterdam is the gateway to the European market of 500 million consumers and a major hub for global freight flows.



WORLD PORTS

TOP 20 WORLD PORTS, 2015 - 2013

			2015	2014	2013
1	Ningbo & Zhoushan	China	889.0	873.0	809.8
2	Shanghai	China	717.4	755.3	776.0
3	Singapore	Singapore	574.9	581.3	560.8
4	Tianjin	China	541.0	540.0	500.6
5	Suzhou ^{*)}	China	540.0	480.0	454.0
6	Guangzhou	China	519.9	500.4	454.7
7	Qingdao	China	500.0	480.0	450.0
8	Tangshan	China	490.0	500.8	446.2
9	Rotterdam	Netherlands	466.4	444.7	440.5
10	Port Hedland	Australia	452.9	421.8	326.0
11	Dalian	China	415.0	420.0	406.4
12	Rizhao	China	361.0	353.0	309.2
13	Yingkou	China	339.5	330.7	330.0
14	Busan ^{*)}	South Korea	323.7	312.0	292.4
15	South Louisiana	United States of America	285.6	264.7	241.5
16	Hong Kong ^{*)}	China	256.6	297.7	276.1
17	Qinhuangdao	China	253.1	274.0	272.6
18	Port Klang ^{*)}	Malaysia	219.8	217.2	200.2
19	Shenzhen	China	217.1	223.3	234.0
20	Xiamen	China	210.0	205.0	191.0

Unit: Gross weight x 1 million metric tons

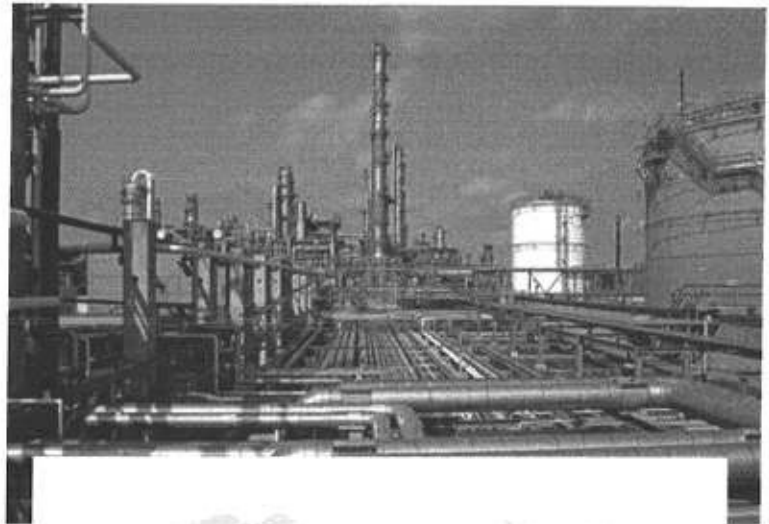
Source: Port Authorities

All China ports including domestic trade and river trade; ^{*)} Integration Changsha.

Zhangjiagang and Taicang ports; ^{*)} Converted from freight ton to metric ton; ^{*)} Including river trade



WORLD PORTS



DRY BULK CARGO

INCOMING AND OUTGOING, GROUPED BY ORIGIN AND DESTINATION, 2014

	Incoming	Outgoing	Total
Iron ore and scrap			
Brazil	20,546	45	20,591
Canada	4,952	0	4,952
South Africa	1,862	0	1,862
Germany	0	686	686
Turkey	0	548	548
Other countries	4,340	1,093	5,227
Total	31,494	2,372	33,866
Coal			
United States of America	7,462	4	7,466
Colombia	6,802	0	6,802
South Africa	5,816	23	5,839
Australia	5,300	16	5,316
Other countries	4,997	270	5,267
Total	22,915	309	23,224
Agribulk			
Brazil	1,755	54	1,809
Ukraine	1,627	0	1,627
Argentina	1,488	0	1,488
United States of America	1,203	0	1,203
Romania	883	0	883
Other countries	2,717	1,108	3,825
Total	9,673	1,162	10,835
Other dry bulk			
China	1,009	72	1,081
Norway	705	325	1,030
Spain	677	294	971
United Kingdom	315	634	949
United States of America	313	333	646
Other countries	5,739	1,933	7,672
Total	6,758	3,591	10,349

Unit: Gross weight x 1,000 metric tons

Source: Port of Rotterdam based on CBS figures

DRY BULK CARRIERS BY DWT-CLASS, 2015 - 2014

DWT-class	Number of calls	
	2015	2014
< 10,000	164	160
10,001 - 35,000	151	178
35,001 - 55,000	119	105
55,001 - 60,000	86	90
60,001 - 80,000	179	158
80,001 - 140,000	185	171
140,001 - 200,000	239	249
200,001 - 300,000	45	47
> 300,001	9	13
Total	1,177	1,171

Unit: Number of calls

Source: Port of Rotterdam

LIQUID BULK CARGO

INCOMING AND OUTGOING, GROUPED BY ORIGIN AND DESTINATION, 2014

	Incoming	Outgoing	Total
Crude oil			
Russia	21,881	0	21,881
Norway	18,544	0	18,544
Saudi Arabia / Egypt	17,511	0	17,511
United Kingdom	10,552	0	10,552
Nigeria	11,431	0	11,431
Other countries	21,804	1,367	23,171
Total	101,723	1,367	103,090
Mineral oil products / LNG			
Russia and Baltic	20,327	16	20,343
United States of America	2,842	2,187	4,829
United Kingdom	2,588	4,175	6,763
Singapore	122	9,683	9,805
Other countries	24,822	24,242	49,064
Total	50,501	40,303	90,804
Other liquid bulk			
Indonesia	2,006	13	2,019
Malaysia	2,267	12	2,279
United Kingdom	1,653	3,169	4,822
United States of America	1,013	2,117	3,130
Other countries	12,075	6,421	18,496
Total	19,014	11,732	30,746

Unit: Gross weight x 1,000 metric tons

Source: Port of Rotterdam based on CBS figures



LIQUID BULK CARRIERS BY DWT-CLASS, 2015 - 2014

DWT-class	Number of calls	
	2015	2014
< 60,000	6,786	6,562
60,001 - 80,000	370	388
80,001 - 120,000	127	96
120,001 - 200,000	712	112
200,001 - 320,000	121	688
> 320,001	11	5
Total	8,127	7,851

Unit: Number of calls

Source: Port of Rotterdam

Container: invention of the century

On 3 May 1966, the MS Fairland, carrying 226 containers, arrived in Rotterdam under the watchful eye of Queen Juliana. It was the start of a weekly container service between New York and West Europe, with Rotterdam as Europe's first container port.

The importance of container transport for global trade can hardly be overestimated – which is why the container has also been called 'the invention of the century'.

CONTAINERS

INCOMING AND OUTGOING CONTAINERS BY SEA, 2015 - 2014

			2015			2014		
	Empty	Loaded	Total	Empty	Loaded	Total		
Incoming								
Total containers	707,132	3,100,486	3,807,618	721,156	3,132,013	3,853,169		
Total TEU	1,197,485	5,154,109	6,351,594	1,225,414	5,189,995	6,415,409		
Outgoing								
Total containers	721,549	2,800,484	3,522,033	712,382	2,820,997	3,533,369		
Total TEU	1,226,183	4,656,758	5,882,941	1,221,000	4,661,161	5,882,161		
Total containers	1,428,681	5,900,970	7,329,651	1,433,538	5,953,010	7,386,528		
Total TEU	2,423,668	9,810,867	12,234,535	2,446,414	9,851,156	12,297,570		

Unit: Number of containers and TEU (Twenty-Foot Equivalent Units)

Source: Port of Rotterdam

SHIP SIZE BY TEU-CLASS, 2015 - 2014

TEU-class	Number of calls	
	2015	2014
< 500	296	306
501 - 1,000	3,196	3,333
1,001 - 2,500	1,049	827
2,501 - 4,500	856	791
4,501 - 8,000	660	724
8,001 - 10,000	391	494
> 10,001	950	771
Total	7,398	7,246

Unit: Number of calls

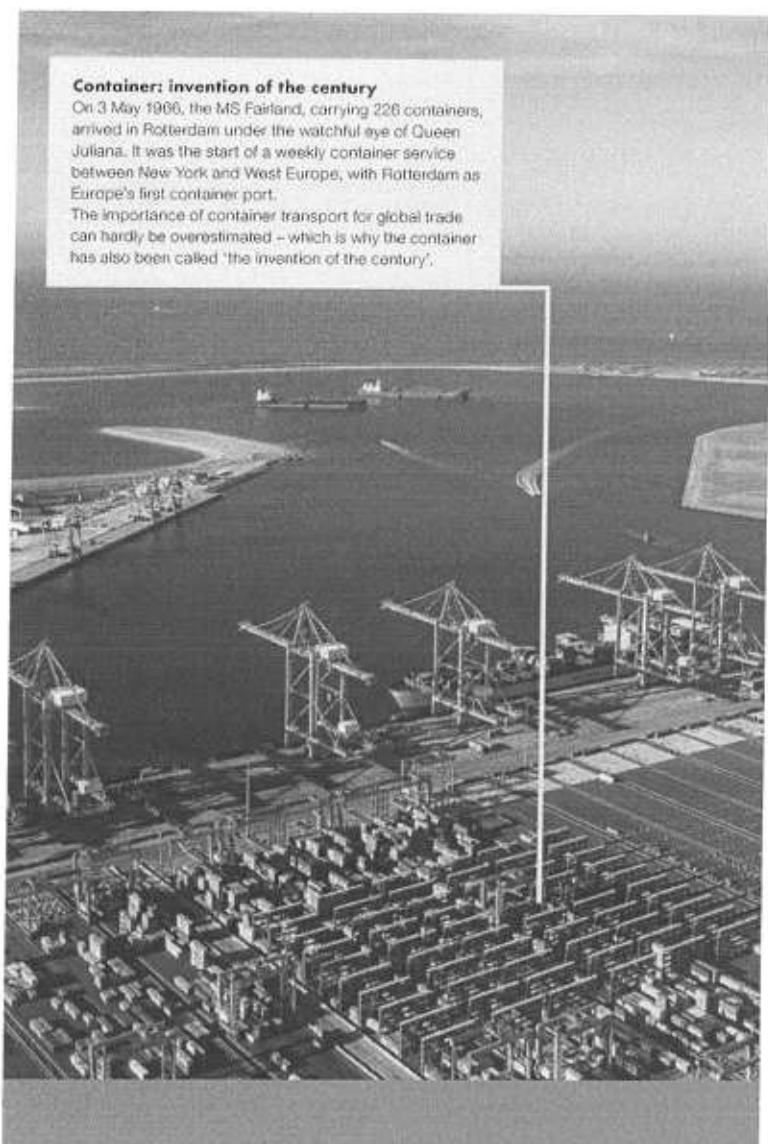
Source: Port of Rotterdam

INCOMING AND OUTGOING TEU, GROUPED BY CONTINENT, 2015 - 2014

	2015			2014		
	Incoming	Outgoing	Total	Incoming	Outgoing	Total
Europe	2,010	2,169	4,279	2,075	2,138	4,213
Africa	222	103	325	151	75	226
America	1,078	784	1,862	1,151	833	1,984
Asia	2,929	2,739	5,728	3,012	2,803	5,815
Oceania	22	28	50	27	33	60
Total	6,352	5,883	12,295	6,416	5,882	12,298

Unit: Number of TEU x 1,000 (Twenty-Foot Equivalent Units)

Source: Port of Rotterdam



CONTAINERS

TOP 20 EUROPEAN CONTAINER PORTS, 2015 - 2013

		2015	2014	2013	
1	Rotterdam	Netherlands	12,235	12,298	11,621
2	Antwerp	Belgium	9,654	8,978	8,578
3	Hamburg	Germany	8,821	9,729	9,257
4	Bremerhaven	Germany	5,547	5,796	5,831
5	Valencia	Spain	4,015	4,442	4,328
6	Algeciras	Spain	4,516	4,555	4,343
7	Felixstowe ¹⁾	United Kingdom	3,984	4,072	3,500
8	Piraeus	Greece	3,287	3,585	3,163
9	Ambardi/Istanbul	Turkey	3,080	3,600	3,378
10	Marsaxlokk	Malta	3,064	2,869	2,745
11	Le Havre	France	2,559	2,550	2,486
12	Gioia Tauro	Italy	2,550	2,970	3,100
13	Genoa	Italy	2,243	2,173	1,988
14	Southampton ¹⁾	United Kingdom	2,108	1,895	1,498
15	St. Petersburg	Russia	1,984	2,382	2,578
16	Barcelona	Spain	1,965	1,894	1,722
17	Zeebrugge	Belgium	1,589	2,047	2,027
18	Mersin	Turkey	1,470	1,500	1,390
19	Sines	Portugal	1,332	1,228	931
20	La Spezia	Italy	1,300	1,303	1,300

Unit: Number of TEU x 1,000 (Twenty-Foot Equivalent Units)

¹⁾ Estimated based on Units, including Ro-Ro (Department of Transport)

Source: Port Authorities

TOP 20 WORLD CONTAINER PORTS, 2015 - 2013

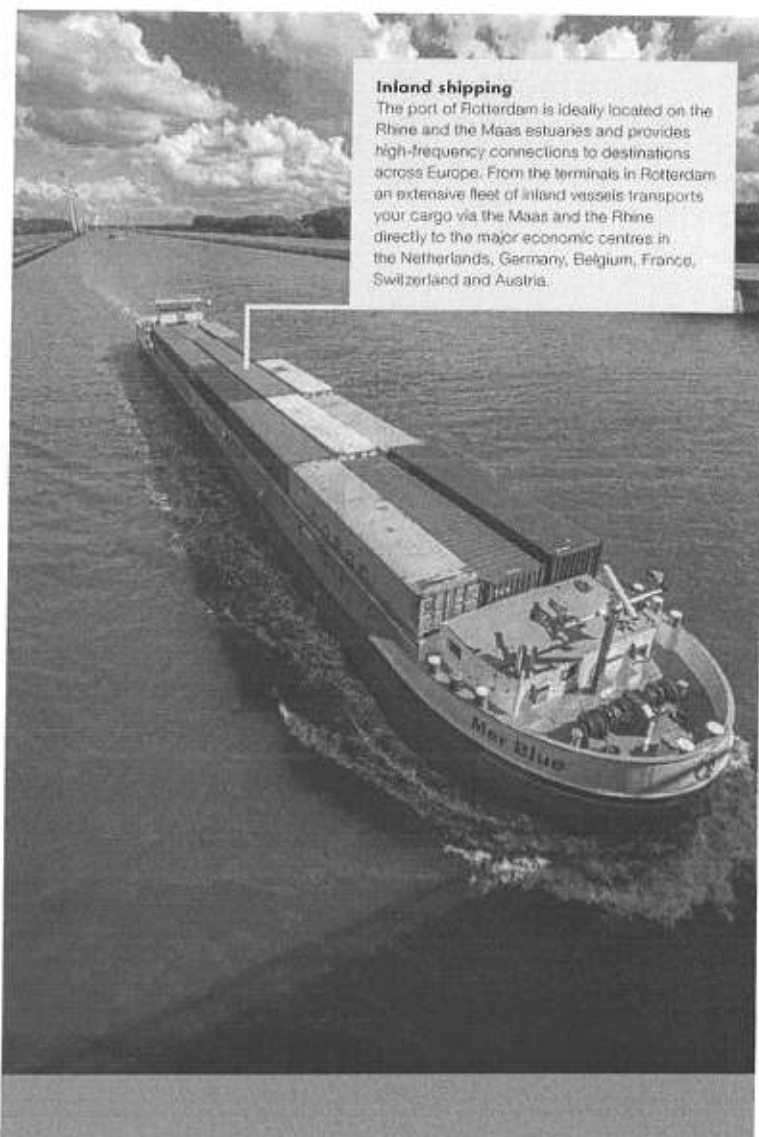
		2015	2014	2013	
1	Shanghai	China	36,540	35,290	33,617
2	Singapore	Singapore	30,922	33,869	32,579
3	Shenzhen	China	24,200	24,040	23,279
4	Ningbo & Zhoushan	China	20,630	19,450	17,351
5	Hong Kong ¹⁾	China	20,100	22,200	22,352
6	Busan	South Korea	19,467	18,683	17,696
7	Guangzhou	China	17,590	16,610	15,308
8	Qingdao	China	17,430	16,580	15,520
9	Dubai Ports	United Arab Emirates	15,590	15,200	13,641
10	Tianjin	China	14,110	14,060	13,000
11	Rotterdam	Netherlands	12,235	12,298	11,621
12	Port Klang	Malaysia	11,887	10,946	10,350
13	Kaohsiung	Taiwan	10,260	10,593	9,938
14	Antwerp	Belgium	9,654	8,978	8,578
15	Dalian	China	9,450	10,130	10,015
16	Xiamen	China	9,180	8,572	8,008
17	Tanjung Pelepas	Malaysia	9,130	8,500	7,628
18	Hamburg	Germany	8,821	9,720	9,257
19	Los Angeles	United States of America	8,160	8,340	7,868
20	Long Beach	United States of America	7,190	6,818	6,648

Unit: Number of TEU x 1,000 (Twenty-Foot Equivalent Units)

All China ports including domestic trade and river trade;

¹⁾ Including river trade

Source: Port Authorities



Inland shipping

The port of Rotterdam is ideally located on the Rhine and the Maas estuaries and provides high-frequency connections to destinations across Europe. From the terminals in Rotterdam an extensive fleet of inland vessels transports your cargo via the Maas and the Rhine directly to the major economic centres in the Netherlands, Germany, Belgium, France, Switzerland and Austria.

BREAKBULK AND ROLL-ON/ROLL-OFF

TOP 5 BREAKBULK PORTS IN EUROPE, 2015 - 2013

		2015	2014	2013
Novorossiysk	Russia	14,529	12,669	11,552
St. Petersburg	Russia	10,278	11,058	11,089
Antwerp	Belgium	9,998	9,882	10,090
Zeeland Seaports	Netherlands	9,695	7,744	7,949
Rotterdam	Netherlands	5,709	6,039	4,715

Unit: Gross weight x 1,000 metric tons

Source: Port Authorities



TOP 5 ROLL-ON/ROLL-OFF PORTS IN EUROPE, 2015 - 2013

		2015	2014	2013
Calais	France	41,614	42,635	40,758
Dover *)	United Kingdom	24,000	24,215	25,275
Rotterdam	Netherlands	22,030	20,005	18,512
Dunkirk	France	16,252	13,936	12,337
Zeebrugge	Belgium	13,451	13,043	12,544

Unit: Gross weight x 1,000 metric tons
*) 2015 Provisional figures

Source: Port Authorities

BREAKBULK AND ROLL-ON/ROLL-OFF SHIPS, 2015 - 2013

	2015	2014	Number of calls 2013
Car carriers	141	128	128
Roll-on/Roll-off ships	4,123	3,895	3,895
General cargo ships	5,728	6,223	6,214
Ropax ships	368	367	363
Total	10,360	10,613	10,400

Unit: Number of calls

Source: Port of Rotterdam

ADDED VALUE/EMPLOYMENT

DIRECT SEAPORT RELATED ADDED VALUE AND EMPLOYMENT PER SECTOR IN ROTTERDAM - RIJNMOND, 2014 - 2012

Sector	Added value			Employment		
	2014	2013	2012	2014	2013	2012
NODES	7,115	6,385	6,369	60,267	59,957	59,999
Transport mode	3,112	2,522	2,493	37,307	37,214	36,989
- Sea transport	289	181	218	1,766	1,475	1,669
- Inland navigation	644	508	497	6,404	7,069	6,728
- Road transport	1,957	1,618	1,571	27,743	27,264	27,266
- Rail transport	86	89	82	1,343	1,333	1,270
- Pipeline transport	136	125	125	52	53	55
Services for transport	1,996	1,922	1,933	13,941	13,871	13,994
Handling and storage	2,006	1,941	1,943	9,019	8,872	9,016

BUSINESS LOCATION	5,828	6,113	6,219	33,595	33,802	32,06
Industry	4,388	4,749	4,955	20,077	20,422	19,723
- Food	308	318	315	2,262	2,417	2,502
- Mineral oil and gas	857	1,379	1,555	3,372	3,363	3,454
- Chemicals	1,998	1,835	1,879	4,754	4,740	4,573
- Metals	321	303	260	3,185	3,317	2,910
- Means of transport	131	123	112	2,009	1,963	1,835
- Electricity	524	531	619	1,751	1,874	2,134
- Other	249	259	215	2,744	2,748	2,315

Wholesale	838	744	676	6,333	7,982	7,169
Public and non-private services	602	620	589	5,185	5,398	5,168

Total	12,943	12,498	12,588	93,862	93,759	92,058
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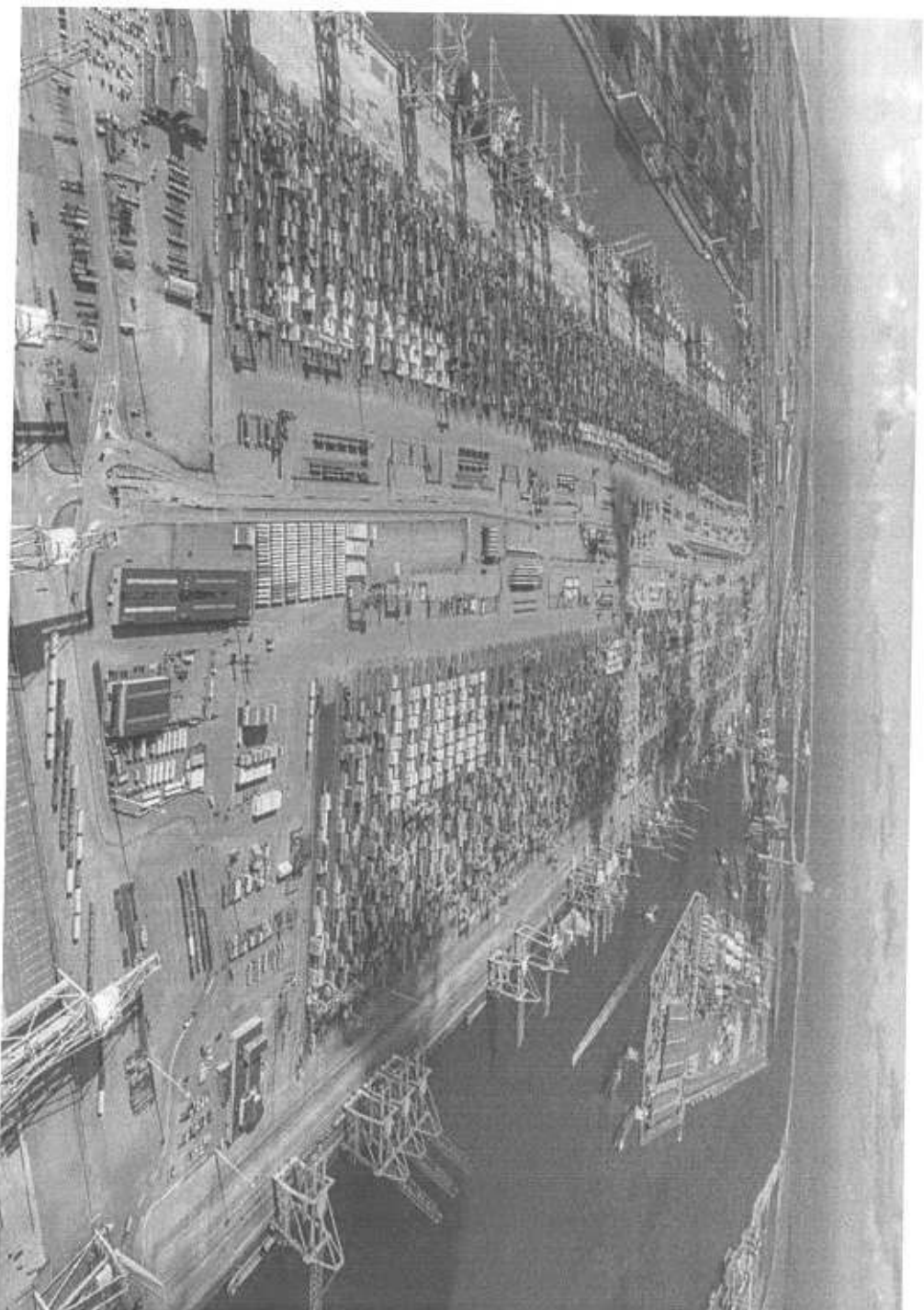
Unit: value in € x 1 million and number of employees

Source: Erasmus University Rotterdam



PORT INFRASTRUCTURE

Unrestricted accessibility 24 hours a day, 7 days a week		2015
Total port area, including Maasvlakte 2		12,606 ha
Land area		7,796 ha
of which rentable sites		5,968 ha
Water area		4,810 ha
Total length Rotterdam's port area		42 km
Water depth N.A.P. (max.)		24 m
Depth Eurogeul in the North Sea N.A.P. (max.)		26 m
Length Eurogeul in the North Sea		57 km
Pipelines		1,500 km
Quay length		74.5 km
Banks (slopes)		202.3 km
Sea jetties		18
Inland jetties		96
Dolphins		12
Buoys		15
Pontoons		100
Sites/Terminals		
Oil and oil products		
Oil refineries		5
Refinery terminals		6
Independent tank terminals for oil products		11
Chemicals, biofuels and edible oils		
Chemical locations		45
Biofuels plants		6
Vegetable oils refineries		5
Independent tank terminals for chemicals, biofuels and edible oils		17
Gas and power, coal and biomass		
Gas fired power plants		3
Coal and biomass fired plants		3
Natural gas terminals		1
Wind turbines (total 194 Mw)		86
Utilities		
Industrial gases and water plants		4
Steam and power plants		6
Waste processing		1
Container terminals		
Deepsea		6
Shortsea		3
Empty depots		18
Breakbulk terminals		
Roll-on/Roll-off		6
Other general cargo		19
Dry bulk terminals		
Agribulk, ores and scrap, coal, biomass and other dry bulk		17
Tankstorage (capacity 1 million m ³)		
Crude oil		14.5
Mineral oil products		12.9
Chemical products		2.7
Vegetable oils and fats		1.2



MAASVLAKTE, NOVEMBER 2015

VESSELS

SHIP ARRIVALS, 2015 - 2014

	2015	2014
Total number of sea-going vessels	29,122	29,014
Total ships that have moored (unloaded and/or loaded)	28,023	27,790
- dry bulk carriers	1,177	1,171
- liquid bulk carriers	8,127	7,651
- container ships	7,399	7,246
- breakbulk and Roll-on/Roll-off ships	10,360	10,613
- cruise ships	38	32
- other ships	923	877
Ship movements of sea-going vessels	78,527	75,108
Inland vessels	110,000	106,000
of which : Freight inland vessels	82,000	77,000
Other inland vessels	28,000	29,000

Unit : Number of vessels

Source: Port of Rotterdam

NUMBER OF SEA-GOING VESSELS UNLOADED AND/OR LOADED AT THE PORT OF ROTTERDAM, 2015 - 2014

GT-class	2015		2014	
	Number	Throughput	Number	Throughput
0 - 1,500	1,239	572	1,199	634
1,501 - 10,000	42,876	83,321	13,396	55,909
10,001 - 50,000	9,070	133,306	8,458	130,801
50,001 - 100,000	3,561	172,909	3,087	112,293
100,001 - 180,000	1,108	38,217	959	79,679
> 180,001	169	7,978	51	5,418
Total	28,023	466,363	27,790	444,734

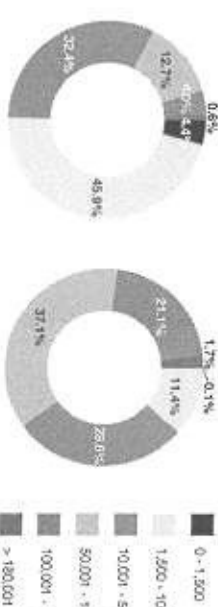
Unit: Number of calls and throughput x 1,000 metric tons

Source: Port of Rotterdam

NUMBER OF CALLS 2015

THROUGHPUT 2015

GT-CLASS



PORT OF ROTTERDAM AUTHORITY

The objective of the Port of Rotterdam Authority is to enhance the port's competitive position as a logistics hub and world-class industrial complex. Not only in terms of size, but also with regard to quality. The core tasks of the Port Authority are to develop, manage and exploit the port in a sustainable way and to render speedy and safe services for shipping.

Facts and figures for the Port Authority and the port of Rotterdam:

- Port Authority: 1,100 employees, turnover approx. € 670 million.
- Employment: 180,000 jobs.

For further information refer to our website:

www.portofrotterdam.com

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Differences due to rounding off are possible. The Port of Rotterdam Authority does not accept any responsibility for any errors that might occur in this publication.

Annexe 2

Extrait de la Convention Collective du TRM

Pays-Bas

**INFORMATION BROCHURE
FOR PROFESSIONAL GOODS
TRANSPORT BY ROAD AND
MOBILE CRANE RENTAL**

**CAO 1 JANUARY 2014 -
1 JANUARY 2017**



Transport & Logistiek

Chapter VII Job and pay-scale classifications

Article 18

Job classification

1. Job classification takes place on the basis of the job-evaluation system agreed between the parties.
2. With regard to employees in positions higher than specified in job grade H, the employer should determine the position and salary in writing.
3. There is a Sectorinstituut Transport en Logistiek (institute for the transport and logistics sectors), P.O. Box 308, 2800 AH Gouda, The Netherlands, tel.no. +31 88 259 6110. One of its tasks is to improve the classification of jobs in the sector of Professional Goods Transport by road and mobile crane rentals, in line with the job-evaluation system agreed. An information book with job classifications can be obtained from this sector institute and other information can be found on www.stlwerkt.nl.

Article 19

Classification on commencement of employment

1. On commencement of employment, the employee will be classified in the pay scale and at the grade corresponding to his position, in line with the number of uninterrupted years of experience in the same or in a similar position, both in this sector and in other industries, immediately prior to his employment. In determining the number of years of experience, interruptions of less than two years will not be taken into account.
2. If experience was not gained in the same but in a similar position, the employee may be classified in the appropriate pay scale but one grade lower than the one corresponding to his years of experience in this similar position, for a maximum of one year from the moment employment commences. After this year the employee will be transferred to the grade that corresponds to his years of experience.
3. On commencement of employment, the employer may decide to classify the employee at a lower grade in the appropriate pay scale during the probationary period. After the probationary period, and with retrospective effect from the date of employment, the employee will be classified at the grade corresponding to the number of years of experience, as determined in accordance with paragraph 1 of this article.

Article 20

Youth wages

- 1.a. The following statutory minimum wage rates apply to employees aged 21 years and younger, who do not hold a valid certificate of competence for driving a lorry, the legally required TCVT certificate of competence⁶ for operating a mobile crane:

15 years	45%
16 years	50%
17 years	56%
18 years	63%

⁶ The TCVT-certificate is a certificate of competence issued by the Stichting Toezicht Certificatie Verticaal Transport (Foundation Supervising the Certification of Vertical Transport) - TCVT.

19 years	72%
20 years	83%
21 years	95%

- 1.b. The higher remuneration in accordance with paragraph 1.a. will commence on the first day of the payment period following the employee's birthday.
- 2.a. The following percentages from grade 0 of the pay scale corresponding to the employee's position, with a maximum of pay scale D, apply to employees aged 21 years and younger, who hold a valid certificate of competence for driving a lorry, the legally required TCVT certificate of competence for operating a mobile crane:

18 years	80%
19 years	90%
20 years	95%
21 years	100%

- 2.b. In deviation from Article 22, paragraph 1.a., the following applies: employees aged 21 years and younger, who hold a valid certificate of competence for driving a lorry, the legally required TCVT certificate of competence for operating a mobile crane, should be placed at grade 1 in pay scales A, B, C, D, or in pay scale E, at grade 0, depending on the position, after one year of experience on reaching the age of 22.
- 2.c. The higher remuneration in accordance with paragraphs 2.a. and 2.b only apply if the daily work of the employee referred to in these paragraphs actually involves driving a lorry and/or operating a mobile crane.

Article 21

Allocation of grade increases

1. The employer may grant the employee a wage that corresponds to a higher grade in the same pay scale than to which he is entitled on the basis of his years of experience.
- 2.a. In the normal performance of his job, after each full job-grade year the employee will be granted a pay rise equivalent to one pay grade of the pay scale in which he is classified, until he has reached the maximum level in this pay scale.
- 2.b. If the employer can show evidence of inadequate performance of the job, on the basis of which he does not wish to grant an increase in grade, he will inform the employee of this in writing, substantiated with reasons. The employee will be informed no later than one month before the grade increase would have started.
- 3.a. On commencement of employment, the employer may grant an employee aged 22 years and over a salary that corresponds to a higher grade in the same pay scale than that to which he is entitled on the basis of his years of experience.
- 3.b. On commencement of employment of an employee who has not yet reached the age of 22, it may be decided that the salary and pay rises will be determined on the basis of an age higher than his actual age.
4. If the employer has implemented the provisions set out in paragraphs 1, 3.a. or 3.b., paragraph 2 will remain in full force.

Article 22

22 years and over

- 1.a. If an employee has reached the age of 22, he will be classified at grade 0 of the applicable pay scale.
- 1.b. In deviation from paragraph 1.a., an employee who has reached the age of 22 but, on commencement of employment, does not have the specific professional and/or business knowledge required for the performance of the jobs covered by pay scales A, B and C, may be classified at grade -1 of his pay scale. The -1 grade will be calculated on the basis of the statutory minimum wage and the zeroth grade of the pay scale and determined on the average of these two levels. In the event of adaptation of the statutory minimum wage and/or the zeroth grade of a pay scale, the -1 grade should be adapted accordingly.
- 1.c. The employer will give the employee referred to in paragraph b the opportunity to attend training/courses required for the job.
- 1.d. Upon successful completion of the training/courses referred to in paragraph c, the employee will be classified at grade 0 of his pay scale.
- 1.e. In this respect, Article 21 is fully applicable to the allocation of grade increases.

As from 1 January 2015, the following minus-grade amounts apply:

Pay scale/ grade	amounts per			hourly wage at		
	week	4 weeks	month	100%	130%	150%
A -1	367.19	1,468.76	1,594.04	9.18	11.93	13.77
B -1	376.84	1,507.36	1,635.98	9.42	12.25	14.13
C -1	384.97	1,539.88	1,671.35	9.62	12.51	14.44

Article 23

Classification of positions

1. Placement in a lower-graded position.
 - a. The employee who, due to circumstances not attributable to intent or negligence on the part of the employee and other than at his own request, is charged with work linked to a lower-graded position, will be placed in this lower pay scale after 13 weeks.
 - b. Adjustment of grading that is too high, which results in classification in a lower pay scale, will commence one week after the employer has informed the employee in writing.
 - c. Reclassification in accordance with paragraphs a. and b. takes place at the next lower rate in the new pay scale. The resulting wage difference will be converted into a personal bonus.

This personal bonus will be gradually reduced with grades still to be granted and/or initial pay rises.

With regard to the employee aged 50 years and over, who has been employed for at least ten years, or the employee who has been employed for at least 25 years, the personal bonus will not

be gradually reduced.

2. Placement in a higher-graded position.

- a. The employee who is placed in a higher pay scale as a result of a change in work will be classified at the next higher rate in this pay scale from the first full week in which this higher position is performed.
- b. Adjustment of grading that is too low, which results in classification in a higher pay scale, will commence from the moment of written notification by the employee. Reclassification takes place at the next higher rate in the new pay scale.

Article 24

Appeal procedure

1. If an employee disagrees with or no longer agrees with the description of the job in which he was appointed, and/or objects to his job classification in one of the pay scales set out in Article 25, he should seek a solution for this objection through the appropriate consultation procedure, as set out in Appendix 1.
- 2.a. If the procedure referred to in paragraph 1 fails to yield a satisfactory solution within one month, the employee may submit his objection in writing to the Beroepscommissie Functiewaardering Beroepsgoederenvervoer over de weg en de verhuur van mobiele kranen (Job Evaluation Appeal Committee for Professional Goods Transport by road and mobile crane rentals). The regulations for this committee have been included in Appendix II.
- 2.b. An appeal lodged by a former employee may be handled if the ruling were to have consequences for a statutory benefit based on the last-earned salary, or if requested by the sub-district court judge (*kantonrechter*) in a civil procedure. This only applies if the employment contract ended no longer than one year previously.
3. If an appeal against classification in a pay scale is lodged to the Appeal Committee, the date the appeal was submitted determines the possible classification in the correct pay scale.
4. Appeals should be sent to: Beroepscommissie Functiewaardering Beroepsgoederenvervoer over de weg en de verhuur van mobiele kranen, P.O. Box 308, 2800 AH Gouda, The Netherlands.

Chapter VIII

Pay scales and wage calculation

Article 25

Job-grade pay scales as from 1 January 2014

pay scale/ grade	amounts per			hourly wage at		
	week	4 weeks	month	100%	130%	150%
A 0	378.89	1,515.56	1,647.41	9.47	12.31	14.21
A 1	395.26	1,581.04	1,718.59	9.88	12.85	14.82
A 2	411.63	1,646.52	1,789.77	10.29	13.38	15.44
A 3	428.00	1,712.00	1,860.94	10.70	13.91	16.05
A 4	444.37	1,777.48	1,932.12	11.11	14.44	16.66
A 5	452.56	1,810.24	1,967.73	11.31	14.71	16.97
B 0	397.73	1,590.92	1,729.33	9.94	12.93	14.91
B 1	415.22	1,660.88	1,805.38	10.38	13.49	15.57
B 2	432.71	1,730.84	1,881.42	10.82	14.06	16.23
B 3	450.20	1,800.80	1,957.47	11.26	14.63	16.88
B 4	467.69	1,870.76	2,033.52	11.69	15.20	17.54
B 5	476.44	1,905.76	2,071.56	11.91	15.48	17.87
C 0	413.63	1,654.52	1,798.46	10.34	13.44	15.51
C 1	432.17	1,728.68	1,879.08	10.80	14.05	16.21
C 2	450.71	1,802.84	1,959.69	11.27	14.65	16.90
C 3	469.25	1,877.00	2,040.30	11.73	15.25	17.60
C 4	487.79	1,951.16	2,120.91	12.19	15.85	18.29
C 5	497.06	1,988.24	2,161.22	12.43	16.15	18.64
D 0	431.00	1,724.00	1,873.99	10.78	14.01	16.16
D 1	450.65	1,802.60	1,959.43	11.27	14.65	16.90
D 2	470.30	1,881.20	2,044.86	11.76	15.28	17.64
D 3	489.95	1,959.80	2,130.30	12.25	15.92	18.37
D 4	509.60	2,038.40	2,215.74	12.74	16.56	19.11
D 5	529.25	2,117.00	2,301.18	13.23	17.20	19.85
E 0	452.80	1,811.20	1,968.77	11.32	14.72	16.98
E 1	473.55	1,894.20	2,059.00	11.84	15.39	17.76
E 2	494.30	1,977.20	2,149.22	12.36	16.06	18.54
E 3	515.05	2,060.20	2,239.44	12.88	16.74	19.31
E 4	535.80	2,143.20	2,329.66	13.40	17.41	20.09
E 5	556.55	2,226.20	2,419.88	13.91	18.09	20.87
E 6	577.30	2,309.20	2,510.10	14.43	18.76	21.65
F 0	474.60	1,898.40	2,063.56	11.87	15.42	17.80
F 1	496.44	1,985.76	2,158.52	12.41	16.13	18.62
F 2	518.28	2,073.12	2,253.48	12.96	16.84	19.44
F 3	540.12	2,160.48	2,348.44	13.50	17.55	20.25
F 4	561.96	2,247.84	2,443.40	14.05	18.26	21.07
F 5	583.80	2,335.20	2,538.36	14.60	18.97	21.89
F 6	605.64	2,422.56	2,633.32	15.14	19.68	22.71
F 7	627.48	2,509.92	2,728.28	15.69	20.39	23.53
G 0	496.40	1,985.60	2,158.35	12.41	16.13	18.62

G 1	520.52	2,082.08	2,263.22	13.01	16.92	19.52
G 2	544.64	2,178.56	2,368.09	13.62	17.70	20.42
G 3	568.76	2,275.04	2,472.97	14.22	18.48	21.33
G 4	592.88	2,371.52	2,577.84	14.82	19.27	22.23
G 5	617.00	2,468.00	2,682.72	15.43	20.05	23.14
G 6	641.12	2,564.48	2,787.59	16.03	20.84	24.04
G 7	665.24	2,660.96	2,892.46	16.63	21.62	24.95
G 8	689.36	2,757.44	2,997.34	17.23	22.40	25.85
H 0	518.20	2,072.80	2,253.13	12.96	16.84	19.43
H 1	544.56	2,178.24	2,367.75	13.61	17.70	20.42
H 2	570.92	2,283.68	2,482.36	14.27	18.55	21.41
H 3	597.28	2,389.12	2,596.97	14.93	19.41	22.40
H 4	623.64	2,494.56	2,711.59	15.59	20.27	23.39
H 5	650.00	2,600.00	2,826.20	16.25	21.13	24.38
H 6	676.36	2,705.44	2,940.81	16.91	21.98	25.36
H 7	702.72	2,810.88	3,055.43	17.57	22.84	26.35
H 8	729.08	2,916.32	3,170.04	18.23	23.70	27.34
H 9	755.44	3,021.76	3,284.65	18.89	24.55	28.33

Job-grade pay scales as from 1 January 2015 (+ 2.36%)

pay scale/ grade	amounts per			hourly wage at		
	week	4 weeks	month	100%	130%	150%
A 0	387.83	1,551.32	1,686.28	9.70	12.60	14.54
A 1	404.59	1,618.36	1,759.16	10.11	13.15	15.17
A 2	421.35	1,685.40	1,832.03	10.53	13.69	15.80
A 3	438.11	1,752.44	1,904.90	10.95	14.24	16.43
A 4	454.87	1,819.48	1,977.77	11.37	14.78	17.06
A 5	463.25	1,853.00	2,014.21	11.58	15.06	17.37
B 0	407.12	1,628.48	1,770.16	10.18	13.23	15.27
B 1	425.02	1,700.08	1,847.99	10.63	13.81	15.94
B 2	442.92	1,771.68	1,925.82	11.07	14.39	16.61
B 3	460.82	1,843.28	2,003.65	11.52	14.98	17.28
B 4	478.72	1,914.88	2,081.47	11.97	15.56	17.95
B 5	487.67	1,950.68	2,120.39	12.19	15.85	18.29
C 0	423.39	1,693.56	1,840.90	10.58	13.76	15.88
C 1	442.37	1,769.48	1,923.42	11.06	14.38	16.59
C 2	461.35	1,845.40	2,005.95	11.53	14.99	17.30
C 3	480.33	1,921.32	2,088.47	12.01	15.61	18.01
C 4	499.31	1,997.24	2,171.00	12.48	16.23	18.72
C 5	508.80	2,035.20	2,212.26	12.72	16.54	19.08
D 0	441.16	1,764.64	1,918.16	11.03	14.34	16.54
D 1	461.27	1,845.08	2,005.60	11.53	14.99	17.30

D 2	481.38	1,925.52	2,093.04	12.03	15.64	18.05
D 3	501.49	2,005.96	2,180.48	12.54	16.30	18.81
D 4	521.60	2,086.40	2,267.92	13.04	16.95	19.56
D 5	541.71	2,166.84	2,355.36	13.54	17.61	20.31
E 0	463.47	1,853.88	2,015.17	11.59	15.06	17.38
E 1	484.71	1,938.84	2,107.52	12.12	15.75	18.18
E 2	505.95	2,023.80	2,199.87	12.65	16.44	18.97
E 3	527.19	2,108.76	2,292.22	13.18	17.13	19.77
E 4	548.43	2,193.72	2,384.57	13.71	17.82	20.57
E 5	569.67	2,278.68	2,476.93	14.24	18.51	21.36
E 6	590.91	2,363.64	2,569.28	14.77	19.20	22.16
F 0	485.78	1,943.12	2,112.17	12.14	15.79	18.22
F 1	508.14	2,032.56	2,209.39	12.70	16.51	19.06
F 2	530.50	2,122.00	2,306.61	13.26	17.24	19.89
F 3	552.86	2,211.44	2,403.84	13.82	17.97	20.73
F 4	575.22	2,300.88	2,501.06	14.38	18.69	21.57
F 5	597.58	2,390.32	2,598.28	14.94	19.42	22.41
F 6	619.94	2,479.76	2,695.50	15.50	20.15	23.25
F 7	642.30	2,569.20	2,792.72	16.06	20.87	24.09
G 0	508.09	2,032.36	2,209.18	12.70	16.51	19.05
G 1	532.78	2,131.12	2,316.53	13.32	17.32	19.98
G 2	557.47	2,229.88	2,423.88	13.94	18.12	20.91
G 3	582.16	2,328.64	2,531.23	14.55	18.92	21.83
G 4	606.85	2,427.40	2,638.58	15.17	19.72	22.76
G 5	631.54	2,526.16	2,745.94	15.79	20.53	23.68
G 6	656.23	2,624.92	2,853.29	16.41	21.33	24.61
G 7	680.92	2,723.68	2,960.64	17.02	22.13	25.53
G 8	705.61	2,822.44	3,067.99	17.64	22.93	26.46
H 0	530.40	2,121.60	2,306.18	13.26	17.24	19.89
H 1	557.38	2,229.52	2,423.49	13.93	18.11	20.90
H 2	584.36	2,337.44	2,540.80	14.61	18.99	21.91
H 3	611.34	2,445.36	2,658.11	15.28	19.87	22.93
H 4	638.32	2,553.28	2,775.42	15.96	20.75	23.94
H 5	665.30	2,661.20	2,892.72	16.63	21.62	24.95
H 6	692.28	2,769.12	3,010.03	17.31	22.50	25.96
H 7	719.26	2,877.04	3,127.34	17.98	23.38	26.97
H 8	746.24	2,984.96	3,244.65	18.66	24.25	27.98
H 9	773.22	3,092.88	3,361.96	19.33	25.13	29.00

Job-grade pay scales as from 1 January 2016 (+ 2.75%)

pay scale/ grade	amounts per			hourly wage at		
	week	4 weeks	month	100%	130%	150%
A 0	398.50	1,594.00	1,732.68	9.96	12.95	14.94
A 1	415.72	1,662.88	1,807.55	10.39	13.51	15.59
A 2	432.94	1,731.76	1,882.42	10.82	14.07	16.24
A 3	450.16	1,800.64	1,957.30	11.25	14.63	16.88
A 4	467.38	1,869.52	2,032.17	11.68	15.19	17.53
A 5	475.99	1,903.96	2,069.60	11.90	15.47	17.85
B 0	418.32	1,673.28	1,818.86	10.46	13.60	15.69
B 1	436.71	1,746.84	1,898.82	10.92	14.19	16.38
B 2	455.10	1,820.40	1,978.77	11.38	14.79	17.07
B 3	473.49	1,893.96	2,058.73	11.84	15.39	17.76
B 4	491.88	1,967.52	2,138.69	12.30	15.99	18.45
B 5	501.08	2,004.32	2,178.70	12.53	16.29	18.79
C 0	435.03	1,740.12	1,891.51	10.88	14.14	16.31
C 1	454.53	1,818.12	1,976.30	11.36	14.77	17.04
C 2	474.03	1,896.12	2,061.08	11.85	15.41	17.78
C 3	493.53	1,974.12	2,145.87	12.34	16.04	18.51
C 4	513.03	2,052.12	2,230.65	12.83	16.67	19.24
C 5	522.78	2,091.12	2,273.05	13.07	16.99	19.60
D 0	453.28	1,813.12	1,970.86	11.33	14.73	17.00
D 1	473.94	1,895.76	2,060.69	11.85	15.40	17.77
D 2	494.60	1,978.40	2,150.52	12.37	16.07	18.55
D 3	515.26	2,061.04	2,240.35	12.88	16.75	19.32
D 4	535.92	2,143.68	2,330.18	13.40	17.42	20.10
D 5	556.58	2,226.32	2,420.01	13.91	18.09	20.87
E 0	476.20	1,904.80	2,070.52	11.91	15.48	17.86
E 1	498.02	1,992.08	2,165.39	12.45	16.19	18.68
E 2	519.84	2,079.36	2,260.26	13.00	16.89	19.49
E 3	541.66	2,166.64	2,355.14	13.54	17.60	20.31
E 4	563.48	2,253.92	2,450.01	14.09	18.31	21.13
E 5	585.30	2,341.20	2,544.88	14.63	19.02	21.95
E 6	607.12	2,428.48	2,639.76	15.18	19.73	22.77
F 0	499.12	1,996.48	2,170.17	12.48	16.22	18.72
F 1	522.09	2,088.36	2,270.05	13.05	16.97	19.58
F 2	545.06	2,180.24	2,369.92	13.63	17.71	20.44
F 3	568.03	2,272.12	2,469.79	14.20	18.46	21.30
F 4	591.00	2,364.00	2,569.67	14.78	19.21	22.16

F 5	613.97	2,455.88	2,669.54	15.35	19.95	23.02
F 6	636.94	2,547.76	2,769.42	15.92	20.70	23.89
F 7	659.91	2,639.64	2,869.29	16.50	21.45	24.75
G 0	522.04	2,088.16	2,269.83	13.05	16.97	19.58
G 1	547.41	2,189.64	2,380.14	13.69	17.79	20.53
G 2	572.78	2,291.12	2,490.45	14.32	18.62	21.48
G 3	598.15	2,392.60	2,600.76	14.95	19.44	22.43
G 4	623.52	2,494.08	2,711.06	15.59	20.26	23.38
G 5	648.89	2,595.56	2,821.37	16.22	21.09	24.33
G 6	674.26	2,697.04	2,931.68	16.86	21.91	25.28
G 7	699.63	2,798.52	3,041.99	17.49	22.74	26.24
G 8	725.00	2,900.00	3,152.30	18.13	23.56	27.19
H 0	544.96	2,179.84	2,369.49	13.62	17.71	20.44
H 1	572.68	2,290.72	2,490.01	14.32	18.61	21.48
H 2	600.40	2,401.60	2,610.54	15.01	19.51	22.52
H 3	628.12	2,512.48	2,731.07	15.70	20.41	23.55
H 4	655.84	2,623.36	2,851.59	16.40	21.31	24.59
H 5	683.56	2,734.24	2,972.12	17.09	22.22	25.63
H 6	711.28	2,845.12	3,092.65	17.78	23.12	26.67
H 7	739.00	2,956.00	3,213.17	18.48	24.02	27.71
H 8	766.72	3,066.88	3,333.70	19.17	24.92	28.75
H 9	794.44	3,177.76	3,454.23	19.86	25.82	29.79

Article 26

Wage calculation

- 1.a. The job-grade salaries apply to 160 hours worked per four-week period or to 174 hours worked per month, respectively.
- 1.b. The provisions set out under a. will not affect a guaranteed payment to the employee of at least 40 hours a week. In a week that a qualifying day pursuant to Article 16, paragraph 5 of this CAO is applied, a minimum of 32 hours a week should be guaranteed.
- 2.a. All hours worked are paid after deduction of the break times in accordance with the graduated scale incorporated into Appendix III, and after deduction of the consecutive period of rest, with, as a minimum, the rest times stipulated in EC Regulation No 561/2006⁷ (see Appendix III). With regard to ferry and train hours travelled within a period of 24 hours, a maximum of 11 hours of consecutive rest may be recorded, with due observance of the graduated scale of break times in accordance with Appendix III.

⁷ Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85.

- 2.b. The employee must register the hours worked on a timesheet to be provided by the employer. A registration requirement also applies to the hours spent on rest, breaks, and any adjustments.
- 2.c. The timesheet should include at least the following details:
- the date;
 - the period of service, as well as the daily totals thereof;
 - the rest time;
 - the breaks;
 - adjustments;
 - the driver's name and signature.
- 2.d. The employee will receive a copy of the timesheet signed for approval after it has been checked by the employer.
- 2.e. The employee should submit any objections in writing to the employer within three months upon receipt of the timesheet as referred to under 2.d. If the employee does not make use of this right, from that moment the timesheet will serve as proof.
- 2.f. The employer should keep the completed timesheet for at least one year following the date to which the details referred.
- 2.g. The corresponding tachograph discs should be submitted for the purpose of checking the timesheets.
- 2.h. If electronic time-registration systems are used, the employer and the employee will be exempted from the obligations stated under 2.b. to 2.g. After each ride, the employee should be provided with an original - unprocessed - printout of the details referred to under 2.c. If the employee submits a single request to this end, as from 1 January 2013 the employer will also be obliged to provide the employee with a clean - processed - printout of the on-board computer, stating the details in line with those specified in paragraph 2.c., once every payment period.
- 3.a. The employer may standardise the normal duration of work on the basis of socially and economically responsible practical experiences and may base payroll calculations on these. In this respect, the employer should first obtain permission from the trade unions and employers' associations, after prior consultation with the works council or employee representative body (*personeelsvertegenwoordiging*).
- 3.b. The provisions stated under 3.a. remain in full force if the company determines the working hours by making use of electronic time-registration systems.
- 3.c. If the circumstances on which a standardisation scheme is based change, the scheme should be reviewed and adapted accordingly.
- 3.d. A standardisation scheme does not exempt the employee from completing and submitting timesheets.
- 3.e. In all cases, the standardisation scheme must be laid down in writing and submitted for registration to the secretariaat van CAO-partijen (secretariat of the CAO parties), P.O. Box 3008, 2700 KS Zoetermeer, The Netherlands, within two weeks after the date on which it was drawn up.
- 4.a. In the event of double manning, work activities such as driving, loading, unloading and

Annexe 3
Exemple de fiche de paie
Pays-Bas

Salarisspecificatie

Salaris periode 2016-7-M

Juli 2016

Pers nr.:	7	In dienst:	1-11-2015	Kleur/Tabel:	wit/Maand	Periode:	2016-7-M
BSN:	170873808	Uit dienst:	-	LH/LHKorting:	Ja/Ja	Run nummer:	7
Geboortedatum:	29-8-1964	Stam Salaris:	2.307,24	ZVW/WW/WIA:	K/Ja/Ja	Dagen tijdvak:	21,67
Burg. staat:	Ongehuwd	Parttime %:	100,00	Speciale Tabel:	0	Dagen gewerkt:	21
Afdeling:		Uurloon:	13,26	Buitenl.Wn:	-	Uren gewerkt:	188,00
Kostenplaats:		Minimumloon:	1.537,20	Jaarloon BT:	31.310,00	Auto v/d zaak:	Nee
Functie:	Chauffeur	Salaris tabel:	-/-	Tarief BT:	40,40 + 4,82 %	Cat. waarde-%:	.

Code	Omschrijving	Aantal	Waarde	Uitbetaling	Inhouding	Tabel	BT	SVW	Cumulatief
Bruto									
1000	Salaris			2307,24		2307,24		2307,24	16150,68
4128	Overwerk uren 130%	20,000	17,24	344,76			344,76	344,76	2413,32
7706	Vakantiegeld % (Periodesalaris)(Tabel)			184,58		184,58		184,58	1292,06
Branche									
6280	WIA Premie TLN CAO Wn	0,600	1863,67		11,18	-11,18		-11,18	-78,26
6284	Stichting Opleidings- en Ontwikkelingsfonds Wn	0,245	2636,05		6,46				-45,22
6290	Pensioenfonds Vervoer Wn	10,160	1863,67		189,35	-189,35		-189,35	-1325,45
				2836,58	206,99	2291,29	344,76	2636,05	
Werknemer Verzekering									
8070	gediff. WGA wn	0,280	2636,05		7,38				-51,66
8086	gediff. WGA flex wn	0,195	2636,05		5,14				-35,98
				2836,58	219,51	2291,29	344,76		
Loonheffing									
8800	Loonheffing Tabel		2291,29		446,67				-3121,68
8810	Loonheffing BT	45,220	344,76		155,90				-1089,23
				2836,58	822,08				
Totalen									
9900	Totaal netto			2014,50					14108,58
Betalen									
9821	Per bankrekening 1 IBAN: NL48RBOS0760059446	0	0	127,91					
9872	Belastingdienst toeslagen	0	0	170,00					
9873	Belastingdienst	0	0	649,50					
9880	Per bankrekening IBAN: NL29INGB0691927464	0	0	1067,09					

Fiscaalloon	18452,35	SVW Loon	18452,35	Dagen Gewerkt	151,00	Franchise d.p.	0,00
Fiscaalloon Tabel	16039,03	Zvw Loon	18452,35	Dagen Tijdvak	151,69	Franchise Cum.	0,00
Fiscaalloon BT	2413,32	WW Loon	18452,35	Uren Gewerkt	1348,00	Arbeidskorting d.p.	258,58
		WAO Loon	18452,35			Arbeidskorting cum.	1810,06