



TPR

Departement of Transport and Regional Economics
University of Antwerp

05/09/2017



BNP PARIBAS
FORTIS

Demurrage en detention

5 september 2017



Departement of Transport and Regional Economics
University of Antwerp



BNP PARIBAS
FORTIS

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Corporate Social Responsibility*



TPR

Departement of Transport and Regional Economics
University of Antwerp

ECONOMISCHE ANALYSE DEMURRAGE & DETENTION

Christa Sys

*Holder BNP Paribas Fortis Chair Transport, Logistics
and Ports | C-MAT*



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University of Antwerp



PAYMENTS BY HIRER

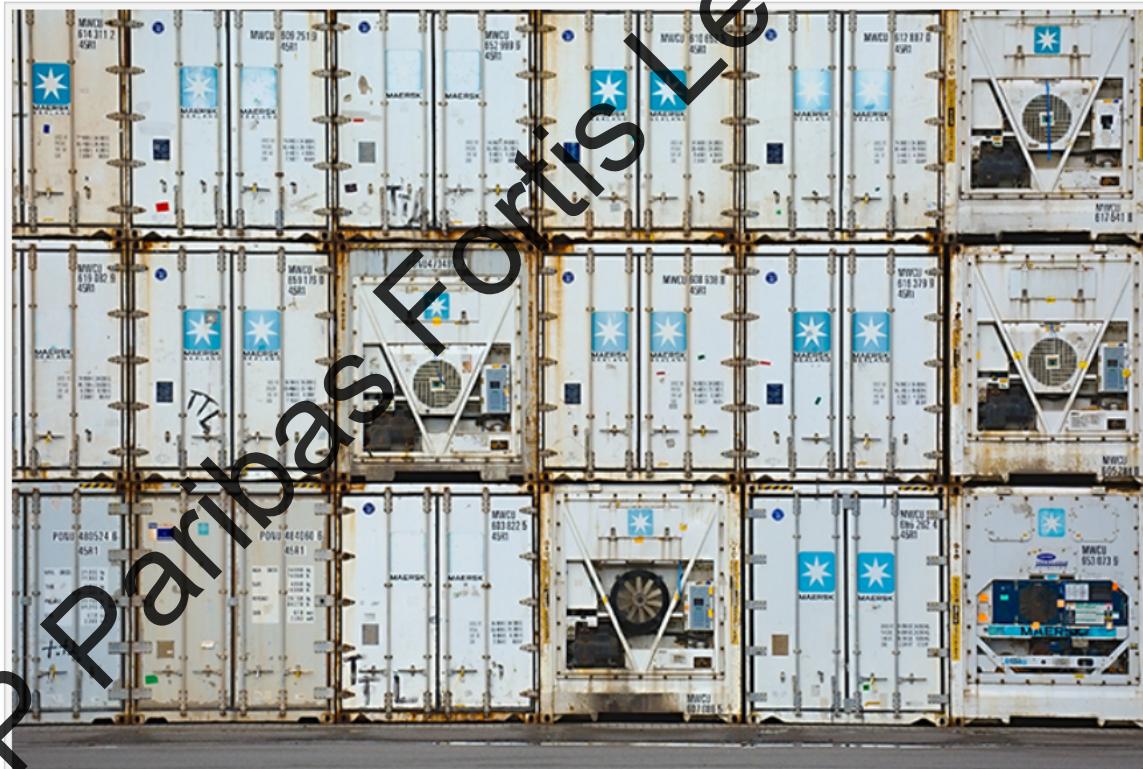
3. The hirer shall pay the owner for the hire of the vehicle the sum or sums specified in the Rental Document; and authorizes the owner to charge all amounts payable to the hirer's account. The hirer's account means a nominated debit card, credit card, or pre-arranged charge account.
4. In addition to the payment specified in clause 3 above, the hirer acknowledges that they shall be liable at the end of the hire term to pay to the owner any applicable additional charges payable at the end of the term. These include, but are not limited to:
 - a) a fee to cover additional drivers;
 - b) a surcharge for drivers under the age of 25;
 - c) additional charges for distance driven (as specified in the Rental Document for every kilometre run);
 - d) charges for petrol or other fuel used (but not oil);
 - e) road user charges;
 - f) charges for late return of the vehicle;**
-

The U.S. bankruptcy court has ruled that Hanjin will not be assessing demurrage charges for late containers. Whether that solves the problem remains to be seen. The best estimate right now puts the

Maersk scraps cyber attack demurrage, detention fees

Greg Knowler, Senior Asia Editor | Jul 13, 2017 6:49AM EDT

 Print     



The cyber attack is still impacting operations at some APMT facilities more than a week later.

Maersk Line said it will waive demurrage and detention charges for cargo it was unable to release after the cyber attack led to [a complete shutdown](#) of the company's information technology (IT) and communications systems.



Global and ...not new

The Jumbo Econship and the Death of United States Lines (1986)

(Oil prices collapsed/
12 Econships ordered/
Demurrage,...)



Shippers Losing 'Free' Time

Peter Leach | Apr 17, 2005 8:00PM EST

[Print](#)

Marine terminal operators and shipping lines are getting serious about reducing the backlog of containers piling up on piers and stacked at inland depots, raising the demurrage and detention fees they charge shippers in a bid to reduce intermodal congestion and increase capacity.

In the last few weeks, carriers and terminal operators announced substantial increases in penalties that shippers must pay for failing to pick up containers at terminals within the time allotted under contracts. They also are cutting allowable free time at particularly congested transfer points, and raising fees for the late return of empty boxes.

The increases in demurrage and detention fees, which are only just beginning, started quietly on the East Coast. Without fanfare, Maher Terminals raised demurrage charges on import containers left at its Elizabeth, N.J., terminal as of March 15. It is also cutting the free-time period before demurrage kicks in from five days to four on general import containers and to two days on reefers, effective May 1.

Maher's lead was followed quickly by the other five terminals in the Port of New York and New Jersey, which belong to the New York Terminal Conference. As of May 1, they will raise demurrage charges for containers left at their terminals after the expiration of free time. The new fees will be \$45 per day for the first four days, \$95 per day for the fifth through ninth days, and \$245 per day from 10 days on. Currently, the demurrage charge for containers after the expiration of five days of free time is \$40 for the first four days and \$90 afterward.

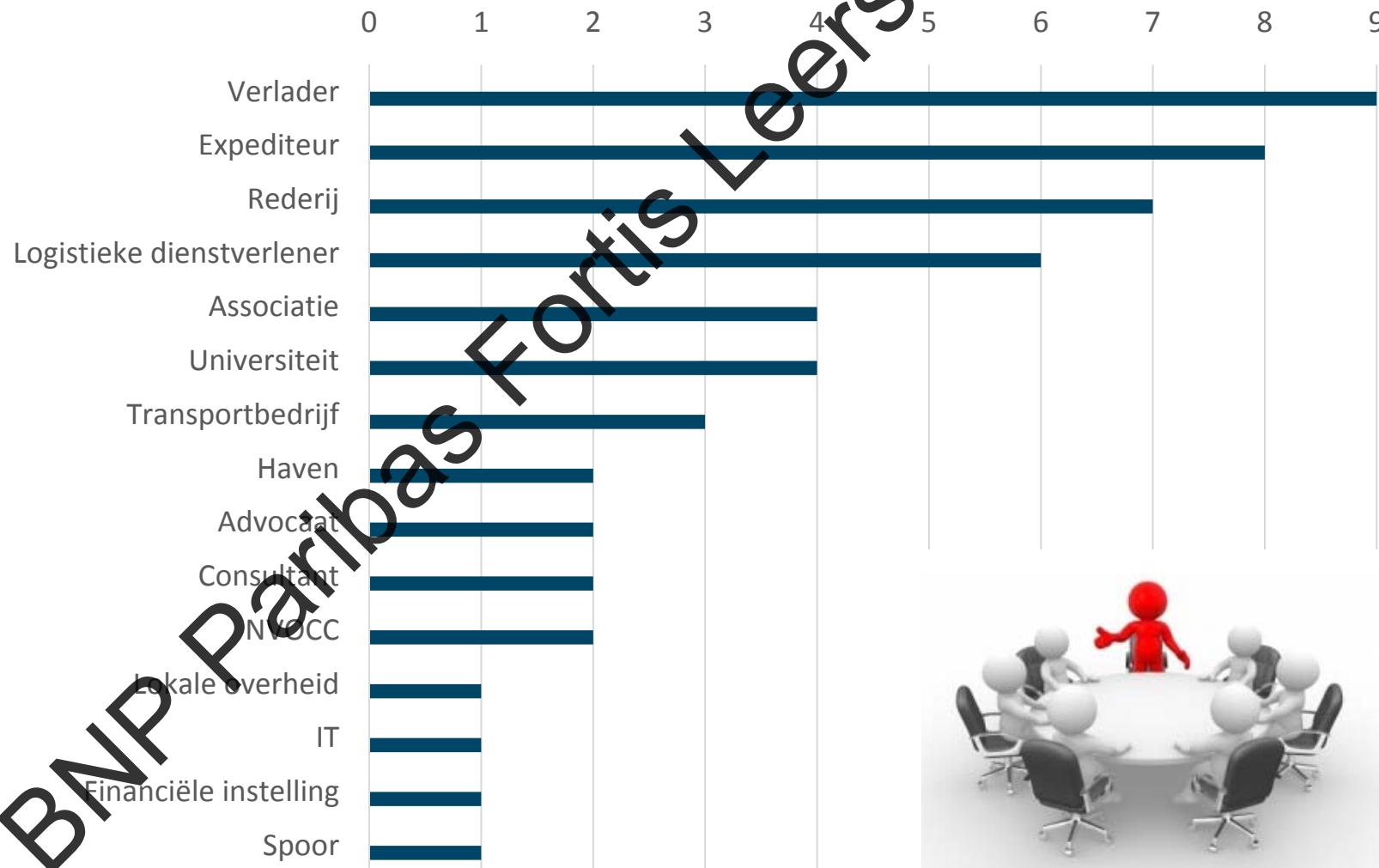
Programma

- 10:00 – 12:00: Demurrage en detention (container)
- 13:00 – 14:45: Demurrage en despach (C/P)
- 15:15 – 17:00: Demurrage en detention (container)

BNP Paribas Fortis Vleterstoei

Voorstellingsronde

'Container demurrage and detention is a process that involves multiple stages of the supply chain, thus requires a supply chain approach' (Storm, 2011)



Doel

Sharing knowledge

Discussing solutions

Networking

BNP Paribas Fortis Leerstoel

Spelregels

Probleemoplossende discussie

- Probleemstelling
- Terminologie
- Oplossingen

Chatham house rules

BNP Paribas Fortis Leerstoel



A photograph of the Antwerp skyline at night, showing the city's historic buildings and modern skyscrapers reflected in the Scheldt River. The sky is dark blue.

Starten vanuit onderzoek



C-MAT

Centre for Maritime & Air Transport Management
University of Antwerp



BNP Paribas Fortis

Leerstoel

Aanpak

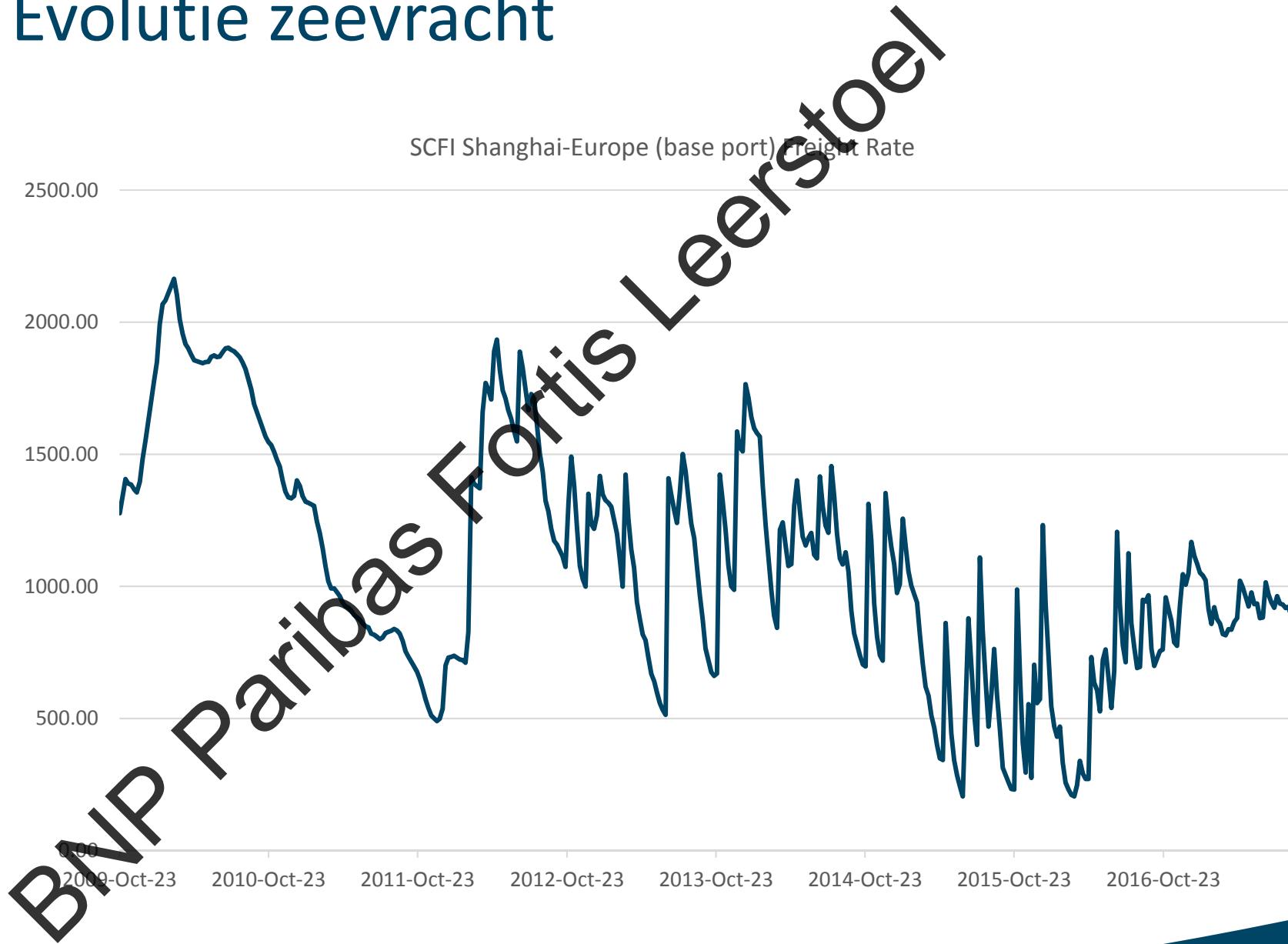
- Bilaterale gesprekken
- Vragenlijst ‘uw mening’
 - Part A: 12 vragen
 - Part B: 17 vragen
 - Responsgraad: 66%
- Literatuur
 - Chaudhri, S. (2016) Economic analysis of demurrage and detention along the maritime supply chain, masterthesis C-MAT, University Antwerp
 - van der Wele, L. (2015) Het ontwikkelen van een planningstool, waarmee de modaliteiten beter ingepland kunnen worden en demurrage en detention kosten worden vermeden, Afstudeerscriptie Hogeschool Rotterdam, ism FENEX
 - Storm, R. (2011) Controlling container demurrage and detention through information sharing, masterthesis Rotterdam School of Management, ism TNO
 - (Schofield, J. (2013). *Laytime and demurrage*. Taylor & Francis)

1. Probleem: wat?

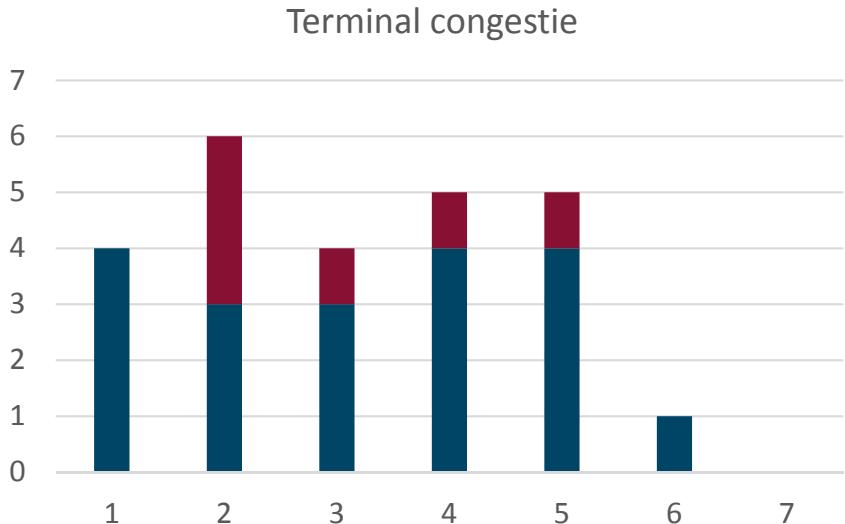
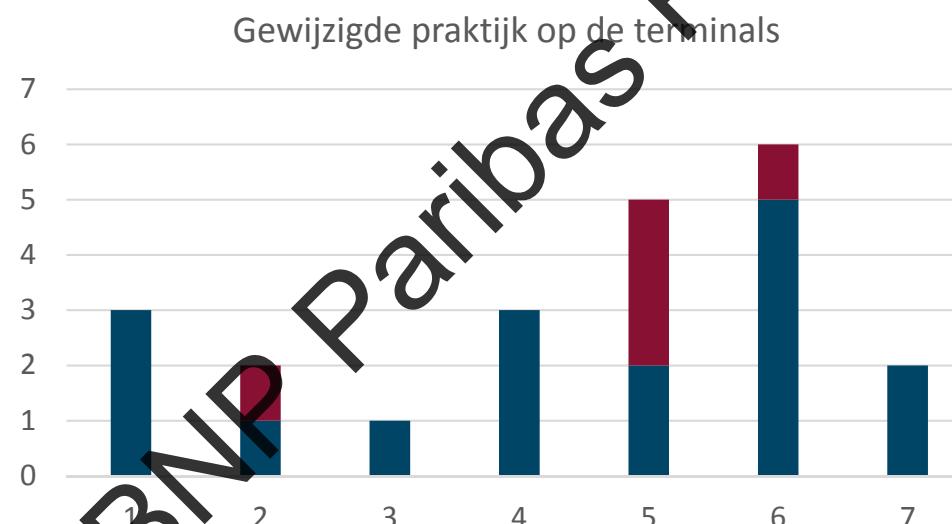
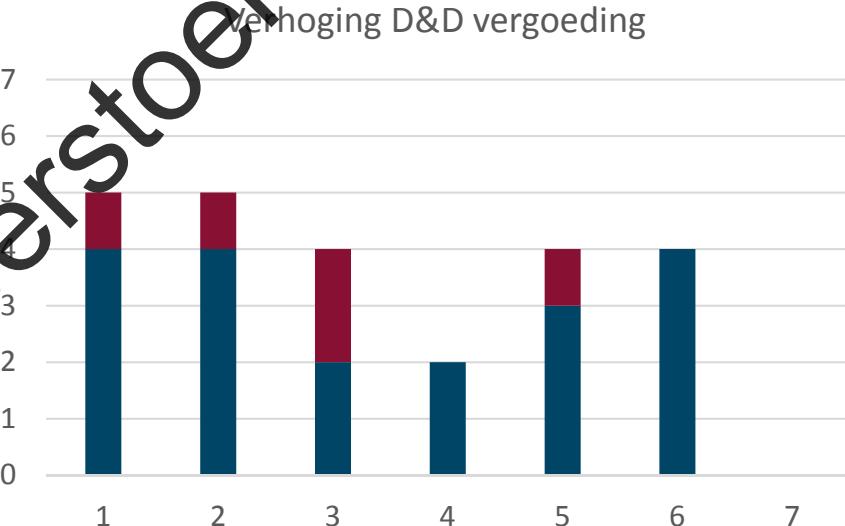
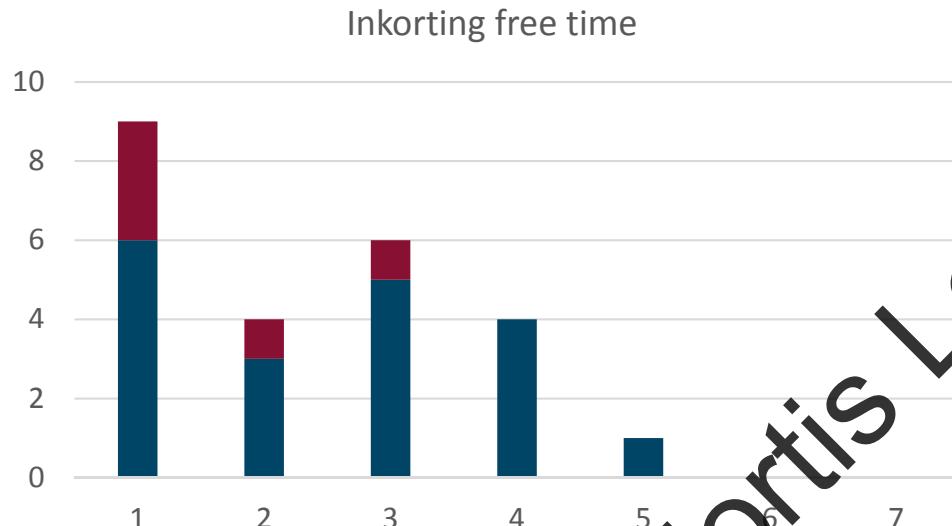
- Inkorting free time (10d >7d >5d >3d)
- Verhoging D&D vergoeding
- Terminal congestie
- Lagere (arbeids)productiviteit
- Toename scheepsgrootte
- Gewijzigde praktijk van rederijen (op hoofdkantoor)
- Gewijzigde praktijk op de terminals
- VGM-closing, IMO-closing, AMS-closing, etc
- Geen afspraken gemaakt bij de vrachtnegotiatie
- Verlaging zeevrachttarieven, zodat andere bron van inkomsten nodig is. Bovendien zorgen deze surcharges voor in transparantie, waardoor vergelijken over rederijen moeijker geworden is
- Prijzenoorlog zeevracht

BNP Paribas Fortis Leerstoel

Evolutie zeevracht



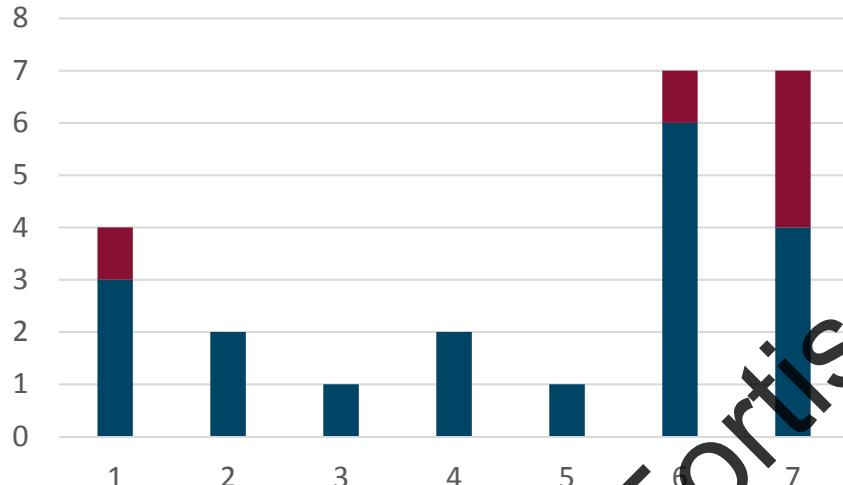
1. Probleem: hoe belangrijk?



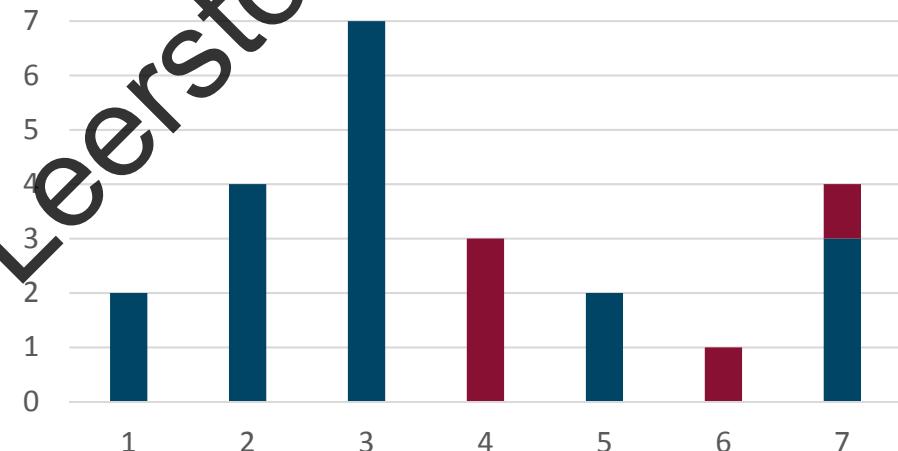
Rood=rederijen | 1: belangrijk – 7: niet belangrijk

1. Probleem: hoe belangrijk?

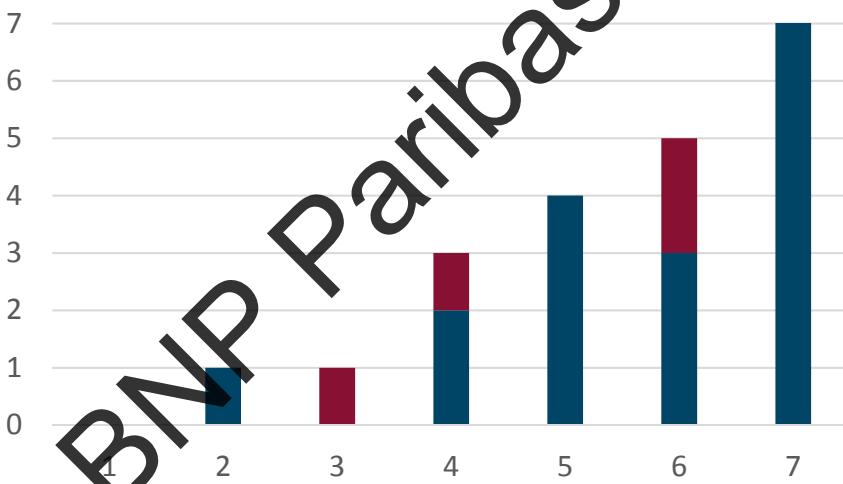
Toename scheepsgrootte



Gewijzigde praktijk van rederijen (op hoofdkantoor)



Lagere (arbeids)productiviteit



Rood=rederijen | 1: belangrijk – 7: niet belangrijk

Akkoord met probleemstelling? Nog
aanvullingen op probleemstelling?

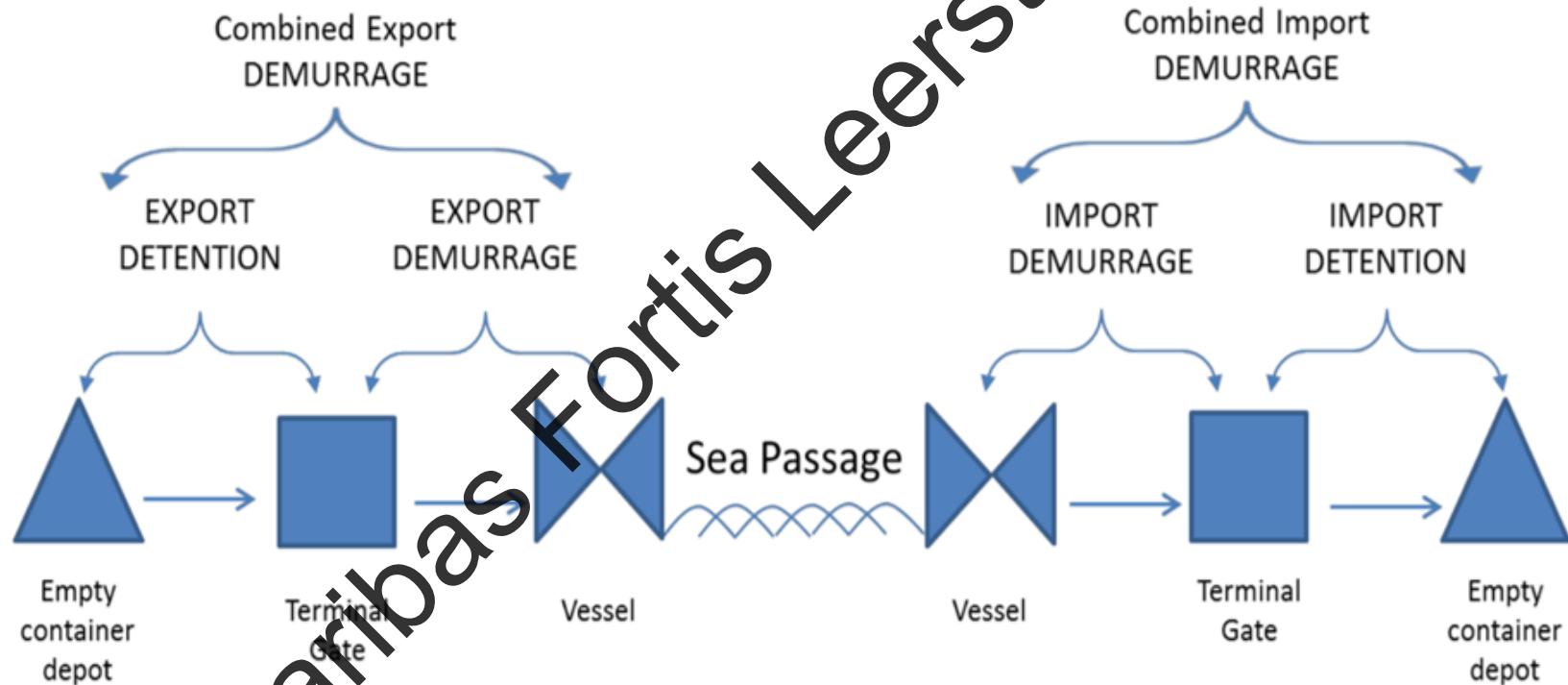


2. Terminologie

- V1: Wat verstaat u onder demurrage?
- V2: Hoe definieert u detention?
- V3: Bent u vertrouwd met combined D&D?
- V4: Wat begrijpt u onder (extended) free time?

BNP Paribas Fortis Leerstoel

2. Terminologie



Aanvang period

Heterogeniteit

BNP Paribas Fortis Leerschoel

Demurrage import	Detention import
Startpunten: <ul style="list-style-type: none">- De geschatte dag van aankomst van het schip (ETA)- De werkelijke dag van aankomst van het schip (ATA)- De dag van het vrijgeven van de container- Gate in- De dag wanneer het schip volledig is gelost- De dag dat het schip weer vertrekt- De volgende dag na de geschatte aankomst van het schip (ETA)- De volgende dag na werkelijke aankomst van het schip (ATA)- De volgende dag na het vrijgeven van de container- De volgende dag nadat het schip volledig is gelost- De volgende dag nadat het schip is vertrokken	Startpunten: <ul style="list-style-type: none">- Gate out full container- Dag na gate out full container
Eindpunt: <ul style="list-style-type: none">- Gate out full container	Eindpunten: <ul style="list-style-type: none">- Gate in empty container- Dag na gate in empty container- Re-use container
Demurrage export	Detention export
Startpunten: <ul style="list-style-type: none">- Gate in full container- Dag na gate in full container	Startpunten: <ul style="list-style-type: none">- Ophalen van de lege container- Gate out lege container- Re-use container
Eindpunten: <ul style="list-style-type: none">- Laden van de container op het schip- Vertrek van het schip met de container	Eindpunt: <ul style="list-style-type: none">- Gate in full container

Combined D&D

Port of Antwerp: veel voorkomend

Port of Rotterdam

Shipping lines	demurrage / detention	Combined
Maersk	v	
MSC		
CMA CGM		
COSCO		
Hapag Lloyd	v	
Evergreen*	v	
APL	v	
CSCL	v	
Hanjin Shipping	v	
MOL	v	
Nyk Line	v	
Hamburg Süd		v
OOCL	v	
CSAV	v	
Yang Ming	v	

* also charges additional storage costs

Storm, 2011



Voorbeeld VOCC

Belgium



Import Demurrage (DMD & DID)

Effective Date : October 1, 2017

Expiry Date: until further notice

Publishing Date: minimum 30 days

Country	Charge	Period	20'ft Container (incl SOC) except Specials / Reefer / Tank / Imo			40'ft Container (incl SOC) except Specials / Reefer / Tank / Imo			20'ft IMO (incl SOC) + 20'ft Tank (imo + non imo) except Reefer / IMO 1 & 7**			40'ft IMO (incl SOC) + 40'ft Tank (imo + non imo) except Reefer / IMO 1 & 7**		
			Calendar Days	Curr.	Rate per day	Calendar Days	Curr.	Rate per day	Calendar Days	Curr.	Rate per day	Calendar Days	Curr.	Rate per day
Belgium	Inland and Sea Demurrage	Freetime	4	--		4	--		4	--		4	--	
		1st Period	2	EUR	40	2	EUR	60	4	EUR	72	4	EUR	82
		Thereafter		EUR	60		EUR	90		EUR	82		EUR	112
Storage included / not charged separately														

Country	Charge	Period	20'ft Specials (incl. SOC) except Imo			40'ft Specials (incl. SOC) except Imo			20'ft Reefer			40'ft Reefer		
			Calendar Days	Curr.	Rate per day	Calendar Days	Curr.	Rate per day	Calendar Days	Curr.	Rate per day	Calendar Days	Curr.	Rate per day
Belgium	Inland and Sea Demurrage	Freetime		--		4	--		4	--		4	--	
		1st Period	2	EUR	50	2	EUR	80	2	EUR	120	2	EUR	130
		Thereafter		EUR	70		EUR	100		EUR	150		EUR	170
Storage included / not charged separately														
Plug In included / not charged separately														
Monitoring included / not charged separately														
Electricity included / not charged separately														
Calculation: commences the day unit has been discharged from vessel														

Remark: ** for IMO Class 1 and 7, demurrage upon request

https://www.hapag-lloyd.com/en/online-business/tariffs/detention-demurrage.html#anchor_otea782d



Vanuit competitive oogpunt

- Verschil in tarieven (incrementeel)/periode
- Verschil tussen havens
- Free time period – import < Free time period – export
- Maersk @ Hamburg: kortste free time/hoger tarief
- Grote variatie tss demurrage fee 20'/40', dan detention fee 20'/40'
- Detention fee (Hapag Lloyd Durban): 20' > 40' (tekort equipment)
- COSCO: laagste demurrage @ Hong Kong COSCO-HIT terminals
- Willingness to pay (economic importance of port)
- Tarief import blijft veel meer wanneer de periode langer wordt (in vergelijking met tarief export)

(Chaudhri, 2016)

Import Demurrage at Antwerp					
	1 - 7 Days	8 - 14 Days	15 and above		
Maersk Line					
20' DV	€ 0	€ 45	€ 75		
40' DV	€ 0	€ 65	€ 105		
Maersk Line	1 - 4 Days	5 - 11 Days	12 and above		
20' DV	€ 0	€ 50	€ 80		
40' DV	€ 0	€ 70	€ 110		
Maersk Line	1 - 3 Days	4 - 9 Days	10 - 16 Days	17 - 24 Days	25 and above
20' DV	€ 0	€ 50	€ 75	€ 120	€ 140
40' DV	€ 0	€ 65	€ 120	€ 170	€ 190
MSC	1 - 7 Days	8 - 14 Days	15 and above		
20' DV	€ 0	€ 35	€ 45		
40' DV	€ 0	€ 55	€ 85		
CMA CGM	1 - 7 Days	8 - 12 Days	13 and above		
20' DV	€ 0	€ 30	€ 44		
40' DV	€ 0	€ 52	€ 84		
COSCON	1 - 9 Days	10 - 13 Days	14 and above		
20' DV	€ 0	€ 40	€ 50 (60)		
40' DV	€ 0	€ 60	€ 70 (90)		
Evergreen	1 - 7 Days	8 - 14 Days	15 - 999 Days		
20' DV	€ 0	€ 30	€ 45 (51)		
40' DV	€ 0	€ 45	€ 60 (72)		
Hapag Lloyd	1 - 4 Days	5 - 6 Days	7 and above		
20' DV	€ 0	€ 30	€ 55		
40' DV	€ 0	€ 45	€ 75		
Hapag Lloyd	1 - 5 Days	6 - 10 Days	11 and above		
20' DV	€ 0	€ 35	€ 50		
40' DV	€ 0	€ 55	€ 85		
OOCL	1 - 3 Days	4 - 13 Days	14 - 33 Days	34 and above	
20' DV	€ 0	€ 40	€ 50	€ 80	
40' DV	€ 0	€ 60	€ 75	€ 120	

Tariff Analysis – Shipping Lines

Import Demurrage at Day 6, 11 and 16 of Various Shipping Lines at Different Sea Ports																								
Shipping Line	Sea Port																							
	Antwerp			Durban			Hamburg			Hong Kong			Jebel Ali			Mundra			Rotterdam			Singapore		
	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16
Maersk Line	\$0	\$204	\$528	\$325	\$1,140	\$1,956	\$170	\$511	\$936	\$48	\$332	\$303	\$16	\$114	\$278	\$8	\$22	\$40	\$113	\$397	\$851	\$120	\$336	\$609
MSC	\$0	\$159	\$380	\$38	\$228	\$440	\$0	\$1597	\$380	\$0	\$124	\$340	\$0	\$68	\$177	\$22	\$132	\$312	\$0	\$159	\$380	\$0	\$131	\$332
CMA-CGM	\$0	\$136	\$370	\$40	\$240	\$455	\$0	\$136	\$370	\$57	\$355	\$468	\$15	\$90	\$225	\$22	\$152	\$362	\$0	\$136	\$370	\$55	\$146	\$237
COSCON	\$0	\$91	\$352	\$22	\$130	\$243	\$0	\$159	\$413	\$13	\$77	\$245	\$14	\$82	\$204	\$15	\$90	\$185	\$0	\$91	\$386	\$0	\$58	\$175
Evergreen	\$0	\$136	\$272	\$0	\$120	\$270	\$35	\$211	\$378	\$0	\$206	\$670	\$0	\$8	\$48	\$30	\$85	\$160	\$0	\$141	\$362	\$13	\$53	\$149
Hapag Lloyd	\$68	\$380	\$692	\$128	\$341	\$555	\$170	\$522	\$919	\$52	\$361	\$876	\$14	\$82	\$163	\$20	\$120	\$300	\$40	\$255	\$539	\$217	\$482	\$810
OOCL	\$136	\$318	\$624	N/A	N/A	N/A	\$113	\$614	\$1,192	\$53	\$370	\$898	\$14	\$82	\$163	\$15	\$90	\$205	\$136	\$363	\$624	\$33	\$99	\$208

Table 9: Import Demurrage charged on day 6, 11 and 16 with highest and lowest values flagged.

Export Detention at Day 6, 11 and 16 of Various Shipping Lines at Different Sea Ports																								
Shipping Line	Sea Port																							
	Antwerp			Durban			Hamburg			Hong Kong			Jebel Ali			Mundra			Rotterdam			Singapore		
	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16	Day 6	Day 11	Day 16
Maersk Line	\$0	\$159	\$358	\$0	\$38	\$17	\$45	\$272	\$556	\$0	\$39	\$245	\$0	\$65	\$147	\$0	\$21	\$124	\$51	\$306	\$653	\$0	\$164	\$328
MSC	\$0	\$159	\$380	\$0	\$114	\$304	\$0	\$136	\$352	\$19	\$128	\$282	\$0	\$68	\$177	\$0	\$25	\$150	\$0	\$159	\$380	\$0	\$131	\$332
CMA-CGM	\$0	\$0	\$57	\$0	\$35	\$210	\$0	\$0	\$57	\$0	\$142	\$354	\$0	\$54	\$150	\$0	\$22	\$132	\$0	\$0	\$57	\$0	\$15	\$88
COSCON	\$0	\$17	\$153	\$0	\$0	\$10	\$0	\$17	\$153	\$0	\$46	\$162	\$0	\$8	\$49	\$0	\$0	\$10	\$0	\$17	\$153	\$0	\$58	\$175
Evergreen	\$0	\$11	\$68	\$0	\$0	\$16	\$0	\$142	\$426	\$0	\$103	\$283	\$0	\$0	\$20	\$0	\$0	\$10	\$0	\$142	\$426	\$0	\$17	\$125
Hapag Lloyd	\$57	\$199	\$545	\$0	\$0	\$43	\$0	\$142	\$426	\$0	\$119	\$267	\$0	\$44	\$98	\$0	\$20	\$120	\$57	\$312	\$596	\$0	\$134	\$366
OOCL	\$0	\$199	\$482	N/A	N/A	N/A	\$0	\$199	\$482	\$0	\$116	\$309	\$0	\$44	\$98	\$0	\$0	\$10	\$0	\$199	\$482	\$0	\$58	\$161

Table 11: Export Detention charged on day 6, 11 and 16 with highest and lowest values flagged.

Source: Chaudhri, 2016 - based on data obtained from liner's websites and through email correspondences



Berekening: voorbeeld 1

ETA 6/2/2017

Container Commodity	Charge	Tax	Amount in EUR
	Demurrage and Detention	NO	1,387.00

Remarks: Free Days: 7, 14.02.2017 - 18.02.2017 : 5 days @ 36 EUR = 180 EUR, 19.02.2017 - 07.03.2017 : 17 days @ 71 EUR = 1207 EUR

Januari 2017							Februari 2017							Maart 2017									
Nr.	Ma	Di	Wo	Do	Vr	Za	Zo	Nr.	Ma	Di	Wo	Do	Vr	Za	Zo	Nr.	Ma	Di	Wo	Do	Vr	Za	Zo
52						1		5			1	2	3	4	5	9		1	2	3	4	5	
1	2	3	4	5	6	7	8	6	7	8	9	10	11	12	10	6	7	8	9	10	11	12	
2	9	10	11	12	13	14	15	7	13	14	15	16	17	18	19	11	13	14	15	16	17	18	19
3	16	17	18	19	20	21	22	8	20	21	22	23	24	25	26	12	20	21	22	23	24	25	26
4	23	24	25	26	27	28	29	9	27	28						13	27	28	29	30	31		
5	30	31																					

Berekening: voorbeeld 2

Inbound Demurrage Notice

Container	Size	Pickup Location	Return Location	Free days	Overdue	Rule Ref.	Rate Ref.
	40HQ			3 days(W)	0 days	Rule-1	TierRate-1
	40HQ			3 days(W)	24 days	Rule-1	TierRate-1
	40HQ			3 days(W)	24 days	Rule-1	TierRate-1

Container	Free time Start	Free time Expiry	Container Availability	Gate out Date	Clock End	Charges	Surcharges
	09 FEB 2017 00:00	13 FEB 2017 23:59(A)	08 FEB 2017 06:00	03 MAR 2017 15:36	03 MAR 2017 15:36(A)	EUR 1,200.00	
	09 FEB 2017 00:00	13 FEB 2017 23:59(A)	08 FEB 2017 06:00	09 MAR 2017 10:39	09 MAR 2017 10:39(A)	EUR 1,650.00	
	09 FEB 2017 00:00	13 FEB 2017 23:59(A)	08 FEB 2017 06:00	09 MAR 2017 11:26	09 MAR 2017 11:26(A)	EUR 1,650.00	
				Total Charges:		EUR 4,500.00	
				Total Surcharges:			
				Total Amount Due:		EUR 4,500.00	

References

Location	Rule	Rate	Clock End, Free Time Expiry
	<p>Rule-1: Free time for Demurrage starts 1 working day(s) after Vessel Complete Discharge, -1 day if milestone is before 06:00</p>	<p>TierRate-1 Tier Rate Type: TierRate 11 - 30 days, EUR 75.00 (per container / day) >= 31 days, EUR 120.00 (per container / day) 1 - 10 days, EUR 60.00 (per container / day)</p>	<p>(A) : Actual (E) : Estimated (P) : Planned (I) : Interim</p>

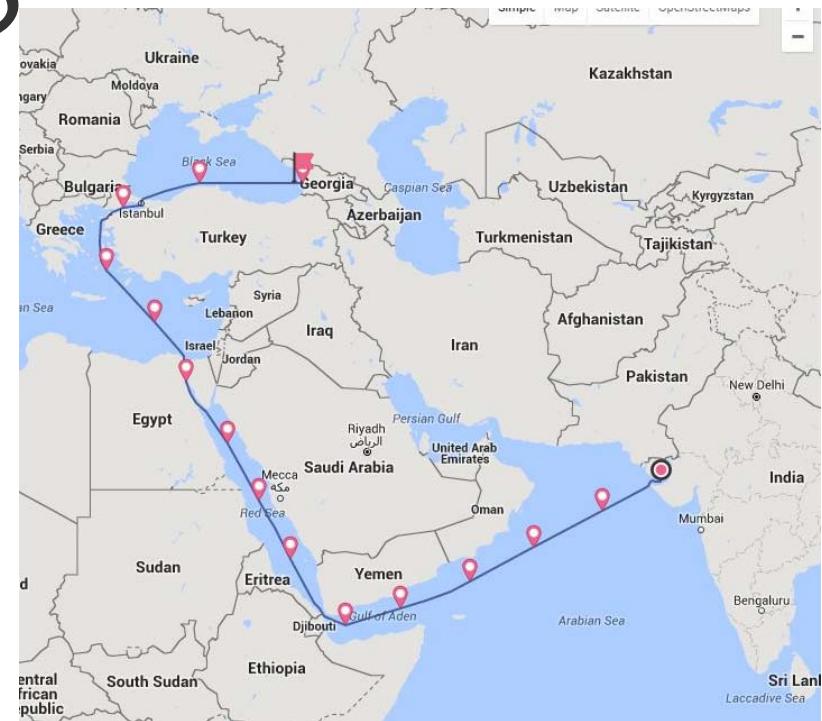
Free days
(C) : Calendar (W) : Working

(extended) free time

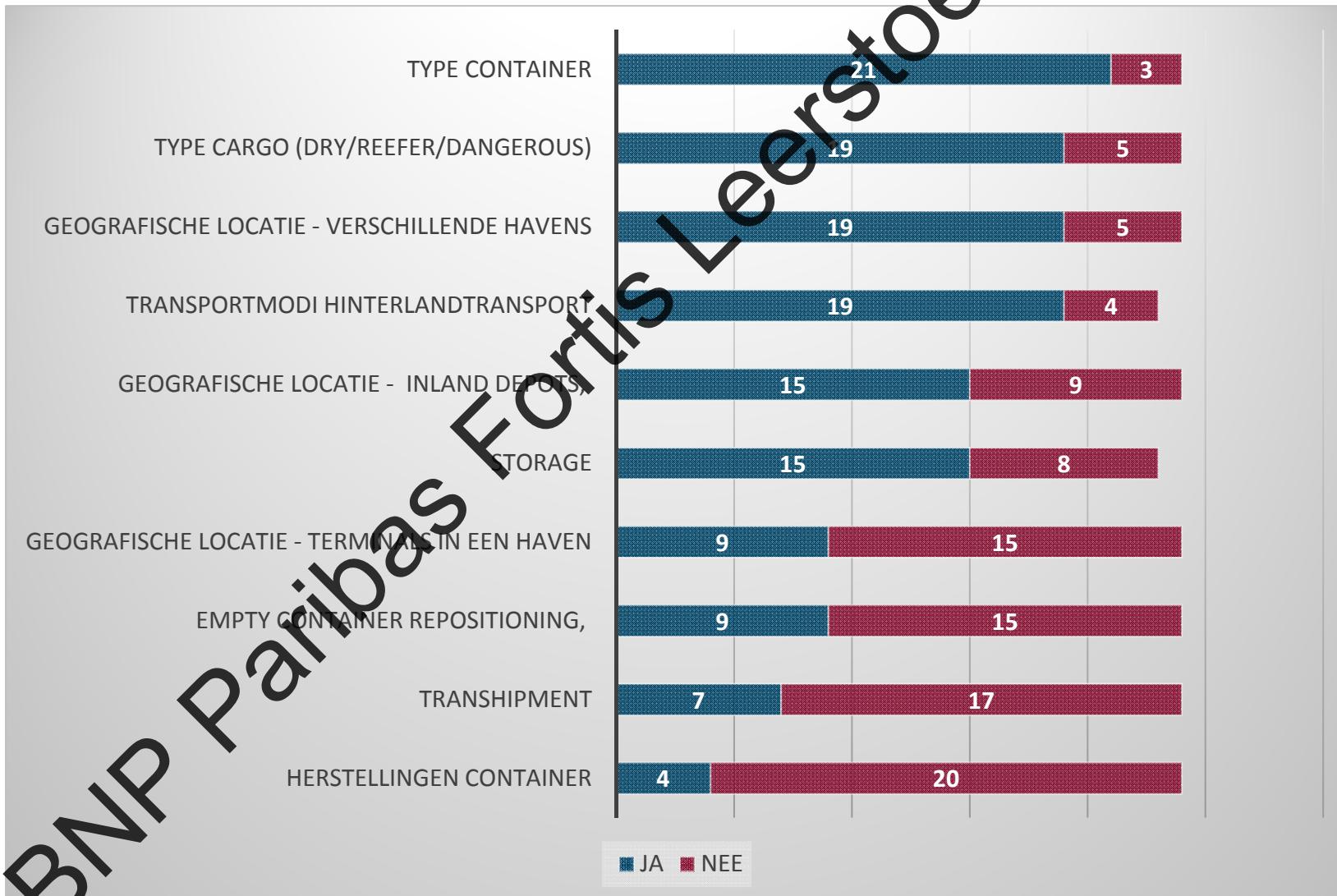
Example Case: Pre-Shipment (Georgia)

- Shipment: Mundra, India to Poti, Georgia
- Equipment: 20' Container
- Freight with standard days (7): \$1,168
- Freight with extended days (14): \$1,218
- Demurrage Cost if applicable: $0.7 \times \$14 = \98
- Difference in Freight: \$50

Negotiation of free time period during freight negotiations, before shipment is cheaper than paying actual demurrage costs at destination.



Kostenelementen (excl. rederijen)



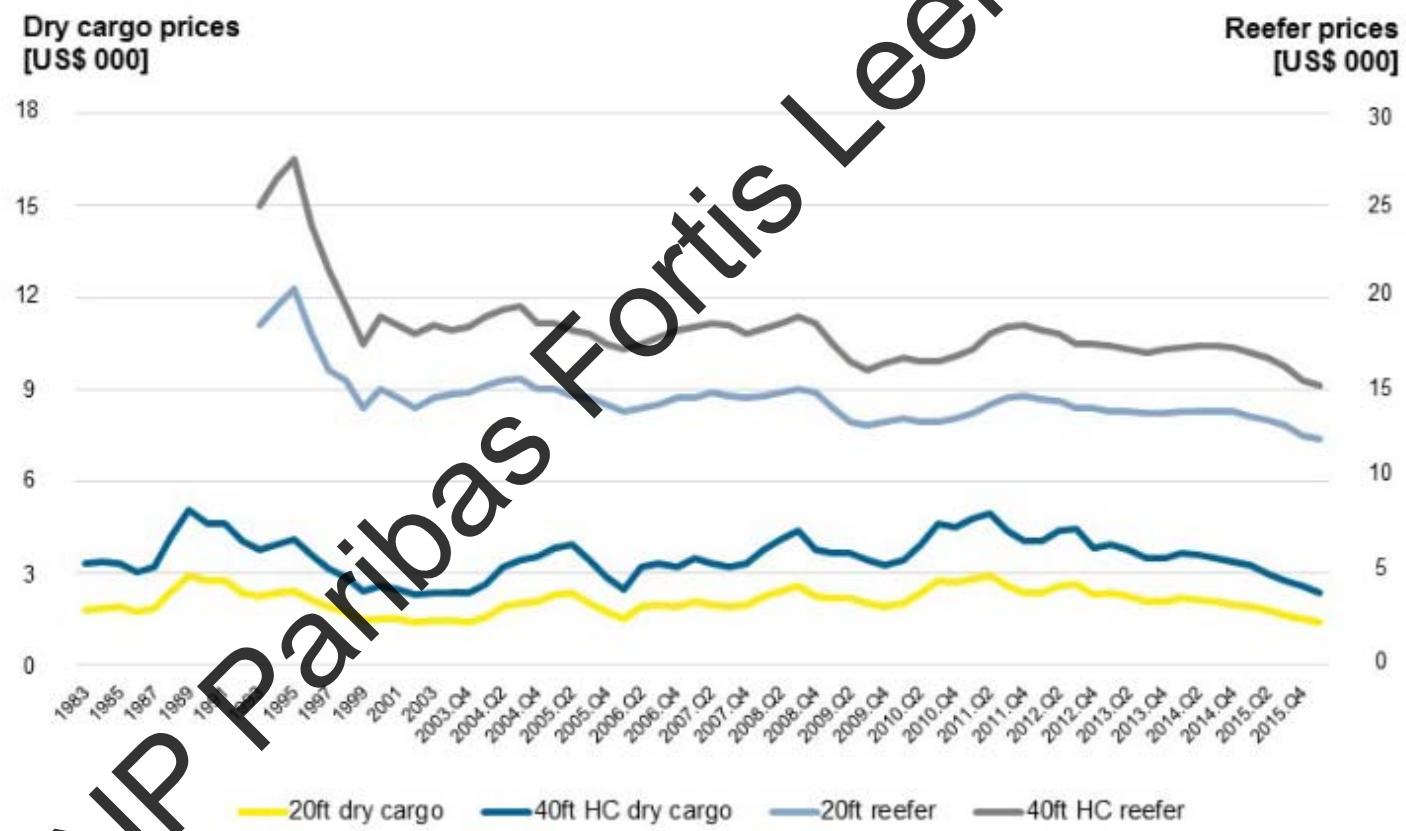
Kostenelementen (perspectief rederijen)

- Type cargo (dry/reefer/dangerous)
- Type container
- Transportmodi hinterlandtransport
- Geografische locatie - verschillende havens
- Storage
- Geografische locatie - inland depots,
- Geografische locatie - terminals in een haven
- Empty container repositioning
- Transhipment
- Herstellingen container

	R1	R2	R3	R4	R5	R6
Type cargo (dry/reefer/dangerous)	ja	ja	ja	ja	ja	ja
Type container	ja	ja	ja	ja	ja	ja
Transportmodi hinterlandtransport	ja	ja	ja	ja	ja	nee
Geografische locatie - verschillende havens	ja	ja	ja	nee	ja	ja
Storage	ja	ja	ja	ja	nee	nee
Geografische locatie - inland depots,	ja	ja	ja	nee	nee	nee
Geografische locatie - terminals in een haven	ja	ja	ja	nee	nee	nee
Empty container repositioning	ja	nee	nee	nee	nee	nee
Transhipment	nee	nee	nee	ja	nee	nee
Herstellingen container	nee	nee	nee	nee	ja	nee

Moving on from the “metal” to the “money” (1/2)

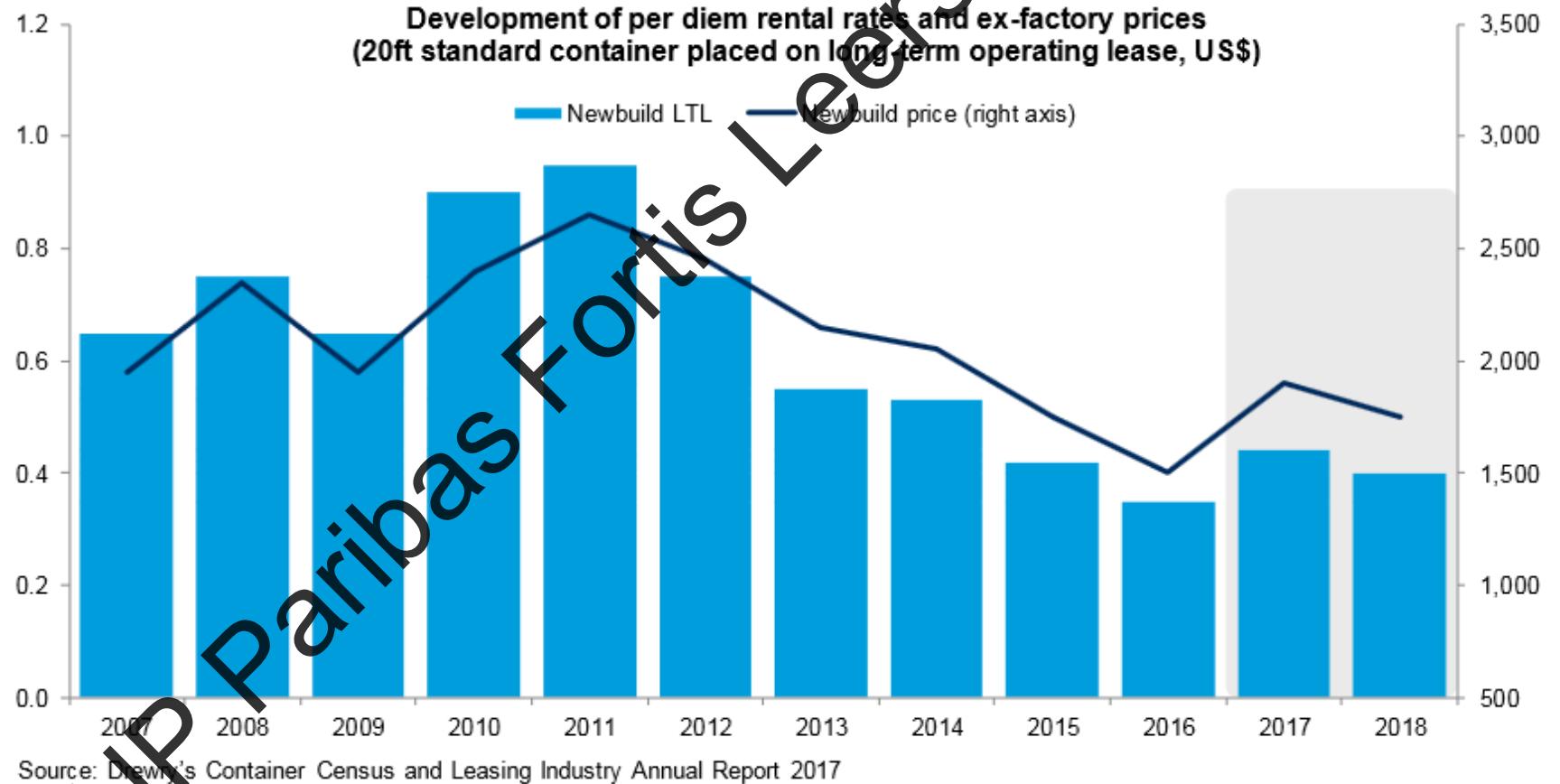
Newbuild container prices (China/Ex-factory)



Source: DVA Research, based on Drewry and Containerisation International data.

<http://www.world-leasing-yearbook.com/intermodal-container-leasing/>

Moving on from the “metal” to the “money” (2/2)



Nood aan versterking uniformiteit? Visibiliteit?



3. Oplossingen

VRAAG

Welke oplossingen (kalenderdagen ipv weekdagen, tarief differentiëren, meer free time voor containers richting inland locaties via intermodaal transport, IT Technologie (bv. module binnen online platformen, gebruik van sensoren, onmiddellijk naar warehouse (extra kost, met risico op manco), meer transparantie: hoe?, concept van deelsystemen, correctere vrachtprijs,...) ziet u voor de D&D problematiek? En zal deze verdere integratie van de maritieme keten bevorderen?

Kalenderdagen <> working day

Januari 2017						
Nr.	Ma	Di	Wo	Do	Vr	Za
52						1
1	2	3	4	5	6	7
2	9	10	11	12	13	14
3	16	17	18	19	20	21
4	23	24	25	26	27	28
5	30	31				

Free time: 7 kalenderdagen

Demurrage

- Een container wordt vrijgegeven op 10 januari → De container zal dus op of voor 17 januari opgehaald moeten worden.
- Het ophalen van de container gebeurt echter pas 20 januari. → Import demurrage: 3 dagen

Detention

- vanaf 20 januari → container leeg terug op 27 januari
- Lossen container 28 januari (bv. geen plaats warehouse)
- Gate in: 31 januari → Import detention: 4 dagen

Free time: 7 weekdagen

Demurrage

- Een container wordt vrijgegeven op 10 januari → De container zal dus op of voor 19 januari opgehaald moeten worden.
- Het ophalen van de container gebeurt echter pas 20 januari. → Import demurrage: 1 dag

Detention

- vanaf 20 januari → container leeg terug op 31 januari
- Lossen container 28 januari (geen plaats warehouse)
- Gate in: 31 januari → Import detention: 0 dagen

waarom kalenderdagen tellen als wij geen containers kunnen inleveren/uithalen
op feestdagen en weekends?

Meer onderhandelen

REDERIJ

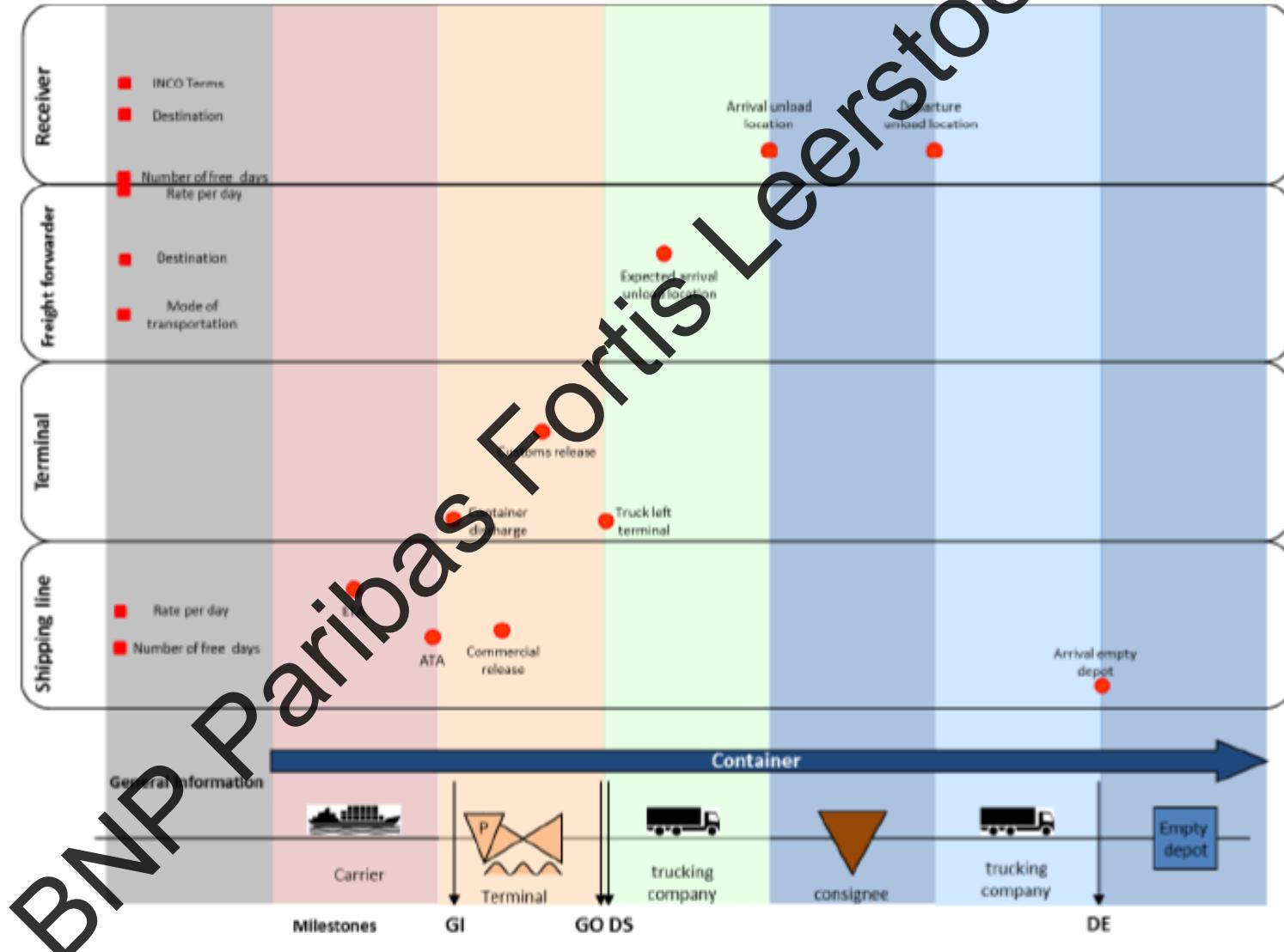
- Voor bepaalde contracten/trades
 - extra free time bekomen voor demurrage en/of detention
 - verlaagde tarieven bedingen voor demurrage en/of detention
 - trachten combined D&D te bekomen wat voor de import belangrijk kan zijn
- Import (export: meer beheersbaar)
- Voor specifieke trafiek/klanten
- Transportmodi: in kader van een aan of afvoer per lichter of spoor waarbij een langere free time (vnl detention)

OPDRACHTGEVER TRANSPORT

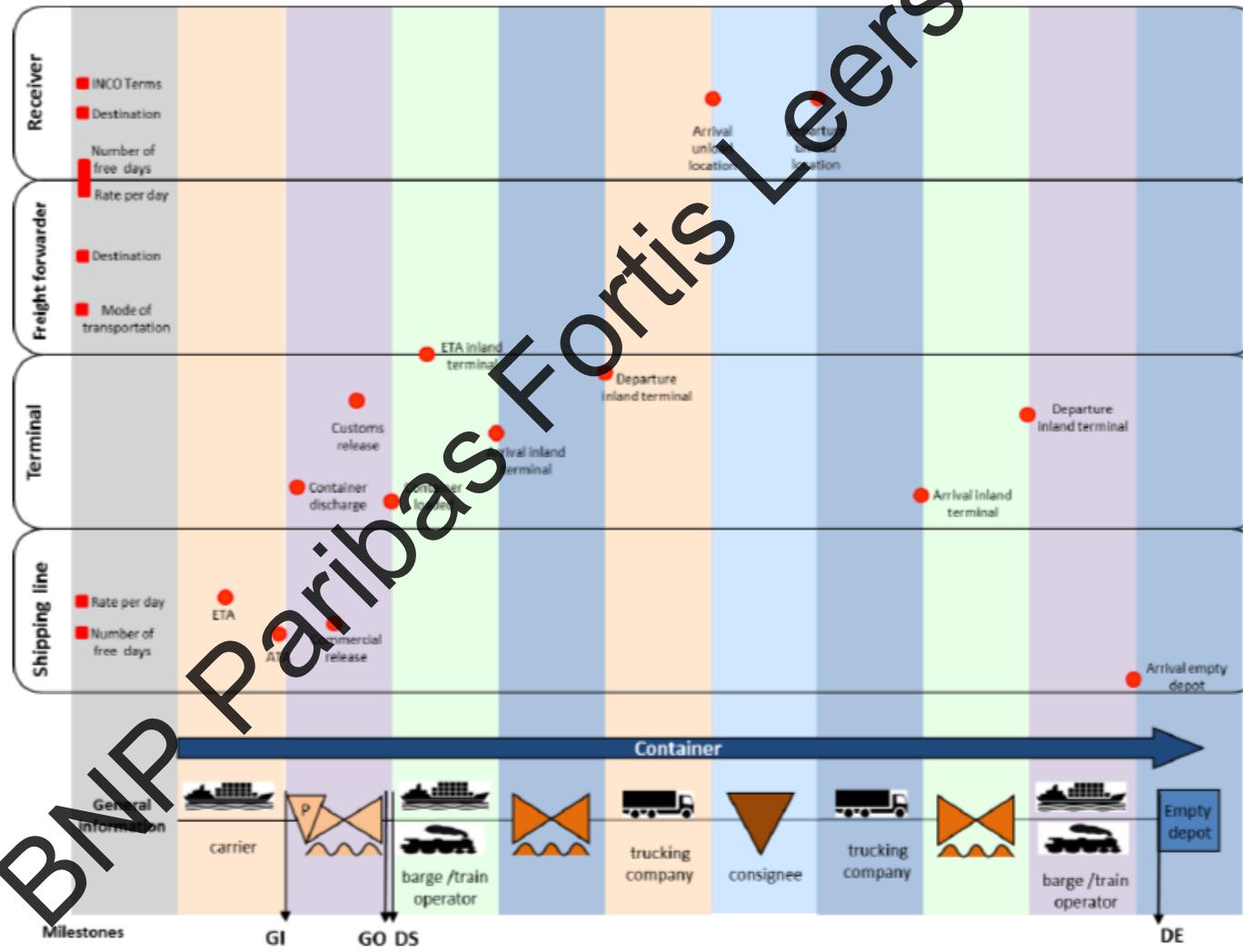
Transporteurs. niet (Oppikken dag A, Leveren dag B, Afzetten dag C)

- Free Time negotiated with freight rate proves cheaper option than bearing actual demurrage costs.
- Negotiated by shipper as well as Logistic service providers to reduce demurrage bills.
- Negotiation of free time period during freight negotiations, before shipment is cheaper than paying actual demurrage costs at destination.

Planning: vroegere aankondiging?



Meer free time voor inland locaties via intermodaal transport/Versoepeling D&D voor multimodale transporten



Digitalisering

- Gebrek aan (delen van) informatie
- Real-time communicatie en delen van informatie is cruciaal.
 - Rederij/agenten onderling (afwijkingen van de standaard tarieven)
 - Rederij/(inland)terminal/depot/expediteur
- Technologie (NxtPort, CBS) kan helpen om feiten sneller en accurater in kaart te brengen waardoor laad- en losplanningen proactiever te benaderen zijn
- Planningstool

KdG-studenten stellen eigen
digitaal platform voor aan rederij
ICL

Maersk, Microsoft team up to provide demurrage, disruption alerts

Hugh R. Morley, Senior Editor | Apr 26, 2017 5:54PM EDT

With the help of Microsoft, Maersk Line plans to roll out customer software applications in the third quarter that will help beneficial cargo owners track containers and manage cargo as it moves across the globe, including through customs.

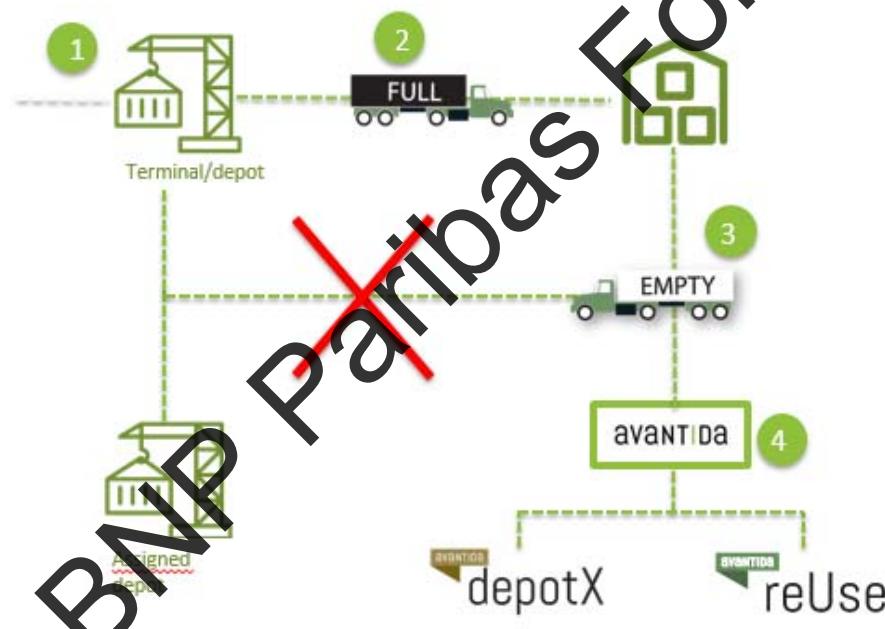
Ibrahim Gokcen, chief digital officer in the carrier's logistics and transportation arm, on Wednesday said the software is part of a determined effort to make digitalizing company's operations a "core piece of our business strategy." He called it a "must-win" strategy for the company that was triggered by industry trends and customer demands.

"It all starts with the customers," Gokcen told JOC.com. "Their business models are changing rapidly, and their expectations are getting higher. They see a lot of complexity in their supply chains. They are looking for simpler solutions. So they really are raising expectations on us. They really started pushing us to first improve and enhance the customer experience."

Maersk's initiative in some ways parallels the efforts of a series of startup companies that are looking to harness digital technology to transform different aspects of the shipping industry, which some observers believe has been reluctant to embrace technology and is stuck using the methods of the past. The industry sectors that the startups have targeted include freight forwarding, container booking, process management, and data analysis of rates and other metrics.



Re-USE

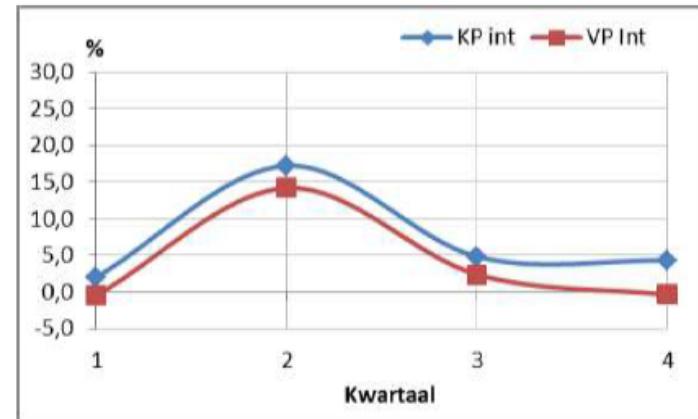
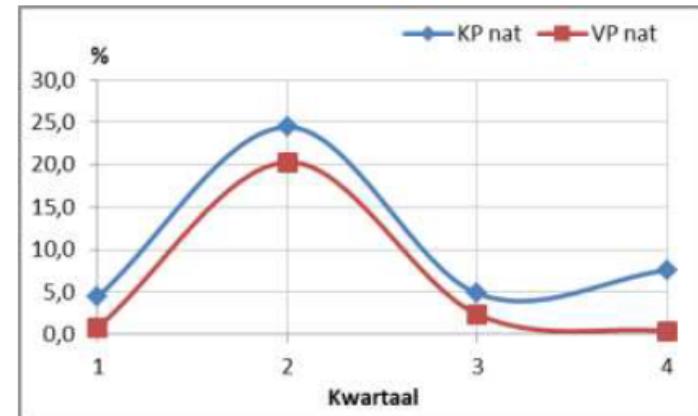
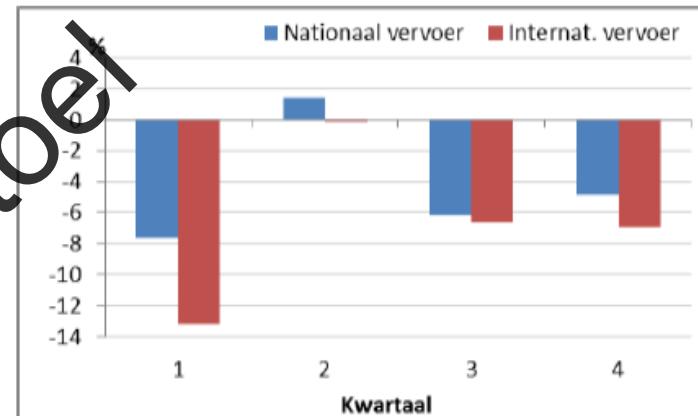
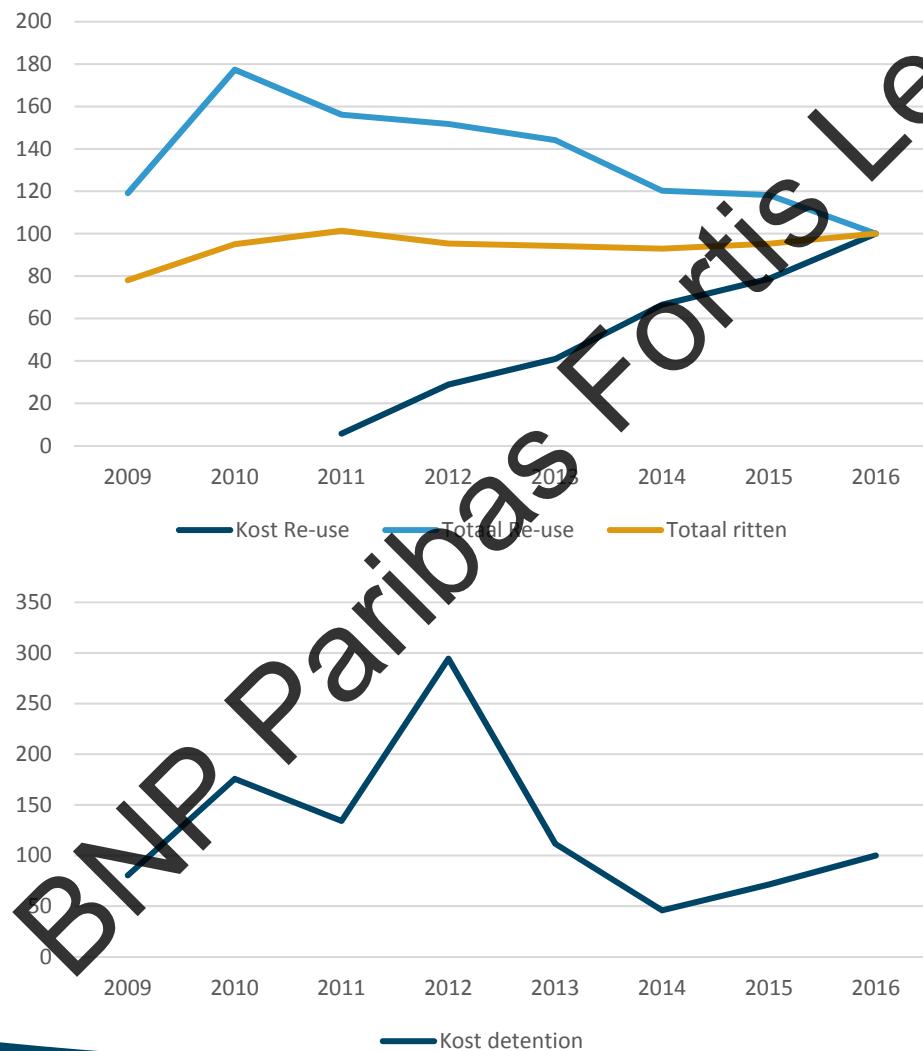


Haven van Antwerpen
13 rederijen
+ 200
transportondernemingen

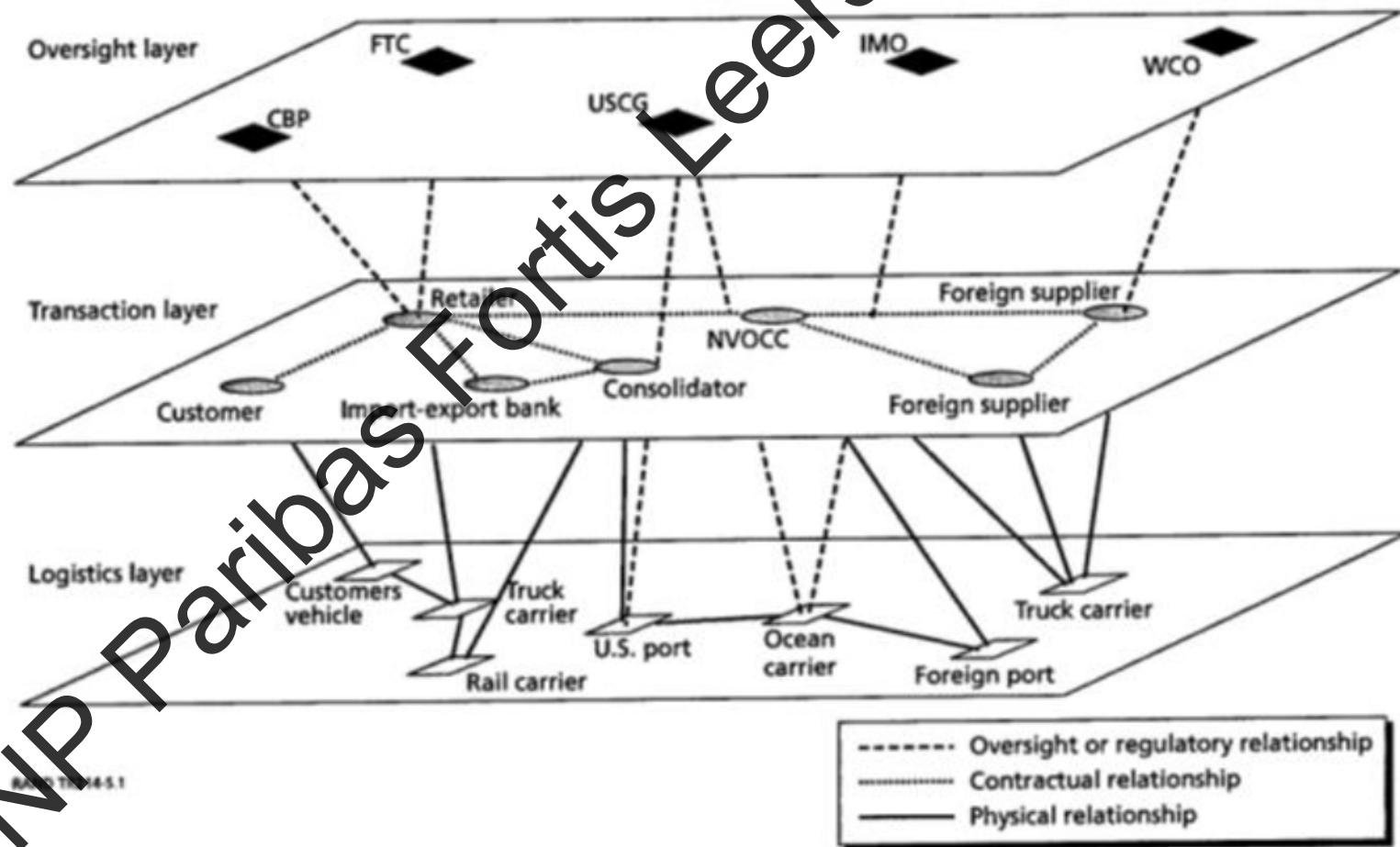
Kosten voor hergebruik
(25 EUR – 50 EUR)

implicaties daarvan zijn. "Dit is niet de logische weg", zegt woordvoerster Isabelle De Maegt. "We hebben als sector ook voorstellen gedaan om het hergebruik van containers goedkoper te maken en om de termijnen van 'detention & demurrage' te wijzigen. Het moet mogelijk zijn om daar binnen de haven iets aan te doen om zo ook op een aantal punten de druk te verminderen", besluit ze.

ITLB – CONJUNCTUURENQUÊTE 2016



Regelgeving (douane, rol beroepsverenigingen)



Willis & Ortiz, 2004

Voorbeeld

FENEX heeft gedurende het verslagjaar een position paper opgesteld waarin gepleit wordt voor het aanpassen van de systematiek van detention zodat er geen onnodige belemmeringen gelden bij achterlandvervoer per spoor en binnenvaart. In de position paper wordt een beroep gedaan op rederijen om een hoger aantal vrije dagen toe te passen bij achterlandvervoer per spoor of binnenvaart. In het komend verslagjaar zal FENEX steun zoeken voor deze position paper bij andere brancheorganisaties om deze vervolgens in de pers aan te bieden.

Andere oplossingen

Container equipment?



Kosten en baten, een trade-off

- Rederij
 - Baten:
 - Profit center
 - Ontvangen D&D > kosten (terminal, equipment, adm.)
 - Kosten: hogere free time, geblokkeerde containers → container lease kosten leasen (enkele reis/round-up) /fee
- Terminal
 - Baten
- Verlader (goederen)
 - Kosten, tenzij vervoerder veroorzaker
 - Zeer late facturatie (6mnd of later) / correctheid facturatie ('specials') door rederijen/scheepsagent (gegenereerd door computer)
 - Baten: als D&D kosten < kosten om D&D te vermijden (bv. verlengd verblijf op terminal vs. magazijnruimte)
- Expediteur
 - Kosten (faillissement ontvanger/verscheper)
 - 3PL (... , 2015)
- Transporteur
 - Detention kosten

Advies

BNP Paribas Fortis expertise

Coordination
Collaboration
Communication
Co.Innovation
Onderhandelingspositie
Duidelijke afspraken

En nu...

Persartikel

Academisch artikel

BNP Paribas Fortis Leerstoel

Volgende events

21/11/2017 : vierde BNP Paribas Fortis Port Co.Innovation
Café: integratie van de maritieme supply chain: best
practices m.b.t. data

Locatie: UA/Hof van Lier

Voorjaar 2018:

Integratie van de maritime supply chain: ...modal
shift/mental shift: a step forward

Locatie: University of Antwerp/ room tbc

> Zin om mee te werken aan het onderzoek: christa.sys@uantwerpen.be

Thank you for your presence

Prof. dr. Christa Sys

BNP Paribas Fortis Chair Transport, Logistics and Ports

C-MAT

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**Laden en lossen
in de binnenvaart**

Onderhandeling, regelgeving of gebruik?

Christa Sys



BNP Paribas Fortis Leerstoel



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