

NON AUTHORITATIVE TRANSLATION

Warning: Notwithstanding great care has been taken in translating the original Dutch legal document into English, differences between the English and Dutch text may occur. In cases of disputes or discrepancies the Dutch text shall prevail.

Decree 2025/13

Designation order on implementation of regulations for fuels, additives and energy sources North Sea Canal Area

The Director of the Central Nautical Management North Sea Canal Area

Having regard to:

- Article 4.5, paragraph 3 of the Regional Port Byelaws for the North Sea Canal Area 2023, which states that the Mayor and Aldermen may designate fuels, energy sources, or auxiliary substances for installations on board a vessel where no-one may carry out work, unless that work is performed at a location where such activities are permitted
- Article 8.1, paragraph 1 of the Regional Port Byelaws for the North Sea Canal Area 2023, which states that the Mayor and Aldermen may designate fuels or energy sources that may only be bunkered or debunkered with a permit issued by the Mayor and Aldermen
- Article 8.1, paragraph 3 of the Regional Port Byelaws for the North Sea Canal Area 2023, which states that the Mayor and Aldermen may designate fuels that may not be debunkered
- Article 8.1, paragraph 5 of the Regional Port Byelaws for the North Sea Canal Area 2023, which states that the Mayor and Aldermen may designate fuels or energy sources that have one or more hazardous material properties, allowing activities simultaneously with the bunkering or debunkering of these fuels or energy sources
- Article 8.2, paragraph 1 of the Regional Port Byelaws for the North Sea Canal Area 2023, which states that the Mayor and Aldermen may set minimum requirements for both the permit and the permit holder in relation to a bunkering permit
- Article 8.4 of the Regional Port Byelaws for the North Sea Canal Area 2023, which states that the Mayor and Aldermen may designate fuels and energy sources for which restrictions apply to the number, location, and type of vessels permitted to moor alongside a ship being bunkered or debunkered with these fuels or energy sources
- Article 8.7, paragraph 1 of the Regional Port Byelaws for the North Sea Canal Area 2023, which states that the Mayor and Aldermen may establish checklists for bunkering or debunkering, or for bringing auxiliary substances on or off board
- Article 8.7, paragraph 2 of the Regional Port Byelaws for the North Sea Canal Area 2023, which states that the Mayor and Aldermen may designate fuels, energy sources, and auxiliary substances, as well as categories of vessels, for which a checklist is required when bunkering or debunkering
- the Decree mandating nautical powers to the Director of the Central Nautical Management North Sea Canal Area 2024, issued by the Mayor and Aldermen of the municipality of Amsterdam on 9 July 2024 and published on 17 July 2024, on the basis of which the Director of Central Nautical Management North Sea Canal Area may exercise powers under mandate on behalf of the Mayor and Aldermen of the municipality of Amsterdam

- the Beverwijk Mandate Decree regarding the Director of the Central Nautical Management North Sea Canal Area 2023, issued by the Mayor and Aldermen of the municipality of Beverwijk on 16 July 2024 and published on 4 November 2024, on the basis of which the Director of the Central Nautical Management North Sea Canal Area is authorised, under mandate, to exercise powers on behalf of the Mayor and Aldermen of the municipality of Beverwijk
- the municipality of Velsen Mandate Decree Central Nautical Management North Sea Canal Area 2023, issued by the Mayor and Aldermen of the municipality of Velsen on 30 January 2024 and published on 2 February 2024, on the basis of which the Director of the Central Nautical Management North Sea Canal Area is authorised, under mandate, to exercise powers on behalf of the Mayor and Aldermen of the municipality of Velsen, and
- the Zaanstad Mandate Decree regarding the Central Nautical Management North Sea Canal Area 2023, issued by the Mayor and Aldermen of the municipality of Zaanstad on 7 May 2024 and published on 16 May 2024, on the basis of which the Director of the Central Nautical Management North Sea Canal Area is authorised, under mandate, to exercise powers on behalf of the Mayor and Aldermen of the municipality of Zaanstad.

Having considered that:

- the activities mentioned in this decree and the handling of certain fuels, energy sources, and additives may pose risks to safety, the efficient use of the port, the port's environment or its surroundings, as well as the quality of services
- for the above-mentioned reasons, the Director of the Central Nautical Management North Sea Canal Area can mitigate these risks by imposing restrictions on the activities that give rise to them
- the Director of the Central Nautical Management North Sea Canal Area, on behalf of the Mayor and Aldermen of the municipality of Amsterdam, Beverwijk, Velsen and Zaanstad is authorised to exercise the following powers: Articles 4.5, third Paragraph (not applicable to the municipalities of Beverwijk and Velsen), 8.1, first, third, and fifth Paragraphs (the fifth Paragraph not applicable to the municipalities of Beverwijk and Velsen), 8.2, 8.4, 8.7, first Paragraph.

Has decided:

I. Definition of terms

The following definitions will apply to the provisions set out in or arising from this decree:

- bunker management plan: the entirety of documented procedures applicable to a bunkering operation.
- IAPH: International Association of Ports and Harbors;
- safety management system: a system that supports a company in operating effectively and safely in order to meet system and operational safety criteria; a system that ensures good performance with regard to safe operations by the company, or companies involved in these operations, with respect to the prevention of safety or environmental incidents, and the improvement of the safety and environmental performance; a system supported by ICT, where appropriate.

II. Fuels and energy sources

The fuels and energy sources referred to in this decree, unless otherwise indicated, are:

- a. ammonia
- b. ethanol
- c. methanol
- d. liquid methane, or
- e. liquid or gaseous hydrogen.

III. Carrying out works (Article 4.5, third paragraph, Regional Port Byelaws for the North Sea Canal Area 2023)

The fuels or energy sources referred to in Section II of this decree are designated for installations on board a ship where no work may be carried out by anyone unless the work takes place at a location where such activities are permitted.

IV. Permit requirement for fuels and energy sources (Article 8.1, first paragraph, Regional Port Byelaws for the North Sea Canal Area 2023)

A permit is required for bunkering or debunkering the fuels or energy sources referred to in Section II of this decree.

V. Minimum requirements for a bunkering permit (Article 8.2, first paragraph, Regional Port Byelaws for the North Sea Canal Area 2023)

The following minimum requirements apply to the permit referred to in Section IV of this decree:

- a. having a safety management system and operating in accordance with it
- b. providing evidence of a completed audit that complies with the audit protocol established by the IAPH, and demonstrates that the safety management system mentioned under a. offers sufficient guarantees for the safe bunkering of the relevant fuel throughout the duration of the permit.

VI. Debunkering prohibition (Article 8.1, third paragraph of the Regional Port Byelaws for the North Sea Canal Area 2023)

Debunkering is not permitted for the following fuels or energy sources:

- a. the fuels or energy sources referred to in Section II of this decree, and
- b. residual fuels, distillates, and blends thereof, e.g. all forms of fuel oil and diesel

VII. Activities occurring simultaneously with bunkering and debunkering (Article 8.1, fifth paragraph, Regional Port Byelaws for the North Sea Canal Area 2023)

Activities occurring simultaneously with bunkering or debunkering are permitted for the following fuels or energy sources:

- a. bio-diesel
- b. energy supply from a mobile production unit
- c. shore power supply
- d. residual fuels and distillates of mineral oil and blends thereof, e.g. all forms of fuel oil and diesel, including blends with biofuels
- e. heat from a mobile production unit, or
- f. the fuels or energy sources referred to in Section II of this decree, except for ammonia, provided that the simultaneous activity is specified in, and carried out in accordance with, a safety procedure set out in the bunkering management plan of the vessel being bunkered and is incorporated as such in the specific action plan for the bunkering and debunkering.

VIII. Vessels mooring alongside during bunkering and debunkering (Article 8.4, Regional Port Byelaws for the North Sea Canal Area 2023)

No other vessels may moor alongside a ship being bunkered or debunkered with ammonia, except for the vessel supplying the bunkers.

IX. Checklists (Article 8.7, first paragraph of the Regional Port Byelaws for the North Sea Canal Area 2023)

For bunkering, bringing additives on board, or debunkering, the following checklists apply:

1. for bunkering a seagoing vessel with residual fuels, distillates of mineral oil, and blends thereof, e.g. all forms of fuel oil and diesel, including blends with biofuels, and for bringing lubricating oil on board in bulk, the checklist as referred to in the ISGOTT, or
2. for bunkering a vessel with the fuels or energy sources referred to in Section II of this decision, the most recent checklist issued by the IAPH, as specified on the [Port of Amsterdam website](#).
3. The checklist referred to in Appendix 1 of this decree applies when bringing the following additives on board:
 - a. ammonia solution
 - b. monoethanolamine
 - c. sodium hydroxide
 - d. lubricating oil, and
 - e. urea.

X.

The designation referred to in Articles 4.5, third paragraph, and 8.1, fifth paragraph, of the Regional Port Byelaws for the North Sea Canal Area 2023 does not apply to the municipalities of Beverwijk and Velsen.

XI.

The decrees of the Director of Central Nautical Management North Sea Canal Area for the municipalities of Amsterdam, Velsen, and Zaanstad dated 21 December 2020 with reference number 2020/69 and 28 January 2021 with reference number 2021/03 to be revoked.

XII.

This decree will enter into force three days after publication in an Announcement to the Shipping IJmond North Sea Canal Area Central Nautical Management (BASIJN).

XIII. Short title

This decree will be cited as “Designation order on implementation regulations for fuels, additives and energy sources North Sea Canal Area”.

Thus established on behalf of the Mayors and Aldermen of Amsterdam, Beverwijk, Velsen and Zaanstad on 27 February 2025.

The Director of the Central Nautical Management North Sea Canal Area



J.H.M. Mateyo

Please Note

In accordance with the Algemene Wet Bestuursrecht (the Dutch General Administrative Law Act), any interested party can lodge a notice of objection against a decree within six weeks after its publication. The notice of objection for Amsterdam must be addressed to:

Mayor and Aldermen of Amsterdam, P.O. Box 202, 1000 AE Amsterdam
for Beverwijk to:

Mayor and Alderman of Beverwijk, P.O. Box 450, 1940 AL Beverwijk

for Velsen to:

Mayor and Alderman of Velsen, P.O. Box 465, 1970 AL IJmuiden, or

for Zaandam to:

Mayor and Aldermen of Zaandam, P.O. Box 2000, 1500 GA Zaandam.

The notice of objection must be signed and should contain at least the name and address of the person lodging the objection, the date, a description of the decree against which the objection is being lodged as well as the grounds for objection.

If you choose to be represented, we request you to submit an authorisation. The notice of objection has no suspensory effect.

If, pending the objection procedure, the situation requires a suspension or immediate relief, an application to grant suspension or provisional relief can be submitted to the judge in preliminary relief proceedings of the Administrative-Law Sector of the Court of Amsterdam, Parnassusweg 226, Postbus 75850, 1070 AW Amsterdam if the objection concerns this decree of Amsterdam; or to the judge in preliminary relief proceedings of the Administrative-Law Sector of the Court of Haarlem, Stationsplein 80, Postbus 1621, 2003 BR Haarlem if it concerns this decree for Beverwijk, Velsen and Zaanstad. For this procedure, court fees are due.

You may lodge your objection online through www.amsterdam.nl/bezwaar/jb. For this option you will need a DigiD.

Explanatory note on designation:

Bunkering, debunkering of fuels or energy carriers, or bringing additives on board from a vessel, may pose risks to the surroundings or other port users.

Based on safety studies, a safety framework has been developed for bunkering and debunkering of fuels or energy carriers, and for bringing additives on board. The safety measures required under this safety framework can be found in the permit conditions of the bunkering company, the operational conditions during bunkering as specified in the bunkering checklist, and at the port locations that meet these safety criteria where the bunkering or debunkering can take place.

Work on a ship's installation that is powered by specific fuels, energy sources, or additives is not permitted without restrictions. To safeguard efficient use of the port and environmental safety, it is necessary to prescribe additional safety measures. This is due to the risks associated with specific fuels, energy sources or additives.

The designation of fuels, energy sources or additives, as determined in various articles of the Regional Port Byelaws for the North Sea Canal Area 2023, is partly addressed in this decree. Subjects beyond the mandate of the various municipalities, such as the designation of areas or berths where bunkering, debunkering, or bringing additives on board is permitted or prohibited, are addressed in separate decisions. This is a local authority matter, and each municipality must establish such decrees individually.

The decrees of the Director of Central Nautical Management North Sea Canal Area for the municipalities of Amsterdam, Velsen, and Zaanstad dated 21 December 2020 (reference number 2020/69) and 28 January 2021 (reference number 2021/03) are hereby revoked.

Appendix 1 to this decree includes the checklist for the bringing on board of additives.

In addition to this decree, other decisions may also apply to certain fuels, energy sources or additives. They can be found at: <https://www.portofamsterdam.com/nl/view-decrees>.

Articles 4.5, Paragraph 3, and 8.1, Paragraph 5, are not mandated in the municipalities of Beverwijk and Velsen. For information on how the Mayor and Aldermen have implemented this authority, one should contact the relevant Mayor and Aldermen directly.

Appendix 1: Checklist for the bringing on board of additives

This checklist is also available on the website of Port of Amsterdam N.V.
<https://www.portofamsterdam.com/en/shipping/sea-shipping>

Checklist for the bringing on board of additives (Article 8.7, first Paragraph of the Regional Port Byelaws for the North Sea Canal Area 2023)

General

The completion and compliance with the checklist for the bringing on board of additives (hereinafter: the checklist) is mandatory pursuant to Article 8.7, Paragraph 3 of the Regional Port Byelaws for the North Sea Canal Area 2023. Completion and compliance apply to the following additives:

1. ammonia solution;
2. monoethanolamine;
3. sodium hydroxide;
4. lubricating oil, or
5. urea.

The responsibility and liability for the safe execution of simultaneous operations while a vessel is receiving additives from a delivering vessel are jointly shared between the captains/skippers of both vessels. The responsibility for bringing additives on board is typically delegated to the officers designated as responsible on both vessels. Before the operation begins, the responsible officers must:

- agree in writing on the handling procedures, including the maximum pump rates
- agree in writing on the actions to be taken in case of an emergency during the transfer of additives, and
- complete and sign the checklist for the bringing on board of additives

This checklist is based on the Ship/Shore Safety Check-List and the Pre-Transfer Bunkering Check-List in the IMO publication '*Recommendations for Safe Transport of Dangerous Cargoes and Related Activities in Port Areas*'.

The checklist is primarily intended for the bringing on board of additives from another vessel.

Guidelines for Use

Additives, although not always classified as Class 8 substances, often have corrosive properties.

The following guidelines have been established to assist ship and inland waterway operators in the joint use of this checklist.

The responsibilities outlined in this checklist are formally assigned in the document. Once signed, the checklist serves as a minimum safety standard for the onboard transfer of additives, ensuring a structured exchange of critical safety information.

Prior to initiating the bringing on board of an additive, all applicable regulations must be reviewed, and the responsibility for compliance must be jointly or individually accepted. Acceptance of responsibility is indicated by ticking or completing the white boxes next to the relevant requirements, in the respective columns for the “receiving vessel” and the “delivering vessel”, to be signed by the master(s) and/or skipper(s). The final declaration at the end of the checklist must also be signed. In accordance with Article 8.7, third Paragraph, compliance with the checklist requirements is mandatory.

The responsible officers of both vessels must personally verify compliance with the regulations assigned to their respective vessels. During this verification, the responsible officers must also ensure that all applicable regulations have been observed on both sides of the additive transfer operation. Some checklist declarations refer to requirements for which the receiving vessel holds sole responsibility and liability, others to requirements solely under the delivering vessel’s responsibility and liability, while some impose joint responsibility and liability on both parties. Shaded boxes are used to identify statements that generally apply to only one party. However, the receiving vessel or the delivering vessel may choose to tick or initial these sections where appropriate.

The allocation of responsibility and liability does not exclude the other party from conducting checks to confirm compliance. The assignment of responsibility and liability provides clear identification of the party accountable for the initial and continued compliance during the transfer of additive(s).

The responsible officers completing the checklist must be the designated personnel overseeing the bringing on board of additives.

The responsible officer of the delivering vessel must personally verify all considerations that fall under the delivering vessel’s responsibility. Likewise, the responsible officer of the receiving vessel must personally verify all considerations that fall under the receiving vessel’s responsibility. In fulfilling their duties, responsible officers must ensure that the safety standards on both sides of the operation are fully met.

This can be achieved through:

- confirming that a competent person has satisfactorily completed the checklist
- supervising the execution of specific procedures, and
- conducting joint inspections, where deemed appropriate.

For mutual safety, the representative of the delivering vessel and an officer from the receiving vessel must conduct rechecks before and during the bringing on board of additives. Such inspections should be carried out on both vessels to ensure that all obligations accepted in the checklist are effectively met.

The checklist for bringing on board of additives includes the following sections:

1. Additives to be transferred

A mutual agreement must be reached on the quantity and quality of the additives to be transferred, the agreed transfer rate and the maximum allowable back pressure in the pipeline.

2. Tanks to be loaded with additives

Identification of the tanks to be loaded to ensure sufficient capacity for safe storage of the transferred additives. Space is provided to record the maximum filling capacity and available volume of each tank.

3. Pre-berthing checklist for the delivering vessel

This section outlines the checks required before the delivering vessel comes alongside the receiving vessel.

4. Pre-transfer checklist

This section details the joint checks that must be completed before initiating the transfer of the additive.

For safe operations, all relevant statements must be considered, and the corresponding responsibilities and liabilities for compliance must be accepted.

If any applicable questions cannot be answered with 'YES', this must be reported to the Director of the Central Nautical Management North Sea Canal Area. Telephone: +31 (0)20 5234600, Option 2 or the designated VHF channel. In such cases, the bringing on board of additives between the vessels is only permitted with the approval of the Director of the Central Nautical Management North Sea Canal Area.

If a checklist item is deemed not applicable to the vessel, the delivering vessel, or the intended transfer, this must be noted in the 'Remarks' column.

The presence of the letters 'A' or 'R' in the Code column indicates the following:

- A** ('Agreement'). This signifies an agreement or procedure that must be recorded in the checklist or communicated in another mutually acceptable format.
- R** ('Recheck'). This signifies items that must be rechecked at appropriate intervals, as agreed between both parties and specified in the declaration.
The joint declaration may only be signed once all parties have verified and accepted their assigned responsibilities.

Checklist for the bringing on board of additives

Berth _____	Date _____
Receiving vessel _____	Delivering vessel _____
Master _____	Master _____

Prior to initiating the transfer of additives onboard, this must be reported to the Port Office via VHF Channel 14 or by telephone at: +31 20 5234 600 Option 2.

1. Additive(s) to be transferred

Additive type:	Volume at actual temperature °C	Actual Temperature °C	Gross standard volume in litres	Density in vacuum at 15 °C	metric tonnes or kilograms

2. Tanks to be loaded on the receiving vessel

Tank no.	Reference no.	Tank volume at%	Available tank volume for loading	Remaining tank volume after loading	Quantity to be loaded in m ³

3. Pre-berthing checklist for receiving vessel and delivering vessel

Delivery of additives	Vessel	Delivering vessel	Code	Observations
1. The vessel has obtained the necessary permissions to berth alongside the receiving vessel.				
2. The fenders have been inspected, are in good condition, and there is no risk of metal-to-metal contact.			R	
3. Adequate electrical insulation has been incorporated into the hose connection between the vessels.				• Not applicable - only required for flammable additives
4. All hoses are in good condition and suitable for the specific additive.				

4. Pre-transfer checklist

1. The delivering vessels is securely moored.			R	
2. Safe access has been established between the delivering and receiving vessels.			R	
3. Effective communication has been established between the responsible officers			R	(VHF/UHF-channel). Primary system: Backup system: Emergency stop signal:
4. A continuous and effective bunker watch is maintained on both vessels.				
5. A Safety Data Sheet (SDS) has been provided to the receiving vessel.				
6. All crew members involved on both vessels are aware of the hazards associated with the additive.				
7. Personal protective equipment (PPE), as specified in the SDS, is being used by all personnel involved.				
8. The area around the connection point is restricted to authorised personnel only.				

9. Necessary precautions have been agreed upon to prevent accidental personal contact with the additive.				A suitable emergency shower and eyewash station must be installed, tested, and ready for immediate use in the bunkering area.
10. Fire hoses and firefighting equipment on both vessels are immediately available for use. (VHF/UHF-channel).				Due to the nature of most additives, a continuous supply of running water must be available.
11. Scuppers are open in the case of a Class 8 substance or a corrosive material. Drip trays are in place under connection points.			R	Scupper requirement: • Not applicable Due to the nature of Class 8 substances, such as 50% sodium hydroxide, scuppers must remain open
12. Initial setup has been checked and any unused connections are blanked off and fully secured. Hoses and pipelines are made of suitable material for handling the specific additive.				Due to the nature of Class 8 substances, such as 50% sodium hydroxide, product-resistant materials must be used.
13. The bunker hose is correctly installed, fully secured, and properly connected to the manifolds on the receiving vessel and the delivering vessel. Equipment to drain hoses or pipes is available in the bunker hose if needed. If multiple hoses are used, spray shields are fitted on hose connections.				Due to the nature of Class 8 substances, such as 50% sodium hydroxide, product-resistant materials must be used.
14. Overboard valves connected to the cargo system, bilge, or bunker system are closed and sealed.				
15. All additive tank hatches are closed.				
16. The additive tank level is monitored at regular intervals. A bunker overfill protection system must be in place and connected to the emergency pump shutdown system of the delivering vessel.			A R	Monitoring interval no more than minutes
17. A readily available stock of spill response material suitable for the additive is present for immediate use.				Running water must be available for dilution of Class 8 substances, such as 50% sodium hydroxide.
18. The main radio transmitter antennas are isolated and radars are switched off if a flammable additive is being bunkered.				• Not applicable - only required for flammable additives
19. Fixed VHF/UHF transceivers and AIS equipment are set to the correct power mode or switched off during the bunkering of a flammable additive.				• Not applicable - only required for flammable additives

20. Smoking areas have been identified and smoking restrictions are enforced.			R	Designated smoking areas tank truck: Delivering vessel: Receiving vessel:
21. Regulations and procedures regarding open flames and ignition sources are strictly adhered to.			R	
22. All external doors and windows in the accommodation areas are closed.			R	

DECLARATION

We have, jointly where applicable, reviewed the items on the checklist in accordance with the instructions and have verified that the entries have been made to the best of our knowledge.

We have also agreed to carry out any necessary rechecks and have confirmed that the items coded 'R' in the checklist will be rechecked at intervals not exceeding _____ hours.

If, to the best of our knowledge, the status of any item changes, we will immediately notify the other party.

For the receiving vessel		For the delivering vessel	
Name	_____	Name	_____
Rank	_____	Rank	_____
Signature	_____	Signature	_____
Date	_____	Date	_____
Time	_____	Time	_____

Registration of repeated checks:

Date:			
Time:			
Initials receiving vessel:			
Initials delivering vessel			