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Decree 2025/18

Regulation on Notifications to the Harbour Master

The Harbour Master of Amsterdam, also the Director of the Central Nautical Management North Sea Canal Area announces the following:

Having regard to:

- Article 1.10 of the Regional Port Byelaws for the North Sea Canal Area 2023 of the Amsterdam, Beverwijk, Velsen and Zaanstad municipalities (hereinafter RHN) which provides that:
 - notifications prescribed under the RHN must be made in a manner and at a time prescribed by the Harbour Master, and;
 - the Harbour Master can determine the data to be passed on;
- Article 1.3 of the RHN, which provides that:
 - responsibility for complying with the RHN lies with the captain or skipper, unless otherwise specified within the regulation, and;
 - in instances where no captain or skipper is present on board, the operator will assume this responsibility;
- Article 3.7, Paragraph 2 of the RHN, which provides that as long as the use of an anchor or spud pole is unlikely to cause damage to the infrastructure, subsurface installations, or shoreline protection, the intention of using an anchor or spud pole must be reported to the Harbour Master;
- Article 3.9 of the RHN, which provides that any operational failure, defect, or damage to or on board a vessel that may present a risk, cause danger or hindrance to the vessel or its surroundings, or result in a collision must be reported to the Harbour Master without delay;
- Article 3.11, Paragraph 4 of the RHN, which provides that bunkering or service vessels for the performance of their operations may berth wholly or partly outside the operational area if the Harbour Master is notified, unless the Mayor and Executive Council provide otherwise in the decree referred to in Article 3.11, Paragraph 1;
- Article 3.13, Paragraph 2 (a) of the RHN, which provides that a boatman's services may be dispensed with if the vessel's own crew, present on board at the time of berthing or departure of the vessel at the berth concerned, undertake those duties and the captain informs the Harbour Master accordingly;
- Article 3.13, Paragraph 2 (e) of the RHN, which provides that a boatman's services are not required for naval or fishing vessels, provided the master reports this to the harbour master;
- Article 4.5, Paragraph 5 of the RHN, which provides that prior to commencing the activities referred to in Article 4.5, Paragraph 1(b) and Paragraph 2 involving a seagoing vessel, the Harbour Master must be notified;
- Article 4.11, Paragraph 7 of the RHN, which provides that the Harbour Master must be notified prior to the start of any cleaning or ventilation operations;
- Article 5.6, Paragraph 2 of the RHN, which provides that when a sea tanker, as referred to in Article 5.6, Paragraph 1, is to berth outside an oil port, this must be reported to the Harbour Master in advance;
- Article 5.7, Paragraph 2 of the RHN, which provides that when a combination carrier is to berth outside an oil port, this must be reported to the Harbour Master in advance, and;
- Article 7.1, Paragraph 2 of the RHN, which provides that when a vessel, as referred to in Article 7.1, Paragraph 1, is to berth outside an oil port, this must be reported to the Harbour Master in advance.



Having considered that:

- such notifications are necessary to support effective port management, ensure efficient use of port facilities, and safeguard safety and environmental standards in the port and surrounding areas;
- these Regulations apply in the municipalities of the Amsterdam, Beverwijk, Velsen and Zaanstad;
- a one-stop shop has been established by the Amsterdam, Beverwijk, Velsen and Zaanstad municipalities to facilitate the handling of the port's operational matters in the North Sea Canal area. This central point enables the submission of applications for permits and exemption, as well as all necessary notifications;
- this one-stop service is operated by the executive organisation of the Central Nautical Management of the North Sea Canal Area (CNM) for the purpose of this decree, references to the "Harbour Master" will be understood to refer to the implementing organisation of the Central Nautical Management of the North Sea Canal Area, and;
- in the Amsterdam municipality, the Harbour Master of Amsterdam has been formally appointed as harbour master while in the Beverwijk, Velsen and Zaanstad municipalities, that position is held by the Director of the Central Nautical Management North Sea Canal Area.

has decided to establish:

I.

The data required to be submitted pursuant to the Regional Port Byelaws for the North Sea Canal Area 2023 of the Amsterdam, Beverwijk, Velsen, and Zaanstad municipalities shall be reported in the manner set out in Table 1. Table 1 is included as Appendix I to this Decree.

II.

This decree takes effect on 2 April 2025 and will be published in an Announcement to Shipping IJmond North Sea Canal Area Central Nautical Management (BASIJN).


III.

Insofar as it concerns the territory of Amsterdam, the decree of the Harbour Master of the Port of Amsterdam, reference number 2019/70 dated 3 January 2020, is hereby revoked.

IV.

This regulation will be cited as the Regulation on Notifications to the Harbour Master.

Thus established by the harbour master of the Port of Amsterdam, who also serves as the Director of Central Nautical Management of the North Sea Canal Area, on 2 April 2025.

DocuSigned by:

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J. H. M. Mateyo

Appendix I

<i>article no.</i>	<i>par agr ap h</i>	<i>title</i>	<i>who must report</i>	<i>what must be reported</i>	<i>when</i>	<i>how</i>
3.7	2	Use of anchors and spud poles	The captain or skipper of a vessel using anchors or spud poles	<ul style="list-style-type: none"> ▪ Name of the vessel/vessels ▪ ENI/IMO number of vessel/vessels ▪ Name of the person submitting the notification ▪ Contact details of the person submitting the notification ▪ Location and name of the municipality where anchors or spud poles will be used ▪ Start and end time of use anchors or spud poles ▪ Telephone number of the person submitting the notification ▪ KLIC notification ▪ For Beverwijk, Velsen, and Zaanstad: supporting documents obtained from the respective port or municipality 	At least 3 working days prior to the use of anchors or spud poles	Through the notification portal form ¹
3.9		Notification of operational breakdown, defect, damage, or collision	The captain or skipper of a vessel where an operational breakdown, defect, damage, or collision has occurred	<ul style="list-style-type: none"> ▪ Name of the vessel ▪ ENI/IMO number of the vessel ▪ Nature and description of all operational breakdowns, defects, damages or collision ▪ Name of berth/location ▪ In the case of collision: damage caused to third parties 	Upon arrival in the CNB area or immediately upon occurrence of the operational breakdown, defect, damage or collision.	By <ul style="list-style-type: none"> ▪ telephone² or ▪ the designated VHF channel (maritime radio-telephone)

¹ <https://www.portofamsterdam.com/en/shipping/inland-shipping/exemption-license-reporting>

² Phone number +31-20-5234600 option 2

article no.	par agr ap h	title	who must report	what must be reported	when	how
3.11	4	Operational areas of berths	The captain or skipper of bunkering or service vessels intending to berth wholly or partially outside the designated operational berth area	<ul style="list-style-type: none"> ▪ Name of the vessel/vessels ▪ ENI/IMO number of vessel/vessels ▪ Berth ▪ Expected duration of the exceedance ▪ Number of metres by which berth area will be exceeded ▪ Telephone number of the person submitting the notification 	Prior to berthing outside the designated operational berth area	By <ul style="list-style-type: none"> ▪ telephone² or ▪ the designated VHF channel (maritime radio-telephone) or
3.13	2a	Mooring and unmooring of seagoing vessels	The captain of a seagoing vessel where mooring or unmooring is carried out directly by the crew members present on board at the time of arrival or departure of the vessel at the berth concerned	<ul style="list-style-type: none"> ▪ Name of the vessel ▪ IMO number of the vessel ▪ Draught ▪ Berth ▪ Confirmation of sufficient crew for safe mooring ▪ Freeboard of the vessel ▪ Confirmation that crew can safely embark and disembark 	At least 2 hours before mooring or unmooring	https://www.portbase.com/ By <ul style="list-style-type: none"> ▪ the designated VHF channel (maritime radio-telephone) ▪ telephone³ or ▪ email⁴
3.13	2e	Mooring and unmooring of seagoing vessels	The captain of a naval or fishing vessel who notifies the harbour master that a boatman's services will not be used.	<ul style="list-style-type: none"> ▪ Name of the vessel ▪ IMO number of the vessel ▪ Draught ▪ Berth ▪ Confirmation of sufficient crew for safe mooring ▪ Freeboard of the vessel ▪ Confirmation that crew can safely embark and disembark 	At least 2 hours before mooring or unmooring	https://www.portbase.com/ By <ul style="list-style-type: none"> ▪ the designated VHF channel (maritime radio-telephone) ▪ telephone³ or ▪ email⁴

³ Phone number +31-20-5234600 option 1

⁴ Email: PIVTS@portofamsterdam.com



4.5	5	Carrying out operations	The captain of a seagoing vessel that wants to carry out operations	<ul style="list-style-type: none"> ▪ Name of the vessel ▪ IMO number of the vessel ▪ Call reference number ▪ Name of the person submitting the notification ▪ Contact details of the person submitting the notification ▪ The vessel's berth during operations ▪ Date, time of commencement, and expected duration of the operations ▪ Nature of the operations ▪ Location(s) on board where the operations will be carried out ▪ Whether or not the vessel's main propulsion system will be operational throughout the operations ▪ Name of the party carrying out the operations <ul style="list-style-type: none"> ▪ Name of the vessel ▪ IMO number of the vessel ▪ Berth of the ship ▪ Time of commencement and duration of the operations ▪ Whether or not the ship's main propulsion system will be operational throughout <p>In the case of a tanker or repairs to or in a vessel's fuel tank:</p> <ul style="list-style-type: none"> ▪ Whether a Health and Safety (V&G) declaration, or an equivalent statement, has been issued confirming that the operations can be carried out safely, and if so, under which conditions. <ul style="list-style-type: none"> ▪ Name of the vessel ▪ IMO number of the vessel ▪ Berth of the ship ▪ Time of completion of the operations. 	<p>For non-tankers: as soon as possible, but no later than prior to the commencement of the planned operations.</p> <p>For tankers: at least 12 hours before the commencement of the planned operations.</p> <p>At the start of the operations.</p> <p>Upon completion of the operations.</p>	<p>Through the notification portal form¹</p> <p>If that is not possible, by telephone² or the designated VHF channel (maritime radio-telephone)</p> <p>By</p> <ul style="list-style-type: none"> ▪ telephone² or ▪ the designated VHF channel (maritime radio-telephone) <p>By</p> <ul style="list-style-type: none"> ▪ telephone² or ▪ the designated VHF channel (maritime radio-telephone)
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4.11	7	Cleaning and ventilating of cargo tanks or slop tanks of tankers	The skipper of an inland tanker or the captain of a seagoing tanker intending to carry out cleaning or ventilation operations	<ul style="list-style-type: none"> ▪ Name of the vessel ▪ Ship's ENI/IMO number ▪ Name of the person submitting the notification ▪ Contact details of the person submitting the notification ▪ Whether the cleaning is to take place in an open or enclosed space, or whether ventilation is to be carried out ▪ Name of the berth where the cleaning or ventilation will take place ▪ Date, time of commencement, and expected duration of the cleaning or ventilation operations ▪ Identification of the cargo tanks or slop tanks to be cleaned or ventilated ▪ The chemical or technical name of the substances currently or previously contained in the cargo tanks or slop tanks to be cleaned or ventilated ▪ The method of cleaning or ventilation to be used ▪ If applicable: the name of the company that will carry out the cleaning operations ▪ Name of the vessel ▪ ENI or IMO number of the vessel ▪ Berth of the ship ▪ Time of commencement and the expected duration of the cleaning or ventilation operations ▪ Name of the vessel ▪ ENI or IMO number of the vessel ▪ Berth of the ship 	<p>At least 72 hours before the commencement of the planned cleaning or ventilation operations.</p> <p>For seagoing tankers: the time of commencement of a pre-wash required under MARPOL Annex II must be reported to the harbour master no earlier than 2 hours and no later than 1 hour prior to the commencement of the pre-wash.</p> <p>At the start of the cleaning or ventilation operations</p> <p>Upon completion of the cleaning or ventilation operations</p> <p>For seagoing tankers: the time of commencement of a pre-wash required under MARPOL Annex II must be reported to the harbour master</p>	<p>Through the notification portal form¹</p> <p>If that is not possible, by telephone² or the designated VHF channel (maritime radio-telephone)</p> <p>By</p> <ul style="list-style-type: none"> ▪ telephone² or ▪ the designated VHF channel (maritime radio-telephone) <p>By</p> <ul style="list-style-type: none"> ▪ telephone² or ▪ the designated VHF channel (maritime radio-telephone)
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					no later than 1 hour prior to the commencement of the pre-wash.	
5.6	2	Seagoing tankers with hazardous substances	The captain of a seagoing tanker intending to take up berth outside an oil port	<ul style="list-style-type: none"> ▪ Name of the seagoing tanker ▪ IMO number of the vessel: ▪ Name of the person submitting the notification ▪ Contact details of the person submitting the notification ▪ The chemical or technical name of the substances that the cargo or slop tanks contain, or recently contained ▪ Tank condition: inert ▪ Start date and expected end date of the berthing period ▪ Reason for berthing outside the oil port area ▪ Whether a gas free declaration has been issued by a certified gas expert, confirming compliance with Article 5.4 RHN ▪ If applicable: description of the operations to be carried out ▪ Date and time of commencement of the operations ▪ The duration of the operations 	At least 72 hours prior to the seagoing tanker taking up berth outside an oil port.	Through the notification portal form ¹

5.7	2	Combination carrier with hazardous substances	The captain of a combination carrier intending to take up berth outside an oil port	<ul style="list-style-type: none"> ▪ Name of the combination carrier ▪ IMO number of the vessel: ▪ Name of the berth ▪ Name of the person submitting the notification ▪ Contact details of the person submitting the notification ▪ The chemical or technical name of the substances that the cargo or slop tanks contain, or recently contained ▪ Tank condition: inert ▪ Start date and expected end date of the berthing period ▪ Whether a gas free declaration has been issued by a certified gas expert, confirming compliance with Article 5.4 RHN ▪ Telephone number of the person making the request ▪ If applicable: description of the operations to be carried out ▪ Date and time of commencement of the operations ▪ The duration of the operations 	At least 24 hours prior to the combination carrier taking up berth outside an oil port.	Through the notification portal form ¹
7.1	2	Prohibition on berthing of vessels carrying packaged hazardous substances	The captain of a seagoing vessel or the skipper of an inland vessel carrying packaged hazardous substance listed in Appendix 3, and intending to berth within the distance specified in Appendix 3 from highly vulnerable buildings	<ul style="list-style-type: none"> ▪ Name of the vessel ▪ ENI or IMO number of the vessel ▪ Name of the berth ▪ Stowage position of the hazardous substance ▪ Date and time of berthing ▪ Expected end date of berthing ▪ Name of the person submitting the notification ▪ Telephone number of the person submitting the notification 	Notification must be submitted no later than 3 hours prior to berthing.	https://www.portbase.com/



Explanation

Notifications for seagoing vessels must be made by the captain, as provided in Article 1.3 of the RHN. In practice, the captain's representative – typically the ship's agent – may submit the notification on the captain's behalf.