

# PORT INFORMATION GUIDE

AMSTERDAM  
JANUARY 2011



Port of Amsterdam



## INITIATED BY



## IN ASSOCIATION WITH

**LLOYD'S MIU** 

The leader in global maritime information

Lloyd's is the registered trademark of the Society incorporated by the Lloyd's Act 1871 by the name of Lloyd's

## SUPPORTED BY





## GENERAL INTRODUCTION

This book has been written for Masters of seagoing vessels, shipping lines, publishers of nautical information and any other party that needs nautical information.

### LEGAL DISCLAIMER

Port of Amsterdam makes every effort to make and maintain the contents of this document as up-to-date, accessible, error-free and complete as possible, but correctness and completeness of these contents cannot be guaranteed. Port of Amsterdam accepts no liability whatsoever for the occurrence and / or consequences of errors, fault or incompleteness or any other omission in connection with the information provided by this document. In case of any discrepancies or inconsistencies between this document and the applicable legislation, including the port bye-laws, the latter will prevail.

### CONTACT PORT OF AMSTERDAM

Telephone: +31(0)20 523 45 00  
Telefax: +31(0)20 620 98 21  
E-mail: [info@portofamsterdam.nl](mailto:info@portofamsterdam.nl)

### CONTACT PERSON FOR PORT INFORMATION GUIDE

Julian Sallows – for all issues related to the Port Information Guide contents  
mailto: [julian.sallows@portofamsterdam.nl](mailto:julian.sallows@portofamsterdam.nl)

### WEBSITE OF THE PORT

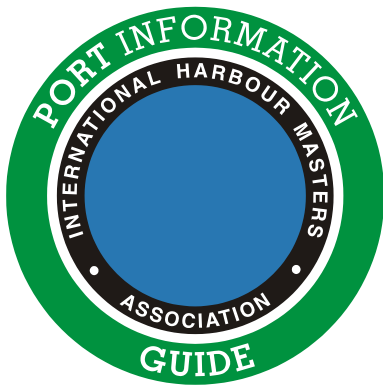
[www.portofamsterdam.nl](http://www.portofamsterdam.nl)

### WEBSITE OF THIS DOCUMENT

[www.portofamsterdam.nl/smartsite23083.dws](http://www.portofamsterdam.nl/smartsite23083.dws)



# Table of contents



# TABLE OF CONTENTS

GENERAL INTRODUCTION		5
TABLE OF CONTENTS		7
RECORDS OF CORRECTIONS		13
<b>PART I</b>		
<b>INTRODUCTION, CONTACT INFORMATION AND REGULATIONS</b>		
<b>1.</b>	<b>FOREWORD HARBOURMASTER</b>	<b>18</b>
1.1	General	18
1.2	Port report	18
1.3	Port performance	18
<b>2</b>	<b>CONTACT INFORMATION AND REGULATIONS</b>	<b>19</b>
2.1	General	20
2.2	Contact information	20
2.3	Rules and regulations	20
2.4	Exemptions and permits	21
2.5	Recent important amendments to law	21
<b>PART II</b>		
<b>NOTIFICATION, DOCUMENTATION AND REPORTING</b>		
<b>3</b>	<b>ARRIVAL AND DEPARTURE CHECKLISTS</b>	<b>23</b>
3.1	General	24
3.2	Arrival checklist	24
3.3	Departure checklist	26
<b>4</b>	<b>NOTIFICATION</b>	<b>27</b>
4.1	General	28
4.2	Health	28
4.3	Immigration	29
4.4	Customs	31
4.5	ETA	33
4.6	ETD	34
4.7	Security	35
4.8	Dangerous Goods	35
4.9	Waste	36
4.10	IOPP	36
4.11	Explanations of reporting codes	37
<b>5</b>	<b>DOCUMENTATION</b>	<b>41</b>
5.1	General	42
5.2	Required documentation, to be available at all times	42

<b>6</b>	<b>REPORTING</b>	<b>43</b>
6.1	General	44
6.2	Issues to be reported	44

### **PART III PORT DESCRIPTION AND NAVIGATION**

<b>7</b>	<b>PORT DESCRIPTION</b>	<b>47</b>
7.1	General	48
7.2	Developments	48
7.3	Port locations	48
7.4	Port limits	48
7.5	Load lines	49
7.6	Maximum size vessels	49
7.7	Time zone	49
7.8	Local holidays	49
7.9	Working hours	49
7.10	Traffic	49
7.11	Cargo	49
7.12	Charts and books	49
7.13	Shipping announcements for the port area	51
7.14	Pilot stations	52
7.15	Port infrastructure	52
7.16	Port accommodation and berths	54
7.17	Weather and tidal information	54
7.18	Webcams	56
<b>8</b>	<b>PORT NAVIGATION</b>	<b>57</b>
8.1	General	58
8.2	Speed	58
8.3	UKC	58
8.4	Right of way	58
8.5	Spacing of vessels	59
8.6	Passing arrangements	59
8.7	Restrictions	59
8.8	Inward bound vessels	59
8.9	Outward bound vessels	59
8.10	Shifting vessels	59
8.11	Docking	59
8.12	Display of signals and lights	59

## PART IV PORT SAFETY AND SECURITY

<b>9</b>	<b>PORT SAFETY</b>	<b>61</b>
9.1	General	62
9.2	Emergency contacts	62
9.3	Emergency response equipment	62
9.4	Emergency coordination centre	62
9.5	Emergency scenarios	62
<b>10</b>	<b>PORT SECURITY</b>	<b>65</b>
10.1	General	66
10.2	Present ISPS security level information	66
10.3	Reporting to port facilities	66

## PART V NAUTICAL SERVICES AND COMMUNICATION

<b>11</b>	<b>NAUTICAL SERVICES</b>	<b>67</b>
11.1	General	68
11.2	VTS	68
11.3	Pilotage	72
11.4	Tugs	80
11.5	Mooring	83
11.6	Lashing of cargo	82
<b>12</b>	<b>NAUTICAL COMMUNICATION</b>	<b>85</b>
12.1	General	86
12.2	VHF channels nautical communication	86

## PART VI PORT OPERATIONS

<b>13</b>	<b>CARGO OPERATIONS</b>	<b>89</b>
13.1	General	90
13.2	Loading/Discharging procedures	91
13.3	Cleaning procedures	90
<b>14</b>	<b>VESSEL OPERATIONS</b>	<b>93</b>
14.1	General	94
14.2	Lowering boats and rafts	94
14.3	Maintenance and repair	94
14.4	Underwater inspection/cleaning	95

<b>15</b>	<b>PORT INSPECTIONS</b>	<b>97</b>
15.1	General	98
15.2	Inspections from Port State Control	98
15.3	Inspections from other parties	98

## **PART VII PORT SERVICES**

<b>16</b>	<b>PORT SERVICES</b>	<b>99</b>
16.1	General	100
16.2	Fuel and lubrication oil	100
16.3	Fresh water	101
16.4	Stores	101
16.5	Shore based electricity	101
16.6	Waste	102
16.7	Repairs	105
16.8	De-ratting	106
16.9	Surveyors	106
16.10	Shipping agents	106
16.11	Medical facilities	107
16.12	Seaman's Missions	109
16.13	Transport	110





Janine van Oosten, Harbour Master Port of Amsterdam

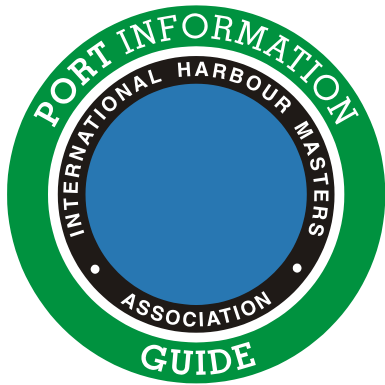






# 1 Foreword

# Harbour Master



## PART 1 | 1. FOREWORD HARBOUR MASTER

---

### 1.1 GENERAL

In front of you is the Port's new digital information guide. You will be using the digital version most of the time.

As the harbour master of the Amsterdam ports, it is my responsibility to ensure a safe, prompt and environmentally sound shipping passage. From the IJmuiden lock stretching all the way to the Amsterdam port area along the IJ, I am working closely together with Port of Amsterdam's Nautical Sector to welcome you and allow for a smooth transit in our harbour area.

The Amsterdam seaports consist of the ports of Amsterdam, Zaandam, Beverwijk and Velsen. We attach great value to you being able to carry out activities as best as you possibly can at our port. This is why the local ports are joining hands strongly to unequivocally help out and provide the information and services that you need.

I do hope that this new guide will cover all the information you might need for your daily activities. The guide's structure is similar to the one you will find at the other ports, so you can find information easily and promptly in a similar and unequivocal manner.

Welcome to our port ...

Janine van Oosten  
Harbour Master for the Port of Amsterdam  
Also Harbour Master for the Central Nautical Management

### 1.2 PORT REPORT

The Port of Amsterdam is of increasing significance in the economy of the surrounding area. With a direct and indirect added value (market value of production less purchased raw materials) of € 6.4 billion, the port contributes substantially to the economic well being of the city, the region, the nation and indeed Europe. The Port of Amsterdam is one of the five most important economic pillars of the regional economy, together with ICT, Schiphol Airport, business services and tourism. It is also only moderately affected by economic cycles because of the wide diversity of goods handled by the port and the fact that transshipment of goods by sea continues to grow. Total transshipments in the Amsterdam Port Area for 2009 were 86.7 million tonnes. In 2009 7,656 loaded sea-going vessels called at Amsterdam Seaports. In 2009, 93 ocean cruise ships and 999 river cruise ships pulled into the Port of Amsterdam. The number of passengers was roughly the same, going from 228,012 in 2008 to 233,766 in 2009. In 2009, the cruise sector generated some € 60 million for Amsterdam and its surrounding area.

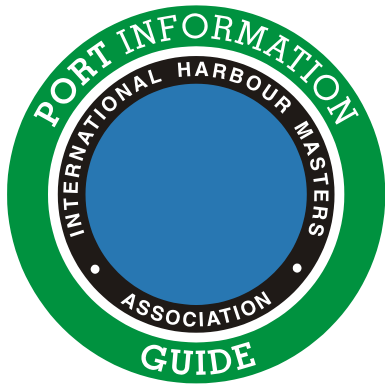
### 1.3 PORT PERFORMANCE

On behalf of the municipal administration the Port manages, utilises and develops the city port with more than 1,900 hectares of port area (harbour sites, quays, roads, railways, ditches and green areas) and 600 hectares of waterways. The Port of Amsterdam seeks to be a reliable port and sustainable manage economic activity and employment in the Amsterdam Seaports. Amsterdam Seaports comprise the ports of Amsterdam, Zaanstad, Beverwijk and Velsen/IJmuiden.

The Port of Amsterdam has three major tasks:

1. Optimising service and the business climate in the port region. In doing so the Port focuses on existing clients, attracting new flows of cargo and companies as well as marketing and promotion activities.
2. Constructing and maintaining infrastructure, renewing the port and managing Amsterdam's port area Westpoort.
3. Encouraging smooth, safe and environmentally responsible handling of shipping traffic 40 kilometres from the coast at IJmuiden up to the Orange locks (Oranjesluizen), partly by legislation and enforcement.

# 2 Contact information and regulations



## PART I | 2. CONTACT INFORMATION AND REGULATIONS

---

### 2.1 GENERAL

The Harbour Master's Office is located in the city of Amsterdam  
 Visiting address: De Ruijterkade 7, 1013 AA Amsterdam  
 Postal address: P.O. Box 19406, 1000 GK Amsterdam  
 Telephone: +31(0)20 523 45 00  
 Fax: +31(0)20 620 98 21  
 E-mail: [info@portofamsterdam.nl](mailto:info@portofamsterdam.nl)  
 Website: [www.portofamsterdam.nl](http://www.portofamsterdam.nl)

### 2.2 CONTACT INFORMATION

Within the Nautical Department the relevant operational departments are:

DIVISION: SUPERVISION, ENVIRONMENT, SAFETY

Telephone: +31(0)20 622 15 15, +31(0)20 623 91 30  
 Fax: +31(0)20 625 40 15, +31(0)20 626 62 15  
 E-mail : [tmv@portofamsterdam.nl](mailto:tmv@portofamsterdam.nl)

DIVISION: TRAFFIC CONTROL

Telephone: +31(0)20 523 47 16, +31(0)20 523 47 19  
 Fax: +31(0)20 523 48 00  
 E-mail: [vtssupervisor@portofamsterdam.nl](mailto:vtssupervisor@portofamsterdam.nl)  
 VHF: channel 14

Traffic Control is manned 24 hours/day

### 2.3 RULES AND REGULATIONS

The rules and regulations for the Port of Amsterdam are to create and maintain safe, efficient and environmentally responsible handling of shipping. The international rules of the IMO, such as the SOLAS convention and its amendment (e.g. the IMDG code and IBC) and national regulations, including the recommendations of the European Community, are in force in the Port of Amsterdam.

#### APPLICABLE NATIONAL REGULATIONS

Scheepvaart Verkeers Wet (Dutch Shipping Traffic Act)  
 Binnenvaart Politie Reglement (Inland Navigation Police Regulations)  
 Reglement Communicatie Loodsaanvraag Zeevaart (Regulations concerning communication pilot request shipping)  
 Scheepvaart Reglement Territoriale Zee ( Dutch Regulations on Shipping in Territorial Waters)  
 Loodsplicht Besluit 1995 ( Compulsory Pilotage Decree 1995)  
 Wet Voorkoming Verontreiniging door Schepen ( Dutch Law for prevention of pollution from ships)  
 Regeling Vervoer Gevaarlijke Stoffen met Zeeschepen (Dutch regulation for carriage of dangerous goods by seagoing vessels)

#### APPLICABLE LOCAL REGULATIONS

Regionale Havenverordening Noordzeekanaalgebied 2010 (Port Bylaw for the North Sea Canal area 2010)

## **PART I | 2. CONTACT INFORMATION AND REGULATIONS**

---

### **2.4 EXEMPTIONS AND PERMITS**

The Harbour Master can grant exemptions from specific regulations.  
Permission can also be granted for special activities such as repairs and cleaning.

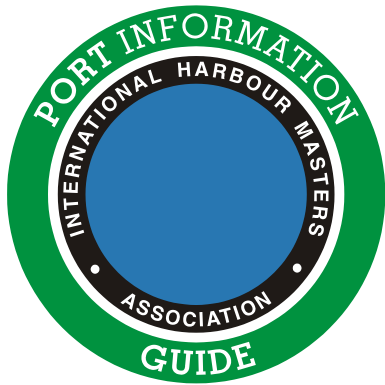
Contact division Supervision, environment and security.

### **2.5 RECENT IMPORTANT AMENDMENTS TO LAW**

Please consult the websites below:  
[www.portofamsterdam.nl/smartsite1138.dws](http://www.portofamsterdam.nl/smartsite1138.dws)



# 3 Arrival and Departure Checklist



## PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

### 3.1 GENERAL

For quick reference when and what to report, please consult the checklists mentioned below.

### 3.2 ARRIVAL CHECKLIST

#### ARRIVAL CHECKLIST FOR SHIPS WITH DRAUGHT LESS THAN 8.00 METERS

Sequence	Time	Report
1	Eta-48 or at the latest on entering Dutch territorial waters	Dangerous Goods, see 4.8
2	Eta-24 or at the latest on entering Dutch territorial waters	Waste, see 4.9
3	On departure previous port of call, at the latest on entering Dutch territorial waters	IOPP, see 4.10
4	Eta-6 hours	4.5
5	Eta-3 hours	4.5
6	Eta-1 hour	4.5
7	Before entering 12 mile zone	Immigration, see 4.3
8	Before arrival	Customs, see 4.4
9	Before arrival	Health, see 4.2
10	Before arrival	Bonded stores, see 4.4
11	Eta-24 hours	Security. See 4.7

#### ARRIVAL CHECKLIST FOR SHIPS WITH DRAUGHT BETWEEN 8.00 AND 14.10 METERS WITH A BEAM LESS THEN 42 METERS

Sequence	Time	Report
1	Eta-24 or at the latest on entering Dutch territorial waters	Dangerous Goods, see 4.8
2	Eta-24 or at the latest on entering Dutch territorial waters	Waste, see 4.9
3	On departure previous port of call, at the latest on entering Dutch territorial waters	IOPP, see 4.10
4	Eta-24 hours	4.5
5	Eta-6 hours	4.5
6	Eta-3 hours	4.5
7	Eta-1 hour	4.5
8	Before entering 12 mile zone	Immigration, see 4.3
9	Before arrival	Customs, see 4.4
10	Before arrival	Health, see 4.2
11	Before arrival	Bonded stores, see 4.4
12	Eta-24 hours	Security. See 4.7

## PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

ARRIVAL CHECKLIST FOR SHIPS WITH DRAUGHT BETWEEN 14.10 AND 17.80 METERS.

Sequence	Time	Report
1	Eta-24 or at the latest on entering Dutch territorial waters	Dangerous Goods, see 4.8
2	Eta-24 or at the latest on entering Dutch territorial waters	Waste, see 4.9
3	On departure previous port of call, at the latest on entering Dutch territorial waters	IOPP, see 4.10
4	Eta-24 hours	4.5
5	Eta-8 hours	4.5
6	Before entering 12 mile zone	Immigration, see 4.3
7	Before arrival	Customs, see 4.4
8	Before arrival	Health, see 4.2
9	Before arrival	Bonded stores, see 4.4
10	Eta-24 hours	Security. See 4.7

FOR VESSELS TRANSITING THE NORTH LOCK WITH DRAUGHT > 13.10M OR BEAM > 42M OR LENGTH OVERALL > 325M.

Sequence	Time	Report
1	Eta-24 or at the latest on entering Dutch territorial waters	Dangerous Goods, see 4.8
2	Eta-24 or at the latest on entering Dutch territorial waters	Waste, see 4.9
3	On departure previous port of call, at the latest on entering Dutch territorial waters	IOPP, see 4.10
4	Eta-24 hours	4.5
5	Eta-6 hours	4.5
6	Eta-3 hours	4.5
7	Eta-1 hour	4.5
8	Before entering 12 mile zone	Immigration, see 4.3
9	Before arrival	Customs, see 4.4
10	Before arrival	Health, see 4.2
11	Before arrival	Bonded stores, see 4.4
12	Eta-24 hours	Security. See 4.7
13	Eta-24 hours	Confirmation lock passage
14	Eta-7 days	Exemption for lock passage, see 11.3

## PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

---

### 3.3 DEPARTURE CHECKLIST

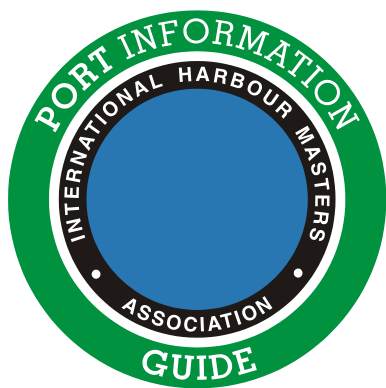
VESSELS DEPARTING WITH DRAFT > 14.1M

Sequence	Time	Report
1	Etd-8 hours	Pre-departure report, see 4.6
2	Before Etd	Dangerous goods, see 4.8
3	Prior to departure	Customs, see 4.4
4	Between ETD-6 and Etd-3 hours	Immigration, see 4.3

VESSEL DEPARTING WITH DRAFT ≤ 14.1M

Sequence	Time	Report
1	Etd-8 hours	Pre-departure report, see 4.6
2	Before Etd	Dangerous goods, see 4.8
3	Prior to departure	Customs, see 4.4
4	Between ETD-6 and Etd-3 hours	Immigration, see 4.3

# 4 Notification



## PART II | 4 NOTIFICATION

---

### 4.1 GENERAL

Masters of vessels arriving at, staying in or departing from the port of Amsterdam are obliged to give previous notification on a variety of subjects, ranging from health to immigration to dangerous goods. This section lists all the requirements for notifying the port authorities.

### 4.2 HEALTH

Source: Municipal Medical and Health Service (GGD) of Amsterdam.

#### PRIOR TO ARRIVAL

The master has to complete and sign a Maritime Declaration of Health. The standard international form has to be used.

To download this form:

[http://www.portofamsterdam.nl/docs/uk/Shipping/Maritime\\_Declaration\\_of\\_Health.doc](http://www.portofamsterdam.nl/docs/uk/Shipping/Maritime_Declaration_of_Health.doc)

In case one of these questions has been answered by “yes”, or in case of other quarantine problems:  
advise the ship agent  
advise the pilot  
mail this form to [vtsadmin@portofamsterdam.nl](mailto:vtsadmin@portofamsterdam.nl) or fax this form to 020-5234800.  
keep the person responsible for medical care on board available to answer any question.

In all cases keep the Maritime Declaration of Health form stand-by.

In case of an epidemic threat the master can be requested to report the health situation on board to VTS Port of Amsterdam.

More information can be found on:

[http://www.rivm.nl/Images/draaiboek%20IHR%20januari%2009\\_tcm91-58011.pdf](http://www.rivm.nl/Images/draaiboek%20IHR%20januari%2009_tcm91-58011.pdf)

<http://www.gezond.amsterdam.nl/secundair-menu/english/ship-sanitation>

<http://www.shipsanitation.nl/>

## PART II | 4 NOTIFICATION

---

### 4.3 IMMIGRATION

Source: Dutch-Immigration.

#### PRIOR TO ARRIVAL

On entering the Netherlands territory (12 nautical mile zone) the Master of a seagoing vessel must immediately:

forward a Crew and Passenger list (IMO FAL form no. 5 and 6)  
report the presence of any stowaways.

The foregoing implies that the Seaport Police must be in possession of the required information prior to the arrival of the seagoing vessel in the port of Amsterdam.

Submit the data to or download the crew manifest program from the Dutch Immigration site (see contact information below).

[http://www.dutch-immigration.nl/uk\\_index.htm](http://www.dutch-immigration.nl/uk_index.htm)

#### AFTER BERTHING THE VESSEL

Despite the fact that the crew manifest and the possible passenger manifest will have been forwarded in advance, Dutch-Immigration officials will regularly come on board to carry out a physical inspection for border control purposes after the seagoing vessel has berthed

During an inspection of this kind, the Master must present the crew manifest and possible passenger manifest to the officials, and offer his full co-operation during the inspection. Dutch-Immigration aim to carry out the inspection within 6 hours of the vessel's arrival in port

#### WHILE IN THE NETHERLANDS

Throughout the entire period that his vessel is berthed at a Dutch port, the Master of a seagoing vessel entering the Netherlands is obliged to:

- retain in his safekeeping the copy of the crew manifest returned to him by the border control official after being checked, and to submit this for inspection immediately if summoned to do so;
- report every signing-on by a foreign national, or the absence of any foreign national who is a vessel crew member that may be deemed important from the point of view of border control or supervision of foreign nationals;
- duly report any intention of a foreign national crew member to sign off;
- duly report the departure or boarding of foreign nationals who do not belong to the crew (i.e. passengers)

#### CREW MEMBERS WHO WISH TO GO ASHORE

1. Any foreign nationals entering the Netherlands as the Master or crew member of a seagoing vessel may be admitted. Admission will only be granted if the Master or crew member complies with the requirements that are in place for border control purposes, to wit:

- a physical on board inspection has been carried out;
- permission has been obtained from the checkpoint officials.

2. If the foreign national is not in the possession of a valid document for border crossing, the foreign national will solely be granted entry to the municipality in which the vessel is docked and the adjacent municipalities.

## PART II | 4 NOTIFICATION

---

3. If seamen wish to gain admission to other municipalities, they are required to carry a document authorizing the crossing of borders (plus a visa, if necessary)

### PASSENGERS

Passengers who do not need a visa can request for admission. On board they will be checked and their documents will be stamped.

Passengers who do need a visa must request this visa in their home country. Without a visa they are not allowed to disembark

### PASSENGERS WHO ARE RELATED TO A CREW MEMBER

Passengers who can show evidence that they have a relationship with a crew member, can get a visa so they can go ashore together

### DEPARTURE FROM THE NETHERLANDS

A Master of a seagoing vessel shall duly notify the head of the checkpoint through which his vessel will be passing, of the intended departure of his vessel from the Netherlands.

Such notification shall be made:

- no more than six and no less than three hours prior to the actual departure of the vessel;
- in the event the vessel remains at the relevant location for less than three hours, in sufficient time as to grant the checkpoint official opportunity to carry out the required inspection of persons.

At the departure of a seagoing vessel, the Seaport Police strives to come on board before concluding the border control formalities

### CHECKPOINT / IMMIGRATION OFFICE

Amsterdam-IJmond, open 24 hours  
Koninklijke Marechaussee

Location IJmuiden (headquarters)  
Kanaalstraat 79, 1975 BB IJmuiden  
Telephone: +31(0)255 56 67 00  
Fax: +31(0)255 56 67 55

Location Amsterdam  
Crossingpoint Suezhaven  
Radarweg 34, 1042 AN Amsterdam  
Telephone: +31(0)20 614 89 23  
Fax: +31(0)20 613 61 99

E-mail: [amsterdam@dutch-immigration.nl](mailto:amsterdam@dutch-immigration.nl)

Website: [www.dutch-immigration.nl](http://www.dutch-immigration.nl)

Download crew manifest program: [www.dutch-immigration.nl/uk\\_crewlister.htm](http://www.dutch-immigration.nl/uk_crewlister.htm)  
Source: Port of Amsterdam Koninklijke Marechaussee (responsible for Immigration)

## PART II | 4 NOTIFICATION

---

### 4.4 CUSTOMS

Source: Dutch Customs

#### PRIOR TO ARRIVAL

##### NOTIFICATION AND CLEARANCE OF INCOMING VESSEL

An incoming vessel is not allowed to discharge or load before Customs allows it through clearance. Upon a ship's arrival a notification of incoming vessel must be available. Notification of an incoming vessel consists of:

ship's declaration	(IMO FAL form 1)
cargo declaration	(IMO FAL form 2)
stores declaration	(IMO FAL form 3)
crew declaration	(IMO FAL form 4)

Regardless of which paper form is used, it shall be signed by the captain, the ship's agent attending / providing clearance, or other person authorized by the captain.

##### DOCUMENTS

The following documents must be available:

- cargo-statements (e.g. bills of lading)
- crew's effects declaration (IMO FAL form no. 4)
- vessel's stores declaration (IMO FAL form no. 3)

It is strongly recommended that these papers are at hand before arrival in port.

##### BONDED STORE

Goods, which are not to be cleared, must be stored in one room, which room can be sealed by Customs. It is recommended to put these goods in that room before entering the harbour. Masters of ships must be careful that these seals are not damaged. If renewal or removal is wanted, this can be applied by Customs

##### CUSTOMS ALLOWANCES ON PROVISIONS

- Spirits:  $\frac{1}{4}$  litre per crew member, with a maximum of 5 litres per vessel
- Wine : 5 litres per crew member
- Tobacco products: either 200 cigarettes, or 25 cigars, or 500 grams of tobacco out of bond per crew member for use on board

##### PROVISION QUANTITIES

The quantity of provisions allowed to be used during the stay in port, is based on a standard of one week.

If the stay in port requires more than one week, a new allotment for the remaining days may be acquired on application to Customs. When a vessel is no longer active (e.g. discharging or loading), Customs will not allow a new allotment

## PART II | 4 NOTIFICATION

---

### BEING WITHIN DUTCH TERRITORIAL WATERS

As long as an incoming vessel is within Dutch territorial waters (12 nautical mile zone) and has not been cleared by Dutch Customs, it is strictly forbidden:

- to allow any person to board the ship
- to allow any member of the crew or passengers to disembark
- to load or unload any goods
- to allow contact with any other craft

The following persons are exempted from these rules:

- commissioned and licensed pilots
- Harbour master's representatives
- customs officers
- agents in possession of special permits
- personnel on tugs employed in assisting the vessel

The same prohibition rules for outgoing vessels, even after clearance by Dutch Customs, for as long as these outgoing vessels are within Dutch territorial waters. Masters failing to comply with this regulation are liable to be prosecuted.

### PRIOR TO DEPARTURE

A vessel is not allowed to proceed to sea without having obtained a clearance certificate from Customs (IMO FAL form no.1)

It is strictly forbidden to break Customs seals on bonded stores for as long as the vessel is within Dutch territorial waters. In case of detention within territorial waters, an application can be made for a Dutch Customs officer to board the vessel. This officer can release the needed goods and seal off the lockers again.

### MORE INFORMATION

More information on Customs is available on the Dutch Customs website [www.douane.nl](http://www.douane.nl).

## PART II | 4 NOTIFICATION

### 4.5 ETA

Who	What*	To	How	When	Remarks
All seagoing ships except fishing vessels and ships smaller than 20 meters without cargo.	A, B, C, G, H, I1, I2, J, O, P, Q, T, U, X1, X2, X3, X4, X5	Central Nautical Administration, central reporting point	Telefax: +31 (0)20-5234800  Mail: <a href="mailto:vtsadmin@portofamsterdam.nl">vtsadmin@portofamsterdam.nl</a>  Electronic Data Interchange (EDI) as indicated by the Harbour Master	Departure last port of call, at least ETA minus 24 hours	Deviations of 30 minutes or more should be reported
Captain of a ship with a draught of more than 13.70 meters, using the IJ-channel	A, B, O, Q	PLVTS IJmuiden	Telefax: +31 (0)255-532535 Telex: 71169 PLVTS NL	At least 24 hours prior arrival 52°30' N 03°50' E, Confirmation 8 and 3 hours before arrival.	
Captains of all other seagoing ships except fishing vessels and ships smaller than 20 meters without cargo.	A, J, O, Q plus: Distance and bearing form IJmuiden Racon Buoy ETA Racon Buoy	PLVTS IJmuiden	Telefax: +31 (0)255-532535 Telex: 71169 PLVTS NL VHF: CH. 88	ETA minus 6, minus 3 and minus 1 hour.	

\* See list "Explanation of reporting codes"

## PART II | 4 NOTIFICATION

### 4.6 ETD

Who	What*	To	How	When	Remarks
All seagoing ships except fishing vessels departing from Amsterdam	A, C, G, J, O, P, Q, T1	Central Nautical Administration, central reporting point	Telefax: +31 (0)20-5234800, Phone 020-6222069 or Electronic Data Interchange (EDI) as indicated by the Harbour Master	ETD minus 4 hours by fax, confirmation ETD minus 2 hours by telephone.	None
Captain of a ship with a draught of more than 13.70 meters, using the IJ-channel	A, B, O, Q	PLVTS IJmuiden	Telefax: +31 (0)255-532535 Phone 0255-564500 Telex: 71169 PLVTS NL	ETD minus 8 hours.	Deviations of 30 minutes or more should be reported
Captain of a ship with a draught of less than 13.70 meters, which is obliged to use a pilot	A, C, O, Q	PLVTS IJmuiden	Telefax: +31 (0)255-532535 Phone 0255-564500 Telex: 71169 PLVTS NL	ETD minus 4 hours.	Deviations of 30 minutes or more should be reported

\* See list "Explanation of reporting codes"

## PART II | 4 NOTIFICATION

### 4.7 SECURITY

Who	What*	To	How	When	Remarks
1. All commercial vessels including high speed vessels with a gross tonnage of 500 tons or more. 2. Passenger ships including high speed passenger vessels. 3. Mobile drilling units.	X6	Harbour Master Amsterdam	Mail: <a href="mailto:portsecurity@portofamsterdam.nl">portsecurity@portofamsterdam.nl</a>  Telefax: +31 (0)20-5234800  Electronic Data Interchange (EDI) as indicated by the Harbour Master	Eta-24 hours	Only ships that are under way to a port or anchorage in the Netherlands as part of an international voyage. The following ships do not have to report X6: -warships and troop transporting ships -ships without propulsion -wooden ships with primitive construction -fishing vessels

\* See list "Explanation of reporting codes"

### 4.8 DANGEROUS GOODS

Source: Regeling communicatie en loodsaanvragen zeevaart ( Dutch communications and pilotage request regulations for seagoing vessels)

Who	What*	To	How	When	Remarks
All ships carrying noxious and dangerous goods, under way to or departing from Amsterdam	A, B1,B2, G, H,I, I1, I2, L, O, P,T1, U, W	Central Nautical Administration, department dangerous goods and environmental control	Mail: <a href="mailto:gsm@portofamsterdam.nl">gsm@portofamsterdam.nl</a> or Telefax: +31 (0)20-6266215 or Electronic Data Interchange (EDI) as indicated by the Harbour Master	On departure from the port of loading. At the latest on entering Dutch territorial waters.	If the destination on departure from the loading port is unknown, report to the Harbour Master as soon as the destination is known, but at the latest when entering Dutch territorial waters. Cargo to be loaded must also be reported

## PART II | 4 NOTIFICATION

					before loading
--	--	--	--	--	----------------

\* See list "Explanation of reporting codes"

### 4.9 WASTE

Who	What*	To	How	When	Remarks
All ships underway to or departing from Amsterdam	A, B, G, H, I1, I2, L, O, P, U, W, X5	Central Nautical Administration, department dangerous goods and environmental control	Mail: <a href="mailto:scheepsafval@portofamsterdam.nl">scheepsafval@portofamsterdam.nl</a> or Telefax: +31 (0)20-6266215 or Electronic Data Interchange (EDI) as indicated by the Harbour Master	On departure from the port of loading. At the latest on entering Dutch territorial waters.	If the destination on departure from the loading port is unknown, report to the Harbour Master as soon as the destination is known, but at the latest when entering Dutch territorial waters. <b>Cargo to be loaded must also be reported before loading</b>

- See list "Explanation of reporting codes"

Notification form can be downloaded here:

[http://www.portofamsterdam.nl/docs/uk/Legislation%20and%20regulations/Port%20Waste%20Plan/20100308Vooraanmelding%20afvalstoffen\\_UK.pdf](http://www.portofamsterdam.nl/docs/uk/Legislation%20and%20regulations/Port%20Waste%20Plan/20100308Vooraanmelding%20afvalstoffen_UK.pdf)

### 4.10 IOPP

Who	What*	To	How	When	Remarks
All ships carrying noxious and dangerous goods, under way to or departing from Amsterdam	A, B, G, H, I1, I2, L, O, P, U, W, X5	Central Nautical Administration, department dangerous goods and environmental control	Mail: <a href="mailto:gsm@portofamsterdam.nl">gsm@portofamsterdam.nl</a> or Telefax: +31(0)20-6266215 or Electronic Data Interchange (EDI) as indicated by the Harbour Master	On departure from the port of loading. At the latest on entering Dutch territorial waters.	If the destination on departure from the loading port is unknown, report to the Harbour Master as soon as the destination is known, but at the latest when entering Dutch territorial waters. Cargo to be loaded must also be reported before loading

\* See list "Explanation of reporting codes"

## PART II | 4 NOTIFICATION

### 4.11 EXPLANATION OF REPORTING CODES

A	Ship	Name, call sign or ship station identity (IMO or MMSI number) and flag
B	Date and time of event	A six digit group giving day of month (first two digits), hours and minutes (last four digits) in UTC
B1		The estimated time of departure from the last port of call or pilot station and the estimated time of arrival in the port of destination ( 6 digit code as in B)
B2		The estimated time of arrival in the port of destination and the expected time of departure from this port ( 6 digit code as in B)
C	Position	A four digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a five digit group giving longitude in degrees and minutes with E (east) or W (west)
D	Position	True bearing (first three digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark)
G	Port of departure	Name of last port of call
I	Destination and estimated time of arrival	Name of port and date time group expressed as in (B) (ETA pilot station)
I1		Date, Time and Position
I2		Destination on Arrival (Approach area)
J	Pilot	State whether a deep sea or local pilot is on board or one is requested
K	Date, Time and point exit from system	Departure time expressed as in (B)
L	Route information	Intended track
O	Maximum present static draught in metres	A four digit group giving metres and centimetres
P	Cargo on board	<p>Nature of cargo and, if cargo consists of harmful and dangerous substances:  the correct technical names  the UN identification numbers  And if applicable  the IMO danger classification in accordance with the IMDG, IBC and IGC codes  the ship's class in accordance with the INF codes  the quantity of the dangerous goods and their location on board and their identification numbers if they are located in transport units suitable for cargo transport, except tanks</p> <p>Conformation that a list or manifest or an appropriate loading plan is on board, containing detailed information regarding the dangerous and noxious goods carried and their location on board</p>

**PART II | 4 NOTIFICATION**

		<p>Conformation that a list or manifest or cargo plan is on board, accurately specifying the harmful or dangerous goods the ship is carrying and their location on the ship</p> <p>If the hold of a ship has been fumigated with a gaseous fumigant, also report:  the nature of the cargo  the chemical or technical name of the fumigant  the disinfected spaces or the place of stowage of the disinfected cargo  the date of treatment with disinfecting agents  spaces that have been ventilated with air after treatment with disinfecting agents  the presence of appropriate gas detectors on board for measuring concentrations of disinfecting gases and whether spaces have been checked before arrival for the presence of disinfecting gases, mentioning the spaces and measured value in parts per million</p>
Q	Defects, damage, deficiencies, limitations	Brief details of defects, damage, deficiencies, or other limitations
T1	Ship's representative	Name, address and phone number of the ship's agent, captain, or operator
T2	Ship's representative	Name of customer
U	Ship size and type	Details of length, breadth, tonnage (GT) and type
W	Total number of persons on board	Total number of crew on board and the total number of persons on board
X1	Miscellaneous	Presence of bow/stern thrusters including capacity in kW, radar, gyro compass, VHF with VTS channels of VTS area you will be passing, manoeuvring speed in knots
X2	Miscellaneous	Report any changes in previous report
X3	Miscellaneous	Required tugboats or linesman
X4	Miscellaneous	What is the purpose of your visit (e.g. loading, discharging, or repair)
X5	Miscellaneous	Any other information that might be important
X6	Miscellaneous	<p>Does the ship possess a valid International Ship Security Certificate: yes or no  Current security level  Name of the Ship Security Officer  Authority that issued the ISPS certificate</p> <p>Of the last 10 ports of call, mention per port  Name of port  Date of arrival and date of departure  Ship security level  Special or additional security measures taken by ship</p> <p>Remarks:  Appropriate ship security procedures maintained during ship-to-ship activities during the last 10 port call: yes or no</p>

## PART II | 4 NOTIFICATION

---

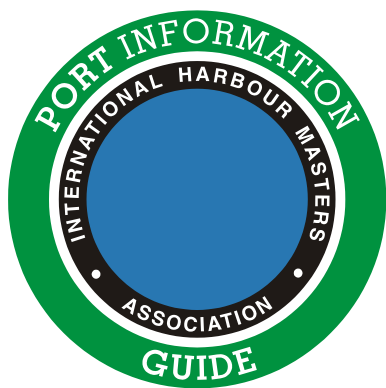
		<p>Mention if you require any security measures at the port facility</p> <p>Other practical or security-related information (including ship-to-ship operations)</p> <p>Is the ship capable of executing the Ship Security Plan: yes or no</p> <p>Remark:</p> <p>Only ships that are underway to a port or anchorage in the Netherlands as part of an international voyage</p> <p>This part does not have to be reported by warship's and troop transporting vessels, ships without propulsion, wooden ships of primitive construction and fishing vessels</p>
X7	Miscellaneous	Place on the attached list a copy of the International Oil Pollution Prevention Certificate (IOPP Certificate)

### Explanation of EDI:

When EDI is mentioned the Master should issue all relevant info to his local representative (ship agent). He/she will transfer this info as EDI standard message , and forward this message to the Harbour Master on behalf of the Master



# 5 Documentation



## PART II | 5. DOCUMENTATION

---

### 5.1 GENERAL

The port of Amsterdam Authority places importance on complying with rules and regulations. Therefore the vessel could be subject to inspection by inspectors of the Department of Supervision, Environment and Safety or by Port State Control. Because port operations take place around the clock, these inspections take place during day- and nighttime. To ensure a smooth operation, we advise to keep the following documentation and certificates (or certified copies) available at all times.

### 5.2 REQUIRED DOCUMENTATION, TO BE AVAILABLE AT ALL TIMES

FOR GENERAL CARGO VESSEL/BULK CARRIES:

IOPP

SOPEP

Garbage record book

Oil record book part I

Documents of Compliance (in respect to dangerous goods)

Dangerous goods manifest and detailed stowage plan arrival and departure Amsterdam

Documentation regarding fumigant used to fumigate bulk cargoes

FOR OIL/CHEMICAL/GAS TANKERS:

IOPP

SOPEP

Shipboard marine pollution emergency plan

Garbage record book

Oil record book part I and II

Certificate of Fitness chemical/gas, including product list

Procedures and arrangements manual

Cargo record book

Safety checklist of port of Amsterdam

Stowage plan arrival and departure Amsterdam

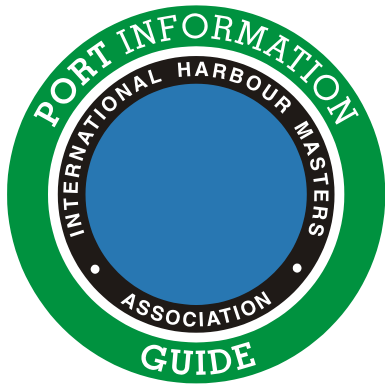
Material safety datasheet(s)

Bill of lading

Shipping document for bulk liquid cargoes

See also chapter 15 Port Inspections

# 6 REPORTING



## PART II | 6. REPORTING

---

### 6.1 GENERAL

Masters of vessels staying in the port of Amsterdam are obliged to report a number of issues/events, or request for a permit. This section lists all the requirements for reporting to port authorities.

### 6.2 ISSUES TO BE REPORTED

Issues to be reported	Paragraph	To	Via	How
Bunkering	See 16.2	HMO	VHF Ch. 14 Telephone	Verbal
Stores over water	See 16.4	HMO	Telephone	Verbal
Repairs (incl. Hot Work)	See 14.3	HMO	E-mail / Fax	Form
Lowering boats and rafts	See 14.2	HMO	VHF Ch. 14 Telephone	Verbal
Seagoing vessels with the intention to clean or wash cargo tanks	See 13.3	HMO	Telephone	Verbal
Tankers with dangerous goods, berthing in such a way that sailing ahead is impossible	See 8.1	HMO	Telephone	Verbal
Tankers loaded with or not cleaned of dangerous goods, wishing <u>not</u> to berth in an oil harbour	See 8.1	HMO	Telephone	Verbal
Non tankers (seagoing) wishing to <u>enter</u> an oil harbour	See 8.1	HMO	Telephone	Verbal
Spills	See 9.4	VTS	VHF Ch. 14	Verbal
Collision / grounding	See 9.4	VTS	VHF Ch. 14	Verbal
Losing anchor or chain	See 9.4	VTS	VHF Ch. 14	Verbal
Anchoring in port	See 9.4	VTS	VHF Ch. 14	Verbal
ETD, if not reported yet via EDI	See 4.6	VTS	VHF Ch. 14	Verbal
Sunk in collision or in any way out of control or in situations that may endanger the safety of shipping	See 9.4	VTS	VHF sector channel or Ch. 14	Verbal

## PART II | 6. REPORTING

---

Engine trials		HMO / VTS	Telephone / VHF Ch. 14	Verbal
Discharge of waste	See 16.6	HMO	Telephone	Verbal
Diving and underwater work	See 14.4	HMO	E-mail / Fax	Form
Immobilization		HMO / VTS	Telephone / VHF Ch. 14	Verbal

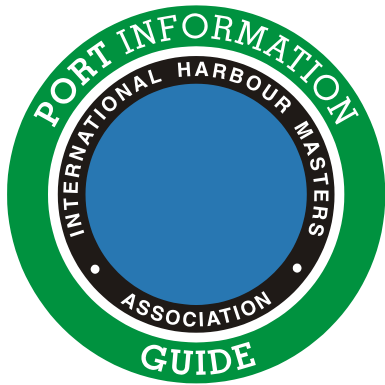
HMO: Port of Amsterdam, harbour master's office  
 Telephone: +31 20 6221515  
 Fax: +31 20 6254015  
 E-mail: [tmv@portofamsterdam.nl](mailto:tmv@portofamsterdam.nl)

VTS: Port of Amsterdam, traffic control  
 Telephone: +31 20 5234719  
 +31 20 5234716  
 Fax: +31 20 5234800  
 E-mail: [vtssupervisor@portofamsterdam.nl](mailto:vtssupervisor@portofamsterdam.nl)

For (more) contact information see chapter 2



# 7 Port Description



## PART III | 7 PORT DESCRIPTION

---

### 7.1 GENERAL

Amsterdam, the capital of the Netherlands, is the commercial and cultural centre of the country. Sea transportation has been an important activity of the city since the 15th century. Today Amsterdam has a very modern and efficient multi-purpose port of over 2,500 hectares and 15,000 -metre quay length. All kinds of goods and types of ships are being handled at 30 modern terminals, handling dry and liquid bulk, containers, roll-on roll-off and general cargo, all equipped with up-to-date cargo handling gear. All kinds of ships are accommodated except the very large crude carriers. Last but not least the ancient city of Amsterdam is a popular tourist destination, also for cruise ship passengers. Over one hundred cruise liners moor near the city centre annually at the brand new passenger terminal.

From the sea, access to Amsterdam is via the Noordzeekanaal. After passing the locks in IJmuiden a ship can pass through to the tideless port of Amsterdam.

From inland waters, access to Amsterdam is via the Oranjesluizen nearby the IJsselmeer or through the Amsterdam Rijnkanaal. The Port of Amsterdam is in charge of all traffic control.

### 7.2 DEVELOPMENTS

The port together with its entire surrounding region seeks to be attractive to customers as international seaport and gateway to Europe. It is therefore necessary that the port upholds the highest quality standards, and that it also anticipates developments in the various logistics and distribution markets. For this reason, Port of Amsterdam annually invests in many facilities including the strengthening of networks and the development and innovation of real estate and infrastructure

### 7.3 PORT LOCATION

Amsterdam is situated at the Eastern entrance of the Noordzeekanaal.

Coordinates 52°28'N, 04°32'E

Chart No. 1970; 124, 125

From the North Sea, access to Amsterdam is via the Nooordzeekanaal. After passing the locks in IJmuiden a ship can pass through to one of the tideless ports of IJmuiden/Velsen, Beverwijk, Zaanstad or Amsterdam.

From inland waters, access to Amsterdam is via the Oranjesluizen nearby the IJsselmeer or through the Amsterdam Rijnkanaal.

### 7.4 PORT LIMITS

The supervision by the nautical sector of the Port of Amsterdam in it's role as executive instrument of the Harbour Master, who is the Director of the Central Nautical Management, covers the area enclosed by a circle from the breakwaters at IJmuiden with a radius of 12 nautical miles via the Nooordzeekanaal including the entry channels to the locks at IJmuiden and Schellingwoude and the entrance to the Amsterdam Rijnkanaal. The area also includes the ports of Beverwijk, Velsen and Zaandam and Amsterdam. Zeehaven IJmuiden and the Tata steelworks are also situated in this area. The deep water anchorage 24 nautical miles west of the breakwaters and the IJ-geul deep draft fairway are also supervised by the Port of Amsterdam. For more information on the limits of the Port of Amsterdam please check our website: <http://www.portofamsterdam.nl/smartsite18085.dws#>

## PART III | 7 PORT DESCRIPTION

---

### 7.5 LOAD LINES

North Atlantic Winter Seasonal Zone II.

Winter: November 1 to March 31, Summer April 1 to October 31.

### 7.6 MAXIMUM SIZE VESSELS

All vessels with a draught  $\geq 142$ dm s.w. and  $\leq 178$ dm s.w. are confined to using the IJ-geul deep draught channel and then only when making use of a tidal window advice supplied by the VTS.

To the West of the locks, (in the Outer Harbour of IJmuiden), three deep draught berths are available: IJ-palen lightering facility for vessels with a maximum draught of 178dm s.w.

Tata steel Outer harbour no. 2 West side for vessels with a maximum draught of 169 dm s.w.

Tata steel Outer harbour no. 2 East side for vessels with a maximum draught of 142 dm s.w.

IJmuiden locks:

For transiting the locks a maximum draught of 137,5 dm in salt water is allowed, a maximum beam of 45m, ( international tonnage certificate), is allowed in combination with a restriction in draft or a maximum length overall of 325m is allowed. For a complete summary of the dimensions allowed for lock transit including clauses and restrictions please consult the following shipping notification:

<http://www.portofamsterdam.nl/docs/uk/NS%20Basijn%20UK/Basijns%202006/basijn%20212006uk.pdf>

### 7.7 TIME ZONE

GMT + 1 hours

Daylight saving time is in effect from the last weekend in March to the last weekend in October, changing during the night between Saturday and Sunday (GMT + 2 hours).

### 7.8 LOCAL HOLIDAYS

	2010	2011
New Year's Day	January 1	January 1
Easter Sunday and Easter Monday	April 4, 5	April 24, 25
Queen's Birthday	April 30	April 30
Liberation Day	May 5	May 5
Ascension Day	May 13	June 2
Whit Sunday and Whit Monday	May 23, 24	June 12, 13
Christmas Day and Boxing Day	December 25, 26	December 25, 26

### 7.9 WORKING HOURS

Official office hours: Monday – Friday, 09.00 – 17.00.

### 7.10 TRAFFIC

Vessels approaching and entering the Amsterdam-Noordzeekanaal area must be aware of the diversity in traffic to be encountered in and around the locks and on the Canal itself. The total amount

## PART III | 7 PORT DESCRIPTION

---

of shipping transiting the lock complex breaks down to about 1/3 seagoing vessels and 2/3 inland barges. Vessel transiting the locks must anticipate high traffic concentrations in the Outer Harbour of IJmuiden and in the Velsers basin, just to the East of the locks. Here a mix of seagoing vessels, inland barges and recreational vessels must be expected during daylight hours. For further information on totals of shipping and tonnages please consult our website at:

<http://www.portofamsterdam.nl/smartsite19898.dws>

### 7.11 CARGO

The Amsterdam- Noordzeekanaal area provides for a large diversity of cargoes. The breakdown per port is roughly as follows:

#### Amsterdam

Amsterdam is the largest cocoa port in the world. Vast quantities of dry bulk are also transhipped in the port, including goods processed into semi-manufactured products like feed and grain products. Amsterdam also facilitates the storage, blending and transhipment of oil based products.

#### Beverwijk

This is the largest potato port in the world.

#### IJmuiden/Velsen

Huge amounts of fish are processed here. It is among the larger (frozen storage) fish ports. It offers a daily ferry to Newcastle, UK.

#### Zaanstad

This port is known for the transhipment of timber.

For the Port of Amsterdam an overview of the cargoes handled at the different basins can be found here:

<http://www.portofamsterdam.nl/smartsite.dws?id=18085#> (Choose the interactive map)  
For a detailed view of the different basins click on the names on the right hand side of the page.

### 7.12 CHARTS AND BOOKS

#### Approaches

Int. 1416	NL/BA 1630	North Sea. West Hinder and Outer Gabbard to Vlissingen and Scheveningen
Int. 1418	NL/BA 1631	North Sea. DW Routes to IJmuiden and Texel
Int. 1469	NL/BA 125	North Sea. Approaches to Scheveningen and IJmuiden

#### Harbour entrance

Int. 1471	NL/BA 124	Netherlands, Noordzee-Kanaal including IJmuiden, Zaandam and Amsterdam
-----------	-----------	--

#### Hinterland navigation

## PART III | 7 PORT DESCRIPTION

---

-	1810	IJsselmeer, Randmeren en Noordzeekanaal
---	------	---

## PART III | 7 PORT DESCRIPTION

---

### 7.13 SHIPPING ANNOUNCEMENTS FOR THE PORT AREA

Here is a list of the most relevant shipping announcements issued since 1990. The notices can be accessed through the Port of Amsterdam website:

[www.portofamsterdam.nl](http://www.portofamsterdam.nl)

### 7.14 PILOT STATIONS

See chapter 11.3

### 7.15 PORT INFRASTRUCTURE

#### SEA BUOYS

Sea buoy for ships restricted to channels is : IJM, position 52°29.61'N, 003°51.61'E, Iso 4s

Sea buoy for ships not restricted to channels is: IJM C, Racon(Y), position 52°28.45'N, 4°23.79'E, Mo(A) 8s

#### ANCHOR AREAS

Area	Depth	Location	Use	Vhf
Deepwater A	21.3 meters MLLWS	52°27.0'N 003°44.0'E	Vessels with an draught over 14.1 meters	Traffic Centre VHF 7
Deepwater B	21.3 meters MLLWS	52°27.1'N 003°46.1'E	Vessels with an draught over 14.1 meters	Traffic Centre VHF 7
Deepwater C	21.3 meters MLLWS	52°27.2'N 003°47.9'E	Vessels with an draught over 14.1 meters	Traffic Centre VHF 7
Recommended Anchorage (W)	19.5 meters MLLWS	52°31.50'N 004°15.0'E	Vessels with an draught between 13.1 and 14.1 meters	Traffic Centre VHF 7
Recommended Anchorage (E)	17.5 meters MLLWS	52°31.50'N 004°19.0'E	Vessels with an draught less then 13.1 meters	Traffic Centre VHF 7

#### PROHIBITED ANCHOR AREAS

North and South of de IJ-Geul from the breakwater entrance to 5 miles west of the breakwaters.

## PART III | 7 PORT DESCRIPTION

---

### PRINCIPAL MARKS

Approaching IJmuiden from the Northwest and West the Tata steelworks on the North side of the Outer harbour give a very noticeable return on radar and are visible far offshore.

The offshore wind farms Northwest and West northwest of the breakwaters give noticeable radar returns and are highly visible.

Approaching the breakwaters from the Southwest the “Eveline” buoy, pillar, yellow with horizontal black stripe, VQ Fl. W (9) 10s

Approaching the breakwaters from the Northwest the “BSP” buoy, yellow, Fl. Y (4) 10s and the “Baloeran” buoy, yellow with horizontal black stripe, Q Fl. W (9) 15s.

Just outside the entrance to the breakwaters, West of the New South breakwater a current-measuring post is established, character light Fl. Y 5s

The IJmuiden lighthouse, character from dusk until dawn Fl. W 5s and fixed white in daylight is visible far offshore. It is also part of the Main leading line set of lights in the direction 100.5 ° used for entering the harbour.

### CHANNELS AND FAIRWAYS

IJ-channel, for further information concerning the IJ-channel, (IJ-geul), see shipping notice 14/2006.

In the Outer harbour at IJmuiden the Northern fairway towards the North lock is marked by the leading lights 077°, character Iso W 3s.

The fairway to the Hoogovenkanaal at Tata steelworks is marked by the leading lights 065°, character Iso Gr 2s.

### BREAKWATERS:

Breakwaters are indicated by the following lights:

New North breakwater: fixed red light, white tower, red bands.

New South breakwater: fixed green light, white tower, green bands. A white Xenon light can be activated during reduced visibility. A foghorn with character (2) 30s is also activated during reduced visibility.

Old North breakwater: Fl. R. A fixed white light directed inward is lit during reduced visibility.

Old South breakwater: Fl. Gr. A fixed white light directed towards sea is lit during reduced visibility.

### LOCKS:

The complex at IJmuiden consists of the following locks:

North lock: 400m x 50m x 15m

Middle lock: 221.9m x 25m x 10m

South lock: 111.9m x 18.05m x 8m

Small lock: 111m x 11m x 3.75m

## PART III | 7 PORT DESCRIPTION

---

Locks are allocated for use by shipping by the lockmaster at the traffic control center. Dimensions given are the gross dimensions of the chambers. The effective dimensions are smaller. The lock depths are related to Normal Amsterdam Level, ( NAP), and corresponds with MSL

### 7.16 PORT ACCOMMODATION AND BERTHS

For general information on the accommodation, logistics and berths available at the Port of Amsterdam please visit our website : [www.portofamsterdam.nl/smartsite.dws?id=18489](http://www.portofamsterdam.nl/smartsite.dws?id=18489)  
For specific questions please contact our commercial department:

### 7.17 WEATHER AND TIDAL INFORMATION

For general information regarding traffic, weather, current, sea conditions, visibility, ice etc, VTS Amsterdam can be contacted via VHF Ch 7 or when a vessel is berthed in Port at VHF Ch 68 (Amsterdam, Zaandam), VHF Ch. 3 (Beverwijk), Vhf Ch. 61 (IJmuiden).

#### VERTICAL TIDE:

In a period of 24 hours there are 2 high waters and 2 low waters, with different amplitudes. Depths in the Noordzeekanaal area are related to Normal Amsterdam Level, (NAP).  
LLWS = NAP – 95 cm. LAT = NAP – 103 cm.  
Level North Sea Canal NAP – 50 cm. (official level)  
Level North Sea Canal NAP – 40 cm. (usual level)

#### General information vertical tide:

Average high water	NAP + 91 cm.
Average low water	NAP – 74 cm.
Average high water spring	NAP + 106 cm.
Average low water spring	NAP – 76 cm.
Average LLWS	NAP – 95 cm.
Average high water neap	NAP + 70 cm.
Average low water neap	NAP – 68 cm.
Average duration rise	4 hours + 22 mins.
Average duration fall	8 hours + 3 mins.
Highest recorded water level	NAP + 385 cm. (recorded in 1953, IJmuiden)

## PART III | 7 PORT DESCRIPTION

Levels above or under which the locks at IJmuiden cannot be operated:

North lock	Above NAP + 3.4m.	Below NAP – 2.5m.
Middle lock	Above NAP + 2.0m.	Below NAP – 1.75m.
South lock	Above NAP + 2.0m.	Below NAP – 1.5m.
Small lock	Above NAP + 2.0m.	Below NAP – 1.5m.

### HORIZONTAL TIDE:

The tidal current at IJmuiden is North-going during flood tide and South-going during the ebb tide. The descriptions ebb and flood are not entirely correct as this suggests that change in direction of the tidal current coincides with the times of high- and low water. In reality it does not, (see following table):

Direction flood tide	North North East
Times of slack water	Approx. 2 hours + 45 mins. before, and 3 hours after HW
Duration of flood tide	Approx. 2 hours + 45 mins. Before high water until approx. 3 hours after HW
Time of maximum flood tide	Approx. 30 mins. Before HW
Strength maximum flood tide	Approx. 2.2 mph.
Direction ebb tide	South west
Duration of ebb tide	Approx. 3 hours after high water until approx. 2 hours + 45 mins. Before HW
Time maximum ebb tide	Approx. 4 hours + 45 mins. After HW
Strength maximum ebb tide	Approx. 1.6 mph.

Nb: strength of tide approx. 20% more than average at spring tide and approx. 25% less at neap tide.

### SEA CONDITIONS

Strong and sustained winds from the north-west raise water levels along the Dutch coast. Strong and sustained winds from the south-east have the opposite effect. In general wind direction has the following effects on horizontal and vertical tide:

Strong wind/storm from the South West:

Flood tide approx. 4 hours before HW until approx. 4 hours after HW; speeds up to 5 or 6 mph;  
Ebb tide shorter, weaker and in some cases hardly noticeable.

Strong wind/storm from Northerly directions:

Start of ebb tide approx. 2 hours after HW, longer than normal and much more powerful.  
Ebb tide shorter and weaker, ( during heavy North-Westerly storms only noticeable the last hour before HW).

Strong Easterly wind:

Shortens the duration of the flood tide.

Strong wind/storm from westerly directions causes a rise in water levels.

Strong wind/storm from Easterly directions causes a fall in water levels.

### ICE

The Port of Amsterdam is usually free from ice during the winter. In case of ice conditions, icebreakers keep the fairways and port area open at all times.

## PART III | 7 PORT DESCRIPTION

---

### WATER DENSITY

The Outer Harbour of IJmuiden generally has a density of 1,026 kg/m<sup>3</sup>. Long periods of sluicing by the pump station near the North lock can reduce the density near Tata steelworks, the lightering facility and the approach channel to the North lock significantly, (1,019 kg/m<sup>3</sup> has been recorded)

## PART III | 7 PORT DESCRIPTION

---

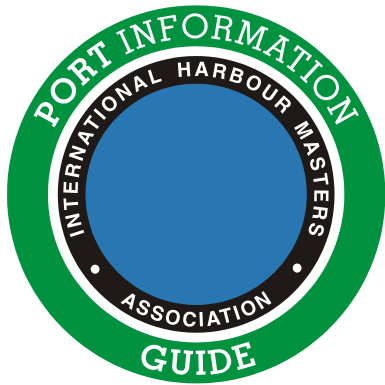
### 7.18 WEBCAMS

A map with the locations with webcams and their links can be found on

[www.portofamsterdam.nl](http://www.portofamsterdam.nl)



# 8 Port Navigation



## PART III | 8. PORT NAVIGATION

---

### 8.1 GENERAL

Vessels shall be navigated in such a way that danger or unnecessary hindrance does not arise to other vessel traffic and in such a way that other vessels or installations are not damaged. If deemed necessary the Port Authority may prescribe tug assistance.

Vessels may only berth, moor or anchor at places assigned by the Port Authority. The vessel's master is responsible for keeping himself informed about the water depth at the assigned berth, mooring place or anchorage.

Draught figures are related to a draught in salt water with a density of 1,026 kg/m<sup>3</sup> or fresh water with a density of 1,000 kg/m<sup>3</sup>.

### 8.2 SPEED

The following maximum speed limits are enforced on the Noordzeekanaal and the fairways to the locks at IJmuiden:

Draught vessel < 4.00m: 18 km/h.

Draught vessel between 4.00 and 8.00m: 14 km/h.

Draught vessel > 8.00m: 12 km/h.

### 8.3 UKC

Since the introduction of the probabilistic method for calculating the tidal window for transiting the IJ-geul the UKC percentages are no longer used.

Marginal vessels must maintain a UKC of 1m to the sill of the North lock when entering from sea, ( see shipping announcement 21/2006 for the complete text).

### 8.4 RIGHT OF WAY

Vessels entering or transiting the approaches to IJmuiden must be aware of the possibility of encountering draft restricted vessel making use of the IJ-geul, (drafts of up to 17,8m are possible). These vessels carry the lights and signals prescribed in the regulations for the avoidance of collisions at sea.

Inside the breakwaters of IJmuiden the Binnenvaart Politie Reglement ( Dutch inland waterways police regulations) is in force. Vessels with a draft > 8m are considered oversized by the Competent Authority. An oversized vessel is restricted in its manoeuvrability due to its draft or length and therefore is bound to a part of the fairway. Other vessels must give an oversized vessel the space it needs to follow its course or to manoeuvre and they must not expect the oversized vessel to give way. The oversized vessels in IJmuiden can be recognized by three red lights placed vertically above each other or by a black cylinder carried in the mast.

### 8.5 SPACING OF VESSELS

Not regulated. Use good seamanship.

### 8.6 PASSING ARRANGEMENTS

Not regulated

## PART III | 8. PORT NAVIGATION

---

### 8.7 RESTRICTIONS

The following restrictions apply in the Amsterdam Noordzeekanaal area:

Restrictions in dimensions and wind direction and force mentioned in shipping announcement 21/2006  
 Restricted area IJmuiden approach mentioned in shipping announcement 13/2006  
 Restrictions for using lightering facility in IJmuiden mentioned in shipping notice 16/2005 and 5/2000  
 Restrictions in Port admittance policy mentioned in shipping notice 24/2001

### 8.8 INWARD BOUND VESSELS

### 8.9 OUTWARD BOUND VESSELS

### 8.10 SHIFTING VESSELS

The vessel's master shall ensure that, when mooring, anchoring or shifting other vessels and quays, landing bridges, cables, pipelines or the like are not damaged, and that vessel traffic is not unnecessarily hindered or disturbed. Traffic control must be informed before shifting takes place.

### 8.11 BERTHING

#### TANKERS WITH DANGEROUS GOODS

Tankers with dangerous goods must berth in such a way that they can depart from a port basin by moving ahead. If this is not possible the captain may request dispensation from the Harbour Master, Article 3.4.4 Regional bylaw North Sea Canal area 2010.

#### TANKERS LOADED WITH OR NOT CLEANED OF DANGEROUS GOODS

Tankers loaded with or not cleaned of dangerous good may berth only in an oil harbour area. The harbour masters division (supervision, environment, safety) can provide dispensation from this rule. (see chapter 2.2)

#### NON TANKER VESSELS

Non tanker vessels may request a licence to enter the oil harbours from the harbour masters division (supervision, environment, safety). (see chapter 2.2)

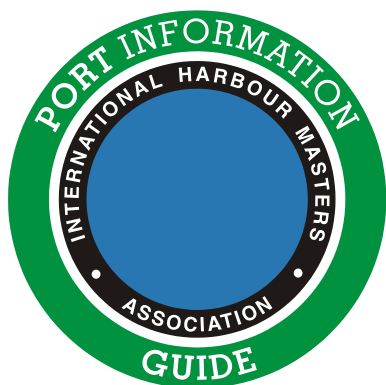
### 8.12 DISPLAY OF SIGNALS AND LIGHTS

Signals and lights used by vessels in the area East of the Breakwater entrance in IJmuiden must comply to the Inland Navigation Police Regulations.

Vessels with a draft > 8m are considered oversized by the Competent Authority. An oversized vessel is restricted in its manoeuvrability due to its draft or length and therefore is bound to a part of the fairway. Other vessels must give an oversized vessel the space it needs to follow its course or to manoeuvre and they must not expect the oversized vessel to give way. The oversized vessels in IJmuiden can be recognized by three red lights placed vertically above each other or by a black cylinder carried in the mast.



# 9 Port Safety



## PART IV | 9. PORT SAFETY

---

### 9.1 GENERAL

This chapter provides all information regarding emergencies

### 9.2 EMERGENCY CONTACTS

Incidents and accidents on board: VHF ch. 68 or by telephone +31 (0)800 023 04 05

For emergency assistance in the case of an accident on board and to order and to alert the police, fire fighters, ambulances department (ambulance services) or patrol vessel of the port of Amsterdam, you can directly contact Vessel Traffic Services via VHF Ch. 68.

Details to be reported: name of ship, name and number of berth, nature of calamity.

### 9.3 EMERGENCY RESPONSE EQUIPMENT

The port of Amsterdam authorities operates 2 patrol vessels which are available in a emergency on a 24 hours basis. Next to these, another 3 vessels are on stand-by.

Barges with oilbooms are strategically divided over the port area.

### 9.4 EMERGENCY COORDINATION CENTRE

In addition to the police department, fire department and the health authorities, the Division Harbour Master is one of the emergency services within the municipal organization for incidents response. The emergency coordination center is the Harbour Operation Center, with direct links to police, fire fighters, and ambulances.

### 9.5 EMERGENCY SCENARIOS

GENERAL (In case of an incident maintain a listening watch)

If there is a major calamity, the sirens will be activated.

If only a limited area is affected, the public will be informed either by police patrol cars or Port of Amsterdam Authority patrol boats using public address systems.

On the first Monday of every month, the sirens are tested at noon.

Should the siren be activated as the result of a technical defect, VHF channel 68 (or appropriate sector channel) will advise all concerned.

#### PROCEDURE IN CASE OF ALARM

Go inside and stay there until further notice

Close all windows and doors

Close all air inlets and outlets

Shut down the air conditioning

Render help to others and offer shelter

Inform other people

Extinguish open fires & boilers, including pilot lights

Try to select accommodation that is central, out of the wind, as high as possible, but without ventilation

Take a radio and remain listening on VHF channel 14;

Keep wet cloths ready to cover your nose and mouth if necessary

Do not smoke and avoid exertion so as to limit the use of oxygen;

Stay inside until further notice.

When a ship is underway, maintain a listening watch via the appropriate sector channel.

Consult the map VTS sector channels on the website.

When a ship is alongside, maintain a listening watch via VHF channel 68 (or appropriate sector channel).

## PART IV | 9. PORT SAFETY

---

### PROCEDURE IN CASE SHIP OR AREA HAS TO BE EVACUATED

Shut down all engines

Take only the utmost necessities (personal medicines, protective or warm clothing, valuables, passports, money, toilet articles, domestic animals and if possible a portable radio)

Lock the doors

The municipality will provide public transport if possible, as will be announced by the patrol cars or boats

Reception centers will be established for displaced persons

Sick and disabled people will be transported by ambulance or wheelchair taxis if necessary.

### SPILLS

The Port Bylaw North Sea Canal area 2010 states that all spills have to be reported to Harbour Masters office; telephone +31 255 523934.

Failure to comply with these Bye-laws is punishable by law.

Details to be reported: name of ship, name of berth, activity or incident.

See also chapter 2 Harbour Master's Office.

### COLLISIONS/GROUNDING

On losing anchors or chain, running aground, anchored in port, sunk by collision or in any way out of control or in situations that may endanger the safety of shipping, contact VTS, VHF Channel 68.

Details to be reported: name of ship, position, nature of situation.

### FIRE

Ship's fire-fighting equipment shall be maintained in good order and, especially on ships carrying dangerous goods, be ready for immediate use. The crew shall be properly trained and familiar with use of this equipment.

### PROCEDURES ON BOARD

In the event of fire on board your ship

an alarm shall be sounded on the ship's siren

call the rescue services via VTS Port of Amsterdam on VHF ch. 68 or by telephone +31 (0)800 023 04 05

action is to be taken to fight the fire

all cargo handling shall be stopped

prepare for the ship's possible warping

In the event of a fire ashore or onboard another ship in the vicinity

call the rescue services via VTS Port of Amsterdam on VHF ch. 68 or by telephone +31 (0)800 023 04 05

go on fire-fighting stand-by

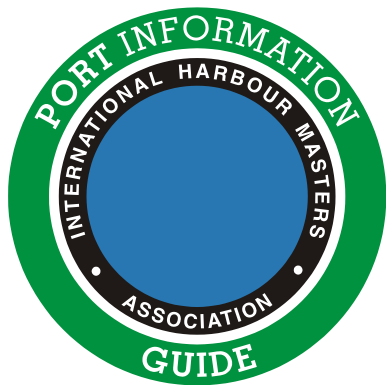
all cargo handling shall be stopped

prepare for the ship's possible warping to be stopped

prepare for the ship's possible warping



# 10 Port Security



## PART IV | 10. PORT SECURITY

---

### 10.1 GENERAL

Being familiar with the procedures regarding security is the concern of all Port of Amsterdam visitors. This chapter provides relevant information on security in the port of Amsterdam.

### 10.2 PRESENT ISPS SECURITY LEVEL INFORMATION

The update on the Security level in the port of Amsterdam can be found on the website [www.portofamsterdam.nl/smartsite.dws?id=18657](http://www.portofamsterdam.nl/smartsite.dws?id=18657)

### 10.3 REPORTING TO PORT FACILITIES

The North Sea Canal area has about 100 port facilities, each with its own Port Facility Security Officer. The Port Security Officer, who is also the Harbour Master, notifies the Port Facility Security Officer as necessary regarding specific details of the security situation of a calling ship. A list of ISPS-compliant port facilities can be found on the website [www.portofamsterdam.nl/smartsite.dws?id=18657](http://www.portofamsterdam.nl/smartsite.dws?id=18657)

#### EMBARKING AND DISEMBARKING CREW, VISITORS

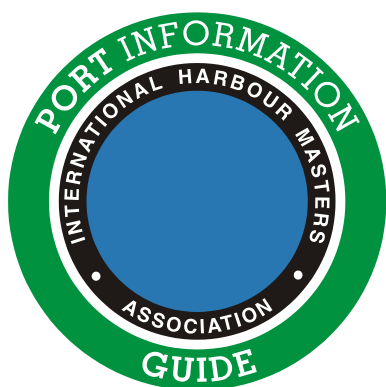
Embarking and disembarking crew and visitors should be reported to the Port Facility Security Officer of the port facility called at. See also chapter 4 Notification / Immigration

#### STORES AND BUNKERS

Stores and bunkers over land should be reported to the Port Facility Security Officer of the port facility called at. See contact information, IMO registration list of terminals and a list of Port Facility Security Officers on [www.portofamsterdam.nl/smartsite.dws?id=18657](http://www.portofamsterdam.nl/smartsite.dws?id=18657)

Bunkers that arrive in barges do not need to be reported. This is a security matter between the barge and the ship.

# 11 Nautical Services



## PART V | 11. NAUTICAL SERVICES

---

### 11.1 GENERAL

This chapter provides the information regarding all nautical services in the Port of Amsterdam.

### 11.2 VTS

#### VTS AREA

The Amsterdam VTS area extends for 12 miles seawards of the port entrance to the “Oranjesluizen” nearby the IJsselmeer or to the entrance of the Amsterdam-Rijnkanaal.

The VTS area is divided into 5 sectors, each sector having its own dedicated VHF channel. These sector channels are meant for VHF communication on regular shipping traffic items.

This entails both the operation of the locks, the waterways and the mooring of ships.

The communication regulations are based on Article 9.07 of the Binnenvaart Politie Reglement (Dutch law on inland waterways police regulations) and article 5 of the Scheepvaartreglement territoriale zee (Dutch regulations on shipping for territorial waters).

#### BASIC RULES OF COMUNICATION

Basic communication rules in the VTS area are:

Information obtained or supplied by VTS operators should be used by the master of the vessel concerned to help improve navigational safety. The information does not override the prevailing regulations and may not be used as a reason for disregarding them or refraining from any measures that are consistent with good seamanship.

The responsibility for safe navigation always remains with the waterway user.

Only communication related to safe navigation is allowed on the sector channels. If necessary, the VTS operator will intervene in the event of excessive communication to keep channels clear

#### COMMUNICATION LANGUAGE

The language to be used in the Amsterdam VTS area (all sectors) is:

seagoing ship's :English or Dutch

inland ship's :Dutch or German

#### VTS SERVICES

In order to control overall communication, the VTS operator will give information only when:

Ships are in each other's vicinity, but have no visual contact

Ships intend to carry out a manoeuvre that deviates from the usual traffic pattern

Traffic guidance is considered necessary by Amsterdam VTS. More extensive traffic information can be expected during calamities, in the event of defects, and in difficult navigational or meteorological circumstances (e.g. visibility less than 1,000 meters on the canal, or less than 2,000 meters in the approach area to IJmuiden)

Navigational information, such as positions requested:

- In the approach area:

A description of traffic in the vicinity and a warning of any risk of running aground;

- In each sector:

Longitudinal, transverse, and moving information in relation to the common reference points, possibly with additional information on passing distances, sailing speeds and traffic

## PART V | 11. NAUTICAL SERVICES

### TRAFFIC INSTRUCTIONS

Under shipping law, traffic instructions are strict orders of the Harbour Master that are given on the sector channel concerned or the traffic control channel

### COMMUNICATION PROCEDURES

Communication on arrival in the VTS area	
Who	All seagoing vessels (all other traffic listen out and only report manoeuvres that deviate from the usual traffic flow)
To	Appropriate VHF sector channel, See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>
How	Via VHF radio, See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>
When	Entering the VTS area
What	<ul style="list-style-type: none"> <li>- Ship's name and call sign</li> <li>- Draught</li> <li>- Position</li> <li>- Destination</li> <li>- Any particulars</li> <li>- If you have a "Pilotage Exemption Certificate", also report whether the circumstances on board are in accordance with the regulations and restrictions laid down in the above-mentioned certificates, your name and certificate number, and the type of cargo</li> <li>- If you are entering the VTS area directly from sea and the ship is ISPS compliant, also report, the current security level, and the security level in the last port of call</li> </ul>

Communication during transit, and while commencing or completing mooring and unmooring procedures in the VTS area	
Who	All seagoing vessels (all other traffic listen out and only report manoeuvres that deviate from the usual traffic flow)
To	Appropriate VHF sector channel, See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>
How	Via VHF radio, See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>
When	<ul style="list-style-type: none"> <li>- Crossing the border of a sector</li> <li>- Departing the VTS area</li> <li>- Berthing procedures have been completed</li> <li>- Unmooring procedures have commenced</li> <li>- It is intended to make a particular manoeuvre (crossing the fairway, entering or departing a harbour basin, or any other manoeuvre that deviates from the usual traffic flow)</li> <li>- Passing arrangements have to be made with other ships (alternatively, you can call the ship concerned directly, but also advise the sector afterwards)</li> </ul>
What	Ship's name Destination

## PART V | 11. NAUTICAL SERVICES

---

	Any particulars
--	-----------------

Communication just before starting undocking procedures or to obtain any information not directly related to traffic in the VTS area	
Who	All seagoing vessels (all other traffic listen out and only report manoeuvres that deviate from the usual traffic flow)
To	Traffic control channel, See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>
How	Via VHF radio, channel 14
When	Just before departure or shifting or when one needs any information not directly related to traffic
What	<ul style="list-style-type: none"> <li>- Ship's name</li> <li>- Draught</li> <li>- Destination</li> <li>- Any particulars</li> <li>- If you have a "Pilotage Exemption Certificate", also report whether the circumstances on board are in accordance with the regulations and restrictions laid down in the above-mentioned certificates</li> <li>- If your has not reported the ship's departure to the Harbour Master's Office, you are obliged to do so verbally via Vhf channel 14</li> </ul>

To maintain a listening watch when the ship is docked	
Who	All seagoing vessels
To	
How	Appropriate VHF sector channel, See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>
When	Always when the ship is on anchor or moored on a buoy and when the ship is moored on a oil berth
What	Only listen out, no reporting

## PART V | 11. NAUTICAL SERVICES

To maintain a listening watch when the ship is docked	
Who	All seagoing vessels
To	
How	Appropriate VHF sector channel, See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>
When	Always when the ship is on anchor or moored on a buoy and when the ship is docked on a oil berth
What	Only listen out, no reporting

To maintain a listening watch in case of an incident / emergency	
Who	All ship's
To	When a ship is underway: to the appropriate sector via the appropriate sector channel See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>  When a ship is alongside: via VHF radio, channel 14
How	When a ship is underway: to the appropriate sector via the appropriate sector channel See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>  When a ship is alongside: via VHF radio, channel 14
When	Always in case of an incident, when sirens sound
What	Only listen out, no reporting

Note: For emergency scenarios in the port, see Port Safety, chapter 9

Communication at locks	
Who	All ship's
To	The lock concerned On the appropriate channel of the lock concerned
How	Via VHF radio, See map VTS sectors on <a href="http://www.portofamsterdam.nl">www.portofamsterdam.nl</a>
When	A ship is coming trough
What	Continuous listening watch should be maintained Inform the VTS operator when switching channel

## PART V | 11. NAUTICAL SERVICES

---

### 11.3 PILOTAGE

#### PILOTS

The Pilotage authority for the port of Amsterdam is the Regional Pilots Corporation Amsterdam – IJmond.

Piloting in shipping lanes in which this is compulsory is carried out by certified pilots. Certified pilots are listed by name and with mention of their qualifications in the public pilots' register.

The pilots are supported by their company “Loodswezen Nederland BV”, which is responsible for equipment etc.

More information on Pilotage can be found on [www.loodswezen.nl](http://www.loodswezen.nl)

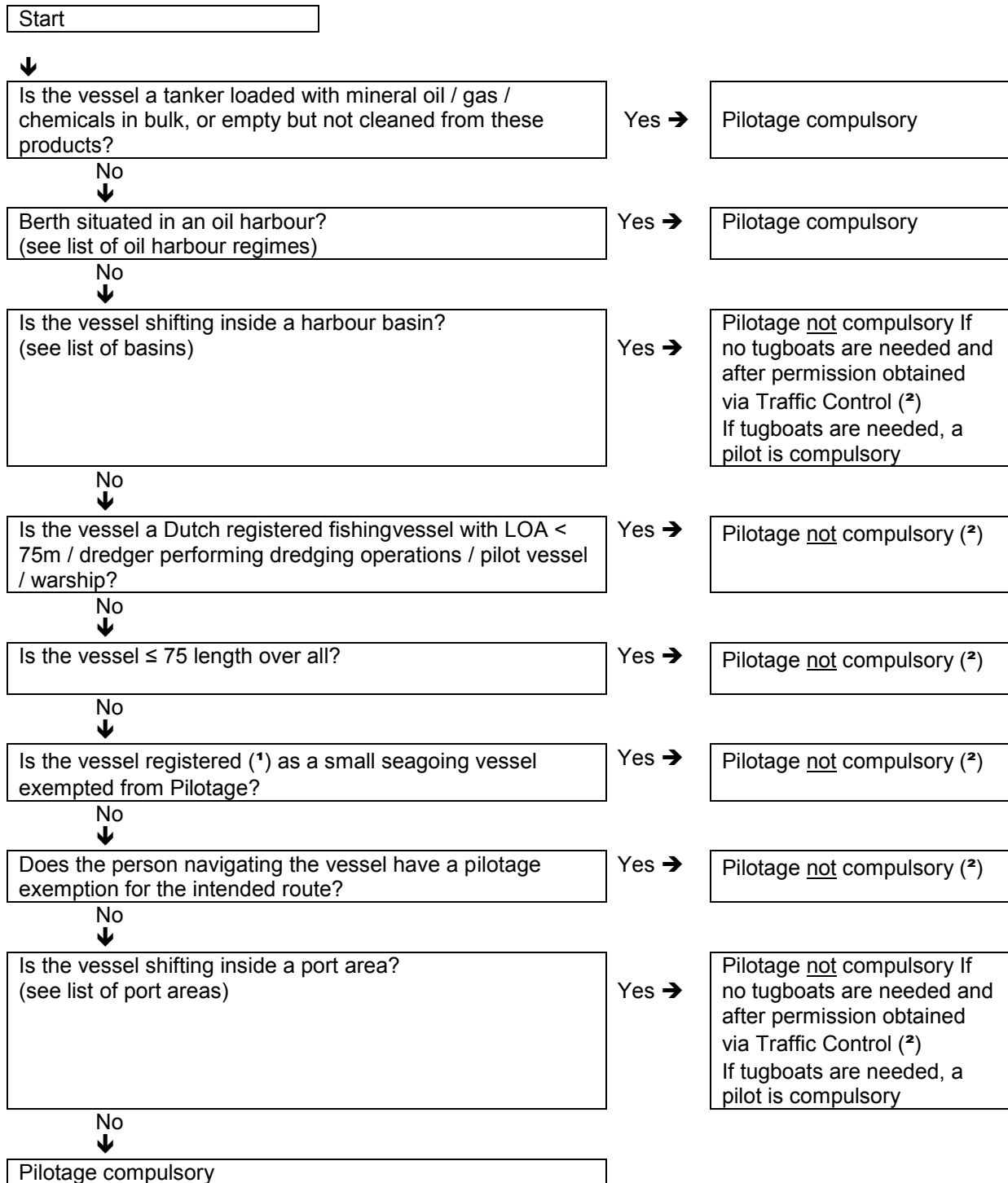
#### PILOTS AREAS

The pilot service for the Amsterdam – IJmond area includes IJmuiden, Zaandam, Beverwijk, Velsen, Amsterdam.

How do you know if you should order a pilot?

To find out whether you need to order a pilot, please follow the decision tree below.

## PART V | 11. NAUTICAL SERVICES



## PART V | 11. NAUTICAL SERVICES

---

(1) Registered means the vessel is acknowledged as a certain type of small vessel listed in a national register. Some of these types are exempt from Pilotage

(2) Pilotage can always be applied when:

- Wind speed is greater than force 6 Beaufort
- Visibility < 700 meters at any point along the intended sailing route.
- If tugboats are needed

How to order a pilot

In order to avoid possible delay in obtaining a pilot on board and to achieve maximum effectiveness, it is important that Eta's / Etd's of all ships are reliable, are given on time and that any changes are reported as soon as they are known. Deviations of more than half an hour have to be reported.

The master shall transmit the vessel's Eta's / Etd's via any suitable means of communication.

To order a pilot:

Inward bound

All vessels must send an Eta 6 hours before arrival at the RACON-buoy IJmuiden, in position 52 28.5' N 04 23.7' E, and confirm the ETA 3 and 1 hour before arrival.

Messages regarding:

Vessels carrying dangerous goods:

At least 24 hours before entering Dutch territorial waters.

Vessels requiring an exemption for lock passage: (draft > 13.1M, beam > 42M or LOA > 325M, non-standard transports, etc.):

At least 7 days before arriving in a position 52 30'N 03 51'E

Deep draft ships (more than 45 ft in salt water):

Are expected 24 hours in advance and confirmed at least 8 hours, before arriving in a position 52 30'N 03 51'E

Eta's to be send to:

VTS Port of Amsterdam

Seinpostweg 19, 1976 BT IJmuiden

Telephone : +31(0)20 52 34 778, +31(0)20 52 34 720

E-mail : [pivts@portofamsterdam.nl](mailto:pivts@portofamsterdam.nl)

Fax : +31(0)20 52 34 800

VHF : "Traffic Centre IJmuiden", VHF-07

Amsterdam Pilots

Telephone : +31(0)255 564 500

E-mail : [pilots.amsterdam@loodswezen.nl](mailto:pilots.amsterdam@loodswezen.nl)

Fax : +31(0)255 532535

## PART V | 11. NAUTICAL SERVICES

---

### Outward bound

All vessels must send an Etd 4 hour before departure.

Etds to be sent to:

VTS Port of Amsterdam  
Seinpostweg 19, 1976 BT IJmuiden  
Telephone : +31(0)20 52 34 777, +31(0)20 52 34 720  
E-mail : [pivts@portofamsterdam.nl](mailto:pivts@portofamsterdam.nl)  
Fax : +31(0)20 52 34 800  
VHF : VTS-channel

Traffic control is manned 24 hours/day

### Shifting vessels

All shifting vessels must send an Etd 2 hour before departure.

VTS Port of Amsterdam  
Seinpostweg 19, 1976 BT IJmuiden  
Telephone : +31(0)20 52 34 777, +31(0)20 52 34 720  
E-mail : [pivts@portofamsterdam.nl](mailto:pivts@portofamsterdam.nl)  
Fax : +31(0)20 52 34 800  
VHF : VTS-channel

### Communication

All arriving shipping is urgently requested to maintain continuous contact on VHF channel 07 as soon as within VHF range, for pilot-messages and berthing orders, as well as for the locking process and other information

All communications to transfer a pilot by helicopter also takes place via VHF channel 07. At the special request of Traffic Centre IJmuiden ships should change to channel 61.

### Pilot ordering department

The Pilot ordering department serves to connect the masters, ships agents, shipbrokers and pilots. The pilot dispatchers of the Pilot ordering department are responsible for controlling the Eta's and Etd's of all ships. With the assistance of the pilot service's computerized database of pilots and ships, the pilot dispatcher takes care of directing the right pilot on board the designated ship at the proper time.

## PART V | 11. NAUTICAL SERVICES

---

### Senior pilot

At the Traffic Centre IJmuiden a Senior pilot is present at all times. The Senior pilot is responsible for directing general pilotage operations and also coordinates when the pilot launches and the helicopter should be put in service to embark or disembark a pilot. The Senior pilot works in close co-operation with the Traffic control in order to maintain an efficient handling of all shipping traffic. Furthermore, the Senior pilot can offer his expertise on the handling of ships which, due to weather or port conditions and / or the ship's dimensions, require special consideration.

Pilots Corporation (Regionale Loodsencorporatie Amsterdam - IJmuiden)

Messages concerning the organization of the pilot services, complaints, etc. should be sent to:

President of the 'Regionale Loodsencorporatie Amsterdam - IJmond'

Kanaaldijk 242, 1975 AJ IJmuiden

Telephone: +31(0)255 564 545

Fax.: +31(0)255 564 515

### Operational

#### Piloting of ships with a draught up to 45 ft

The piloting of ships with a draft up to 45 ft generally takes place in an area around the RACON buoy varying from one mile north to one mile south of the leading line 100% depending on the tide and from 2 miles east to two miles west of that buoy depending on type and draught of the ship. Pilot launches operate between the harbour and the vessels to be piloted. The hull of these ships is yellow, the superstructure white and the word 'PILOT' painted in black on both sides. Vessels are equipped with radar and VHF. In order to perform a smooth piloting procedure it is advisory to contact the launch on VHF-channel 61.

#### Piloting of ships with a draught over 45 ft

Ships exceeding a draught of 45 ft are piloted in the approach of the "IJ-channel" (52°30'N 03°50'E) by helicopters. Outward bound debarkation takes place after passing buoy "Y1". The vessels concerned must be equipped in conformity with the safety standards of the International Civil Aeronautical Organization (ICAO) as published in the "Guide to Helicopter / ship operations" by the International Chamber of Shipping (ICS). In view of the narrowness of the "IJ-channel", vessels which have to be restricted thereto are urged to use pilots. To promote the safety of shipping the pilots work with an electronic position finding system in combination with a computerized surveillance radar ashore.

#### Piloting suspended with launches

Piloting with launches is suspended when wind force is 7 to 8 Beaufort (wave height exceeding 2.70 metres).

As a substitute pilots may embark by helicopter of the local pilot corporation Amsterdam - IJmond. Ships with helicopter facilities due to arrive next at the Noordzeekanaalgebied area should pay special attention to the weather situation as piloting with launches is stopped when wind force increases to 7 to 8 Beaufort. When normal embarkation procedures are suspended due to bad weather, the transfer of the pilot by helicopter is included in the normal charge for pilotage.

## PART V | 11. NAUTICAL SERVICES

---

If helicopter pilotage is not possible, pilots may embark in other ports.

### Shore-based Pilotage (Remote Pilotage)

Pilot's information and advice for ships with a length overall up to ca. 125 metres, can also be obtained by means of shore based radar, when launches are not working outside the breakwater.

#### Procedure

Traffic Centre IJmuiden, VHF-Channel 61, requests the ship to switch over to channel 19.

The following items are to apply:

Reasonable contact ship-shore (vice versa).

Two good working VHF-units.

Some manoeuvring data need to be known ashore

The master of the ship is obliged to board the pilot as soon as the ship is inside the breakwaters.

### Pilot launches

Pilot launches engaged on their station on pilotage duty shall fly, exhibit, display, hoist or sound.

a) By day: the pilot flag, a blue flag with white letter 'L' displayed from the foremast. b) At night: the light as prescribed by Regulation 29 of the regulations for Preventing Collisions at Sea.

c) During fog, mist, snow, heavy rainstorms or any other weather conditions which in like manner cause visibility to deteriorate the sound signal as prescribed by Regulation 35 (a), (b), (f) and (i).

### Pilot ladder

Pilot ladders should be rigged up on starboard or port side depending on the weather situation at a height of about 2 metres (6 to 7 ft) above sea level.

In case of freeboard more than 9 metres (29'16") the ladder should be made ready in combination with the accommodation ladder.

### Hoist landings

(ICS-guide character "D")

Hoist landings must meet the following conditions:

- Manoeuvring zone 27.5 m (90 ft) diameters.
- Broken white circle need not to be painted.
- Clear zone (solid yellow circle, with same centre point) not less than 4.6 m (25 ft) diameter.
- Max. height of obstacle within manoeuvring zone 3.05 m (10 ft).
- Min. height the helicopter will hover: about 10 ft. above the highest obstacle in manoeuvring zone.

All other deck markings as shown in the ICS guide under 'A', 'D' and 'C' may also be used for hoist landing.

In order to prevent useless spending agents should be aware of the fact that ships without deck markings as well as those which fail to comply with the operating recommendations may be refused by the boarding pilot

### Limitations:

Wind of more than 10 Bf (55 km)

Visibility less than 800 m at 150 ft

Severe air turbulence, icing and extreme rolling and pitching of the ship.

### Container ships:

Container carriers which intend to request a pilot by helicopter shall provide in advance to the helicopter company drawing (preferably on a original deck plan), showing arrangements as outlined under 'operational; Piloting of ships

Maritime Traffic Act

## PART V | 11. NAUTICAL SERVICES

---

### 1) Compulsory pilotage and exemptions

The general rule is that 'all ships are obliged to use a pilot requirement'. However, a number of ships are legally exempted from this requirement. This does not apply to seagoing vessels carrying hazardous cargo in bulk or with non-inerted tanks. These vessels are always subject to compulsory pilotage

Exempted are:

seagoing vessels with a length over all < 75M if they do not carry any dangerous cargo in bulk.

On certain waterways Denmark traders, sea-river vessels and Rhine vessels when registered as such

Fishing vessels < 75M and dredging vessels (only when used for this purpose)

Dutch and allied naval vessels

Shifting vessels along the same quay and similar short shifts

Shifting vessels under certain conditions within some harbour basins

Vessels on which the navigator holds an exemption certificate

### 2) Responsibility

Owners and masters are requested to note that neither the pilotage corporation nor the pilot can be sued for damage sustained or done to any other vessel or object by a ship carrying a commissioned pilot.

Pilotage in all estuaries, seaports, rivers, navigable waterways and canals within the Netherlands is exclusively carried out by the commissioned pilot of the local pilot corporations (Regionale Loodsencorporatie).

### 3) Pilotage dues

The pilotage dues are based on the draft of the vessel measured in decimetres. Fractions up to 0.5 are rounded off and fractions above 0.5 are counted as full in assessing pilotage dues. For rendering pilotage service outside the limits of any pilotage district, retaining fees and travelling expenses are charged in addition to dues as specified in the tariff. (Other instances when retaining fees and travelling expenses become due are specified in the Addenda to the Traffic of dues). Dues and other charges for both inward and outward pilotage services shall be paid before sailing outward but in no case later than one month after the service was rendered. Claims for readjustment of payment for pilotage services must be made within twelve months

## PART V | 11. NAUTICAL SERVICES

How to prepare the ship for boarding of the pilot

Pilots will board the vessel in line with ICS Standard Regulations and International Maritime Pilots' Association Regulations

By tender	Vessels with a freeboard of over 9.0 meters must provide an accommodation ladder in addition to the pilot ladder. Generally, pilots refuse to use mechanical pilot hoists or other constructions that do not comply with the above-mentioned regulations.
By small tender	Pilot ladder 2 feet above the water.
By large tender	Pilot ladder 6 feet above the water.
By helicopter	<p>Pilots will board by hoist cable, or, if the vessel is equipped with full landing gear, the helicopter will land on deck.</p> <p>Instruction to the crew: never touch the line or the pilot. Pilots do not require assistance during the hoisting procedure. Just stay well clear of the line and the pilot. The location for boarding the pilot is at the discretion of the helicopter pilot, and depends on the type of ship. If the location is the bridge wing, remove the rubber mats (so the helicopter line can make contact with steel).</p> <p>Restrictions:</p> <ul style="list-style-type: none"> <li>- minimum visibility 800 meters, at 46 meters above sea level;</li> <li>- maximum wind force 10 (55 knots);</li> <li>- severe turbulence and icing conditions at or below 46 meters above sea level.</li> </ul> <p>Major course changes should be avoided during the hoisting and landing operations</p>

### 8.2 SHORE BASED PILOTAGE

If the pilot is unable to perform his duties on board the vessel to be piloted, he is authorized to extend his services from shore or from a different ship.

Remote piloting (LOA) from the shore is carried out in IJmuiden from the Traffic Centre IJmuiden on the sea route in cases where piloting has been discontinued outside the harbour in connection with weather conditions or if the safety of the vessel in the shipping lane in which piloting is compulsory is endangered to such an extent that remote piloting is essential to the safe pilotage of the vessel. Shore based pilotage is available for ships with a limited length only

### 8.3 PILOT EXEMPTION CERTIFICATE

Ships that visit the port of Amsterdam on a regular basis may request a Pilot Exemption Certificate. For more information contact the Harbour Master's Office.

## PART V | 11. NAUTICAL SERVICES

---

### 11.4 TUGS

#### General

If you do not have a pilot on board and wish to use tugs, you might nonetheless consider requesting a pilot, because pilots are very skilled in directing tugboats

#### Tugs available

Sea-going tugs, harbour tugs and salvage vessels are available day and night at IJmuiden. Harbour tugs for the assistance of vessels in the Noordzeekanaalgebied and in the docks of Amsterdam and Zaanstad are stationed at IJmuiden and at Amsterdam. Divers, pumps, underwater cutting plant, sheer legs (capacity 60-90-125-130 and 300 tons) and further salvage equipment are available at short notice

#### How to order a tugboat

Through the pilot, your agent or phoning, faxing a tugboat company. Traffic control can provide information if needed.

#### How to communicate with a tugboat

- On VTS sector channel you can arrange a working channel with the tug, which will normally be VHF channel 8 or 6.
- The pilots work on different channels with the tugs.
- If you use boatmen, use the same working channel for tugs and boatmen.

#### Note

- Maintain good communication at all times, and always advise the captain of the tugboat of intended manoeuvres.
  - The orders should be clear and short and unnecessary items should be avoided. Use standard marine communication phrases and the standard tug orders for the port of Amsterdam.
  - Always give a warning when going from a stopped engine to an ahead or astern engine order
- First order must include
- Name of tugboat.
  - Action (pull/push/swing/connect/disconnect).
  - Direction (port/starboard/location).
  - Power (in tons, as a fraction, or percentage).
  - E.g.: Loire push to starboard 10 tons / half / 50 percent.
  - E.g.: Loire make fast center lead forward.

#### Second order (as long as action and direction do not change)

- Name of tugboat.
- Power (in tons, as a fraction, or percentage).
- E.g.: Loire 10 tons / half / 50 percent.

N.B.: once you opt to indicate the power in a certain way (e.g. tons), continue to refer to it in this way, and do not change to another system (e.g. percentage or fraction).

#### How to connect a tugboat

- In the port of Amsterdam, the tug's line is always used, never a ship's line.
- Prepare a strong heaving line with a heavy part at the end, because the tugs in Amsterdam are very strong, and the tug line has to be correspondingly heavy.
- All the tugs are equipped with substantial rubber fenders on both the bow and the stern, so fender position does not affect your decision where to connect or how to use the tug.
- If the ship has a special place on the side for a tug to push, inform the tug master.
- Make sure the crew secures the tug line to a bollard with a safe working load consistent with the bollard pull of the tugboat. Advise the master of the tugboat of the safe working load of the bollard

## PART V | 11. NAUTICAL SERVICES

---

### 11.5 MOORING

#### GENERAL

Vessels may only be berthed or moored in places assigned by the Port Authority.

If the ship is in one of the following categories, use of the services of the boatman or of the ship's crew to secure the lines is compulsory:

ships longer than 70 meters  
tankers

Exemption: if the ship is shifting along the same pier, without letting go all lines.

#### GUIDELINES FOR MOORING FOR MASTERS

These guidelines are a copy of section 1.5 of OCIMF Mooring Equipment Guidelines:

Mooring lines should be arranged as symmetrically as possible about the midships point of the ship. (A symmetrical arrangement is more likely to ensure a good load distribution than an asymmetrical arrangement)

breast lines should be orientated as perpendicular as possible to the longitudinal centre line of the ship and as far aft and forward as possible

Spring lines should be orientated as parallel as possible to the longitudinal centre line of the ship.

The vertical angle of the mooring lines should be kept to a minimum.

Generally, mooring lines of the same size and type (material) should be used for all leads. If this is not possible, all lines in the same service, i.e. breast lines, spring lines, head lines, etc. should be the same size and type. For example, all spring lines could be wire and all breast lines synthetic.

If tails are used, the same size and type of tail should be used on all lines run out in the same service.

Mooring lines should be arranged so that all lines in the same service are about the same length between the ship's winch and the shore bollard. Line elasticity varies directly with line length and shorter lines will assume more load.

#### GUIDELINES FOR MOORING FOR TERMINAL OPERATORS:

Terminal operators must understand that the Master of the vessel is end-responsible for ensuring that the vessel is safely moored, and allow sufficient space to do so.

#### ORDERING

You can order mooring services via the pilot, your agent or directly with:

Amsterdam, Zaandam:

De Koperen Ploeg

Address Capiweg 30, 1044 AL Amsterdam

Port number 5099

Telephone +31(0)20 448 70 90

Fax +31(0)20 448 70 91

E-mail [info@dekoperenploeg.nl](mailto:info@dekoperenploeg.nl)

Website [www.dekoperenploeg.nl](http://www.dekoperenploeg.nl)

IJmuiden, Velsen, Beverwijk:

Coöperatieve Vereniging van Vletterlieden (CVV)

Address Zuidersluisweg 5, 1975 AK IJmuiden

Telephone +31(0)255 521 796

Fax +31(0)255 537 737

E-mail [info@vletterlieden.nl](mailto:info@vletterlieden.nl)

Website [www.vletterlieden.nl](http://www.vletterlieden.nl)

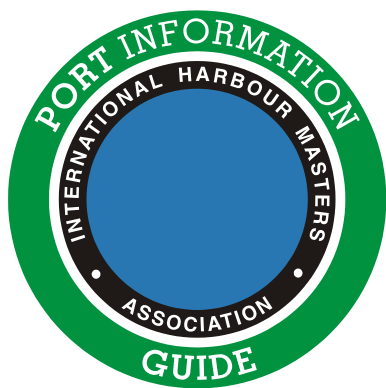
## **PART V | 11. NAUTICAL SERVICES**

---

### **11.6 LASHING OF CARGO**

To avoid safety issues all cargo transported to or from the North Sea Canal area must be handled correctly in relation to loading, discharging, separating and securing.

# 12 Nautical communication



## PART V | 12. NAUTICAL COMMUNICATION

### 12.1 GENERAL

The VTS organisation in the Noordzeekanaalgebied area makes use of the English and Dutch language.

All VTS operators are trained and examined in the use of the “Standard Marine Communication Phrases”.

### 12.2 VHF CHANNELS NAUTICAL COMMUNICATION

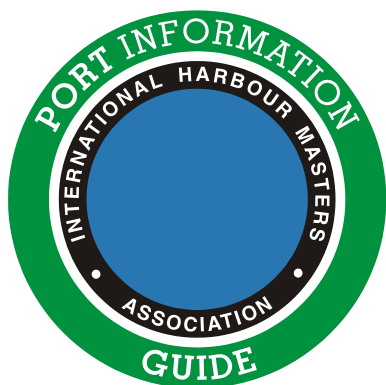
VHF Channel	Call sign	Where and when	Remarks
7	Traffic centre IJmuiden	In the area between two circles around the breakwaters of IJmuiden, one circle 5 nautical miles west of the breakwaters and one circle 12 nautical miles west of the breakwaters	Report on this channel when approaching to pick up pilot. Report on entering the specified area when approaching or leaving IJmuiden.
61	IJmuiden port control	Inside a 5 nautical mile circle west of the breakwaters of IJmuiden and on the fairways inside the Outer Harbour of IJmuiden west of the locks.	Report when entering or leaving this area. Report before leaving a berth in this area.
12	Zeehaven IJmuiden	South of the entrance to the Vissershaven and Haringhaven	Channel used for operations inside Zeehaven IJmuiden.
19	Pilot IJmuiden	Inside a 5 nautical mile circle west of the breakwaters and inside the New breakwaters.	Only to be used by vessels receiving shore based pilotage
6	-----	-----	Used for communication by inbound vessels making use of tug assistance.
22	IJmuiden locks	Inside the locks at IJmuiden	All vessels making use of the Noordzeesluizen at IJmuiden must use this channel to be able to receive mooring instructions in the locks. Vessels using the locks are obliged by the Dutch law on inland waterways police regulations to maintain a watch on this channel until clear of the locks.

## PART V | 12. NAUTICAL COMMUNICATION

3	Traffic centre North Sea Canal	The area east of the Noordzeesluizen up to kilometer marker 10.7, including entrances to harbours and side channels.	Report when entering or leaving this area. Report before leaving a berth in this area.
68	Amsterdam Port Control	The area east of kilometer marker 10,7 to the Amsterdam-Rijnkanaal and the locks at Schellingwoude	Report when entering or leaving this area. Report before leaving a berth in this area.
14	Amsterdam Port Control	The area east of kilometer marker 10,7 to the Amsterdam-Rijnkanaal and the locks at Schellingwoude	This channel is used as a nautical information channel by the Port of Amsterdam. Vessels will be directed to make use of this channel by Amsterdam Port Control.
8	-----	-----	Used for communication by outbound vessels making use of tug assistance.
71	Havendienst Beverwijk	Zijkanaal "A" and Beverwijk	Channel used for operations in Beverwijk
10	-----	Zijkanaal "C"	Used for ship to ship communication on side channel "C"



# 13 Cargo Operations



## **PART VI | 13. CARGO OPERATIONS**

---

### **13.1 GENERAL**

**THIS CHAPTER IS WILL BE ADDED AFTER RATIFICATION OF NEW REGULATIONS**

## **PART VI | 13. CARGO OPERATIONS**

---

### **13.2 LOADING / DISCHARGING PROCEDURES**

**THIS CHAPTER IS WILL BE ADDED AFTER RATIFICATION OF NEW REGULATIONS**

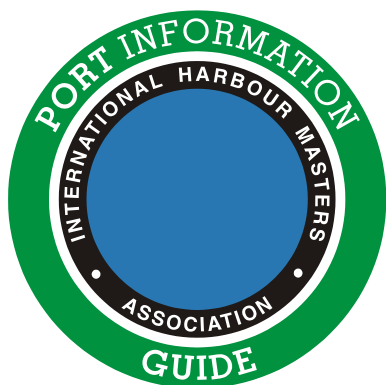
## **PART VI | 13. CARGO OPERATIONS**

---

### **13.3 CLEANING PROCEDURES**

This chapter is will be added after ratification of new regulations

# 14 Vessel Operations



## PART VI | 14. VESSEL OPERATIONS

---

### 14.1 GENERAL

From cleaning a vessel to underwater inspections, this section contains information on the rules and regulations regarding ship operations in the port of Amsterdam area.

Not permitted in the port of Amsterdam:

use of an incinerator

bottom cleaning by brushes is prohibited; (exemption can be given, See 14.4)

fishing is prohibited without a permit from the municipality.

Permitted in the port of Amsterdam:

painting, provided measures are in place to prevent spillage into the water

cleaning exterior, provided environmentally-friendly soap is used

use of speaker systems on outside decks

polishing propellers by a specialized, approved company

bottom cleaning of hulls coated with Ecospeed® hull protection system (See 14.4)

### 14.2 LOWERING BOATS AND RAFTS

Before lowering boats and rafts make sure that it is permitted by the Port Authority.

### 14.3 MAINTENANCE AND REPAIR

The requirement to report repairs or request permission depends on the nature of the repairs and the location of the ship in the port. Two different types of repair are distinguished:

Cold work - repairs not involving and with no risk of fire or sparks

These repairs need to be reported to the Harbour Master's department if:

the vessel is temporarily immobilised

the repairs are performed on a tanker that is or has been loaded with dangerous goods

To request such a permit, contact the Harbourmasters office, Dangerous goods department :

+31 20 5234 762 or +31 20 6239130

[gsm@portofamsterdam.nl](mailto:gsm@portofamsterdam.nl)

Hot work - repairs involving or with a risk of fire or sparks

Before starting these repairs, a permit from the Harbour Master's department is compulsory for:

all tankers moored in an oil harbour

all tankships that are or have been loaded with dangerous goods

all ships loaded with packed dangerous goods

hot work in engine rooms or ballast and other tanks for all other ships

ships located in an oil harbour (see chapter 11.3 for a list of Petroleum harbours).

On completion of the job report again.

To request such a permit, contact the Harbourmasters office, Dangerous goods department:

+31 20 5234 762 or +31 20 6239130

[gsm@portofamsterdam.nl](mailto:gsm@portofamsterdam.nl)

Note: in those ports where the so-called 'oil harbour regulations' are in force, it is prohibited to cause open fire.

## PART VI | 14. VESSEL OPERATIONS

---

Exceptions to these regulations apply if:

A ship is in a shipyard or other area that has a permit to carry out the work concerned  
Permission has been granted by the Harbour Master's department

In addition, an operational report to the Harbour Master's department is required. Your agent should take care of this. This report shall contain: name of ship, date of commencement of repairs, duration of repairs, berth, nature of repairs, location of repairs, by whom repairs will be carried out, any cargo operations, bunkering etc. during repairs, cargo on board and stowage, effect of repairs on ship's manoeuvrability and time and duration of immobilized situation.

See chapter 2 on contacting the harbour master's office

### 14.4 UNDERWATER INSPECTION / CLEANING

#### UNDERWATER INSPECTIONS

Inspection activities outboard or under water must be reported to the Harbour Master's department. This report shall contain: name of ship, date, name and number of berth, place at or near the ship, nature of the activities, expected duration of activities, reason. In case of tankers permission is needed. On completion of before mentioned inspection, report again.

See chapter 2 on contacting Harbour Master's Office

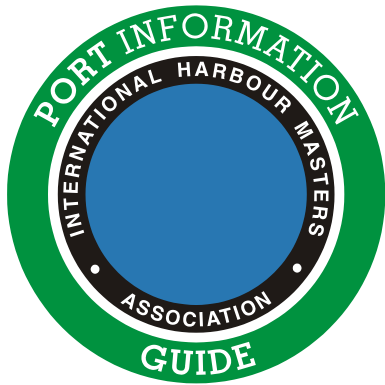
#### UNDERWATER CLEANING OF HULL OR PROPELLER

Underwater cleaning of a vessel is allowed provided that the hulls is coated with Ecospeed® hull protection system and the Directorate General for Public Works and Water Management (RWS) and the local berth operator have granted permission.

An officially appointed company should perform the cleaning of hull or a propeller. In the port of Amsterdam only two companies are permitted to perform these operations.



# 15 Port Inspections



## PART VI | 15. PORT INSPECTIONS

---

### 15.1 GENERAL

This chapter describes all relevant inspections that can expect in the port of Amsterdam.

### 15.2 INSPECTIONS FROM PORT STATE CONTROL

The Paris Memorandum of Understanding (MOU) on Port State Control aims at eliminating the operation of sub-standard ships through a harmonized system of port State Control inspections on foreign ships in the Paris MOU ports.

The Dutch Port State Control is carried out by inspectors of the Ministry of Transport and water Management Inspectorate of the Netherlands. Inspections take place on board, ensuring that these ships meet international safety, security and environmental standards, and that crewmembers have adequate living and working conditions.

More information on Port State Control can be found on [www.parismou.org](http://www.parismou.org) and [www.emsa.eu.int](http://www.emsa.eu.int), the website of the European Maritime Safety Agency. More information on the transport and water Management Inspectorate can be found on [www.ivw.nl](http://www.ivw.nl).

Contact details:

Port State Control the Netherlands

P.O. Box 8634

3009 AP Rotterdam

Telephone: +31 (0)10 266 86 50

Fax: +31 (0)10 202 35 20

E-mail: [psc@ivw.nl](mailto:psc@ivw.nl)

See also chapter 5 Documentation.

### 15.3 INSPECTIONS FROM OTHER PARTIES

Inspections from Port of Amsterdam Authority

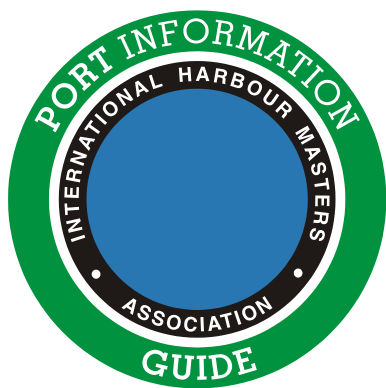
During the stay in the port, the ship may be visited by officials representing the Harbour Master / Supervision, Environment and Safety Department for inspections and checks on standards for cargo handling and regulations, such as port rules. Furthermore, MARPOL inspections may be carried out on behalf of Port State Control. The ships management is responsible for ensuring that such an official has access to all relevant ship documents, 24 hours a day.

See also chapter 5 regarding documents that need to be available.

Consult the website [www.portofamsterdam.nl](http://www.portofamsterdam.nl) for all relevant forms and checklists.

After permission has been granted for repairs, you can expect a check by an inspector of the Port of Amsterdam Authority.

# 16 Port Services



## PART VII | 16. PORT SERVICES

---

### 16.1 GENERAL

Always contact the Harbour Master for permission in case of delivering potable water or stores on tankers. Delivering stores over land should be reported to the Port Facility Security Officer of the port facility

### 16.2 FUEL AND LUBRICATION OIL

#### WHEN BUNKERING IS PROHIBITED

Bunkering and loading stores is prohibited for:

Oil tankers: during crude oil washing;

if the bunker barge is not type "N" or "C" (local regulations for transport of dangerous goods by barges).

Chemical tankers: during open washing of dangerous products, except that discharging slobs necessary for discharging washing water is allowed.

Gas tankers; during discharge or loading

#### REPORTING BUNKERING

Bunkering of fuel and lubricated oil must be reported by the skipper of inland vessels or the captain of a ship. Bunkering over land should be reported to the Port Facility Security Officer of the port facility called at.

See [www.portofamsterdam.nl/smartsite.dws?id=18657](http://www.portofamsterdam.nl/smartsite.dws?id=18657) for a list of Port Facility Security Officers.

Report to Traffic Control, on the relevant VHF channel, The report must be made at least 30 minutes and at the most 6 hours before start of bunkering.

#### REPORTING SPILLS

Routine bunker operations entail a certain degree of risk regarding pollution by oil spills, which threaten safety, the maritime environment and consequently the quality of silt that is to be dredged.

The Port bylaw for the Noordzeekanaal area 2010 state that all spills have to be reported to the Harbour Master immediately. Failure to comply with these Bye Laws is punishable by law. Details to be reported: name of ship, name of berth, activity or incident.

See also chapter 9.2.

#### BUNKER CHECKLIST

In order to prevent and minimize the number of spills, the Port of Amsterdam Bunker Checklist has been introduced. This checklist has to be fully completed and signed by both the seagoing vessel's officer of duty and the skipper of the bunker barge before bunker transfer can commence.

Download the Bunker Checklist on the website [www.portofamsterdam.nl](http://www.portofamsterdam.nl)

## PART VII | 16. PORT SERVICES

---

### 16.3 FRESH WATER

#### WHEN BUNKERING IS PROHIBITED

Bunkering and loading stores is prohibited for:

Oil tankers: during crude oil washing;  
if the bunker barge is not type "N" or "C" (local regulations for transport of dangerous goods by barges).

Chemical tankers: during open washing of dangerous products, except that discharging slops necessary for discharging washing water is allowed.

Gas tankers; during discharge or loading.

In general, you will order supplies of potable water before arrival via your agent. Your agent will arrange that the water barge arrives at the right time. If you are in port, you can order water supplies either directly or via you agent.

### 16.4 STORES

#### WHEN BUNKERING IS PROHIBITED

Bunkering and loading stores is prohibited for:

Oil tankers: during crude oil washing;  
if the bunker barge is not type "N" or "C" (local regulations for transport of dangerous goods by barges).

Chemical tankers: during open washing of dangerous products, except that discharging slops necessary for discharging washing water is allowed.

Gas tankers; during discharge or loading.

Ship's stores can be ordered via your agent. Amsterdam is an excellent place to order your provisions and other things you may need. Numerous companies are active in this field. Your agent will be able to advise you on this matter. Storing is prohibited when cleaning or venting tanks.

Stores over land should be reported to the Port Facility Security Officer of the port facility.

See [www.portofamsterdam.nl/smartsite.dws?id=18657](http://www.portofamsterdam.nl/smartsite.dws?id=18657) for a list of Port Facility Security Officers.

Vessels which are at anchor on the roads of IJmuiden can contact the following firms for special tenderservice:

The Cooperative Union of Boatmen in IJmuiden:

Tel.: +31 255 515354

Fax.: +31 255 537737

e-mail: [cvv@vletterlieden.nl](mailto:cvv@vletterlieden.nl)

### 16.5 SHORE BASED ELECTRICITY

Shore based electricity is available at certain berths and only for inland vessels.

## PART VII | 16. PORT SERVICES

---

### 16.6 WASTE

#### Fees for ship-generated waste

With the introduction of a system of indirect financing in 2004, ships calling at the port must deliver their ship-generated waste at the port unless they have enough storage capacity for the waste to be delivered at the next port of call.

A fee for all ships will be incorporated in the port dues, based on the gross tonnage of the ship. Part of the costs, which the fee does not cover, shall be paid directly to the reception facility on basis of the types and quantities of waste actually delivered by the ship.

Ships, which are engaged in scheduled traffic with frequent and regular port calls and which can give sufficient evidence of an arrangement to ensure the delivery of ship-generated waste and payment of fees in a port along the ship's route, may be exempted from these fees by the Inspectorate of transport and Water management ([www.ivw.nl](http://www.ivw.nl)).

Complying these regulations the port of Amsterdam has designated a number of companies which are entitled to collect or receive and treat harmful waste from ships. Reception companies collect waste against set tariffs, which may be obtained from these companies via the shipping agent. Collecting waste may take place by means of barges or trucks.

#### Waste reception and handling plans

As of November 1-th 2004 the Port of Amsterdam, amongst the other ports in the European Union, shall have implemented a waste reception and handling plan. This plan will be developed in a regional context with the ports of IJmuiden/Velsen, Beverwijk, Zaandam. The plan will give the need for, and the availability of, reception facilities, specified for each individual port.

Further information may be obtained from:

Port of Amsterdam  
Waste Reporting Point  
Address: De Ruijterkade 7, 1013 AA Amsterdam  
P.O. box 19406, 1000 GK Amsterdam  
Telephone: +31(0)20 523 47 69  
Fax: +31(0)20 626 62 15  
E-mail: [scheepsafval@portofamsterdam.nl](mailto:scheepsafval@portofamsterdam.nl)  
Website: [www.portofamsterdam.nl](http://www.portofamsterdam.nl)

More information on Port Reception Facilities can be found on the website [www.portofamsterdam.com](http://www.portofamsterdam.com).

The waste disposal guide and the IMO complaint form can also be downloaded from the website

This section provides information on the regulations concerning the collection of ship-generated waste in the Amsterdam port area. For the waste reporting form see enclosure 1.

What do you need to do?

## PART VII | 16. PORT SERVICES

---

- Notification:

Every sea-going vessel notifies the waste products that are on board and which it wants to discharge in the port. You are required to submit a waste reporting form 24 hours before arrival by fax or e-mail and keep the form on board at least until arrival at the next port of call.

- Waste discharge:

You are required to discharge ship-generated waste in one of the ports which have proper facilities. You will receive the S-form from the waste collector which you are required to archive on board for at least five years.

- Indirect fee:

Every sea-going vessel must make a contribution to the costs of collecting and processing ship-generated waste. You will be charged on arrival at Amsterdam seaports, even if you have no waste to deposit. Please note that these costs of ship-generated waste are fully or partially refunded via the so-called 'right to discharge

To which kind of vessels does the Port Waste Plan apply?

The plan applies to all sea-going vessels irrespective of their flag, with the exception of:

- Warships, naval auxiliary vessels or other ships owned or operated by a State;
- Inland/sea-going vessels coming from inland waterways;
- Inland/sea-going vessels exclusively accessing the port to clear

When can you receive an exemption?

Certain vessels can apply for exemption from the Traffic and Transport Inspectorate of the Shipping Directorate. Vessels may be exempted from the obligation to report, discharge or contribute. For example, this may concern vessels which enter the port at least once every 14 days, such as offshore and scheduled services. A captain may also decide not to discharge the vessel's waste, but store it for the next port of call. The Traffic and Transport Inspectorate has drawn up rules for both possibilities but because these are (too) complex to detail here please consult [www.ivw.nl](http://www.ivw.nl) or telephone +31 (0)10 266 85 00.

Where can you discharge waste?

Facilities in the Port of Amsterdam are equipped to handle waste mentioned in the table under headings I, II, IV and V. In all cases, the waste will be collected in accordance with the environmental and safety regulations. Please contact a regional waste collector as soon as possible, they will come and collect your waste. Please note that waste is only allowed to be discharged if it is collected by a designated collector.

The website provides the latest information on these companies. If you are not satisfied with the service in the ports, then please fill in the IMO complaints form and send it to the Waste Reporting Point. The complaints form can be found on the website.

## PART VII | 16. PORT SERVICES

---

### Waste Reporting Point

Address: De Ruijterkade 7, 1013 AA Amsterdam

P.O. box 19406, 1000 GK Amsterdam

Telephone: +31(0)20 523 47 69

Fax : +31(0)20 626 62 15

E-mail: [scheepsafval@portofamsterdam.nl](mailto:scheepsafval@portofamsterdam.nl)

Website: [www.portofamsterdam.nl](http://www.portofamsterdam.nl)

Which waste products are you obliged to discharge?

Annex	Type of waste	Category
I	Wash water oil	Cargo residue
	Ballast water oil, incl. cargo residues	
	Used engine oil	
II	Fuel oil residues (sludge), Bilge water	Ship-generated
	Wash water chemicals, incl. cargo residues	
	Other	
IV	Sewage	Ship-generated
V	Domestic waste	Ship-generated
	Food waste	
	Plastics Maintenance waste Cargo associated waste	
	Dry cargo residues	

### Payments and refunds

In accordance with the law, sea-going vessels must pay an indirect contribution for the collection and processing of ship-generated waste. Every vessel entering the Port of Amsterdam thus pays a charge, even if it does not discharge any waste (dumping at sea thus no longer offers financial benefit). After payment of the fee, every vessel receives a 'right to discharge'. The right is measured according to an amount which depends on the vessel's gross tonnage (see table below). The amounts are adjusted annually. The latest rates and rights can be requested from the Waste Reporting Point or viewed on the website [www.portofamsterdam.nl](http://www.portofamsterdam.nl).

### Rules

1. The International Tonnage Certificate (1969) determines the Gross Tonnage (GT).
2. The GT size determines the amount of the 'right to discharge'.
3. Per call, the vessel will pay 1x fee and in return will receive 1x right to discharge Annex I and 1x right to discharge Annex V.

## PART VII | 16. PORT SERVICES

4. The agent will order a maximum of 2 collectors for every call (if the vessel shifts within the port region and the vessel has already discharged Annex I and/or Annex V waste, then a following discharge falls outside of the right to discharge).
5. The collector is responsible for stating the correct amount of the right to discharge on the invoice and the agent must supervise that this is done correctly.
6. In the event of a disagreement the Waste Reporting Point will take the decision.

You pay in euro's		You collect in euro's	
Gross tonnage	Fee per call	Right to discharge Annex I Ship-generated waste	Right to discharge Annex V Ship-generated waste
0 – 3.000	60	450	250
3.001 – 10.000	160	600	400
10.001 – 30.000	300	750	550
30.001 – 50.000	490	950	750
> 50.001	570	1100	900

*fees per 1 april 2006*

### 16.7 REPAIRS

#### SHIP YARD / REPAIRS

Shipdock BV Amsterdam  
 tt. Vasumweg 131  
 1033 SG Amsterdam  
 Telephone: +31(0)20 631 82 18  
 Fax: +31(0)20 631 57 91  
 E-mail: [info@shipdock.nl](mailto:info@shipdock.nl)  
 Website: [www.shipdock.nl](http://www.shipdock.nl)

Oranjewerf Shiprepair  
 Nieuwendammerdijk 542  
 1023 BX Amsterdam  
 Telephone: +31(0)20 634 75 11  
 Fax: +31(0)20 634 75 33  
 E-mail: [info@oranjewerf.com](mailto:info@oranjewerf.com)  
 Website: [www.oranjewerf.com](http://www.oranjewerf.com)

## **PART VII | 16. PORT SERVICES**

---

### SHIP REPAIRS

Smalo BV  
Westhavenweg 46  
1042 AL Amsterdam  
Telephone: +31(0)20 611 82 99  
Fax: +31(0)20 611 42 13  
E-mail: [info@smalo.nl](mailto:info@smalo.nl)  
Website: [www.smalo.nl](http://www.smalo.nl)

Holland Repair & Services BV  
Vlothavenweg 16  
1013 BJ Amsterdam  
Telephone: +31(0)20 682 90 05  
Fax: +31(0)20 686 39 62  
E-mail: [info@hors.nl](mailto:info@hors.nl)  
Website: [www.hors.nl](http://www.hors.nl)

### **16.8 DE-RATTING**

<http://www.gezond.amsterdam.nl/secundair-menu/english/ship-sanitation>

<http://www.shipsanitation.nl/>

### **16.9 SURVEYORS**

Not available yet

### **16.10 SHIPPING AGENTS**

Not available yet

## PART VII | 16. PORT SERVICES

---

### 16.11 MEDICAL FACILITIES

AMSTERDAM:

#### HOSPITAL

Sint Lucas Andreas Ziekenhuis  
Address: Jan Tooropstraat 164, 1061 AE Amsterdam  
Telephone: +31(0)20 510 89 11  
Fax: +31(0)20 510 81 68  
E-mail: [ziekenhuis@slaz.nl](mailto:ziekenhuis@slaz.nl)  
Website: [www.slaz.nl](http://www.slaz.nl)

#### MEDICAL CENTRE FOR SEAMEN

Address: Kalkmarkt 8, 1011 BD Amsterdam  
Telephone: +31(0)20 625 27 07  
Fax: +31(0)20 622 09 07  
Website: [www.havenarts.nl](http://www.havenarts.nl)

#### CENTRAL DOCTORS SERVICES

Telephone: +31(0)880 030 600

#### DENTIST

AOC Dentist Practice  
W.G. Plein 167, Amsterdam  
Telephone: +31(0)20 616 12 34  
Fax: +31(0)20 612 87 63  
Consulting hours by appointment.

#### Dentist Services

P.C. Hooftclinic.  
P.C. Hooftstraat 116 II, 1071 CD Amsterdam

Consulting: Monday till Friday from 07.00 hours till 23.00 hours  
Saturday and Sunday from 10.00 hours till 23.00 hours  
Telephone: +31(0)20 4712866  
Fax: +31(0)20 4710885  
E-mail: [info@pchooftclinic.nl](mailto:info@pchooftclinic.nl)  
Website: [www.pchooftclinic.nl](http://www.pchooftclinic.nl)

The Municipal Medical and Public Health Service  
Nieuwe Achtergracht 100, 1018 WT Amsterdam  
Telephone: +31(0)20 5555911

#### PHARMACY

Van der Meulen Pharmacy Shop  
Geldersekade 84A, Amsterdam  
Telephone: +31(0)20 6240445  
Telefax: +31(0)20 6382016.

Specialized in supplying, checking and maintaining the stocks of medical requisites on board ships.

## PART VII | 16. PORT SERVICES

---

### FREE MEDICAL TREATMENT

Seamen and persons of all nationalities in international navigation may obtain free medical treatment for venereal diseases at the following address at Groenburgwal 44, tel. (020) 555822, only by appointment.

### IJMUIDEN

#### HOSPITAL

Kennemer Gasthuis

location south: Boerhaavelaan 22, 2035 RC Haarlem

location north: Vondelweg 999, 2026 BW Haarlem

Telephone: +31(0)23 5453545

E-mail: [info@kg.nl](mailto:info@kg.nl)

Website: [www.kg.nl](http://www.kg.nl)

### VELSEN, BEVERWIJK

#### HOSPITAL

Rode Kruis Hospital

Vondellaan 13, 1942 LE Beverwijk.

Telephone: +31(0)251 265555

Fax: +31(0)251 222570.

E-mail: [info@rkz.nl](mailto:info@rkz.nl)

Website: [www.rkz.nl](http://www.rkz.nl)

#### Pharmacy

Pharmacy Kuylman, Lange Nieuwstraat 403, IJmuiden, tel. (0255) 514204.

Checking and supplying of ships' medical nursing equipment.

### ZAANSTAD

#### HOSPITAL

Zaans Medical Centre

Koningin Julianaplein 58, 1502 DV Zaandam

Telephone: +31(0)75 6502911

Fax: +31(0)75 6502576

E-mail: [info@zaansmc.nl](mailto:info@zaansmc.nl)

Website: [www.zaansmedischcentrum.nl](http://www.zaansmedischcentrum.nl)

## PART VII | 16. PORT SERVICES

---

### 16.12 SEAMEN'S MISSIONS

#### Seamen's Centre, Amsterdam

Address : Radarweg 32, 1042 AA Amsterdam  
 Telephone : +31(0)20 611 79 12  
 Fax : +31(0)20 447 33 60  
 E-mail : [sea.amsterdam@wxs.nl](mailto:sea.amsterdam@wxs.nl)  
 Website : [www.seamensclub-amsterdam.nl](http://www.seamensclub-amsterdam.nl)  
 Opening hours : 16.00 until 23.00 hours

#### German Seamen's Mission

Address : Keizersgracht 733, 1017 DZ Amsterdam  
 Telephone : +31(0)20 622 08 42  
 Fax : +31(0)20 638 96 10  
 E-mail : [amsterdam@seemannsmission.org](mailto:amsterdam@seemannsmission.org)  
 Website : [www.seemannsmission.org](http://www.seemannsmission.org)

#### Dutch Seamen's Centre (more)

Website : [www.nederlandsezeemanscentrale.nl](http://www.nederlandsezeemanscentrale.nl)

#### Other International Seamen's Organisations

##### Seafarers Assistance

Seafarer who needs help or information.

Telephone (toll free) : +800 73232737 (day and night)  
 Website : [www.seafarerhelp.org](http://www.seafarerhelp.org)

##### Seafarer welfare

Website : [www.icma.as](http://www.icma.as)

## PART VII | 16. PORT SERVICES

---

### 16.13 TRANSPORT

#### Airports

##### Amsterdam Airport "Schiphol"

Address : Evert v/d Beekstraat 202, 1118 CP Schiphol

Telephone : 0900 0141 (calling from the Netherlands)

Telephone : +31 20 794 08 00 (calling from abroad)

Website : [www.schiphol.nl](http://www.schiphol.nl)

#### Trains

##### Dutch Railway, NS

Website : [www.ns.nl](http://www.ns.nl)

##### Amsterdam

##### Central Station

Address : Stationsplein 15, 1012 AB Amsterdam

##### Sloterdijk Station

Address : Orlyplein 105, 1043 DT Amsterdam

##### Beverwijk Station

Address : Stationsplein 46, 1948 LC Beverwijk

#### Local communications and Travelling

Website : [www.9292ov.nl](http://www.9292ov.nl)

#### Taxi

##### Taxicentrale Amsterdam BV

Address : Wisseloordplein 2, 1106 MH Amsterdam

Telephone : +31(0)20 777 77 77

Website : [www.tcataxi.nl](http://www.tcataxi.nl)

##### Taxi Amsterdam

Telephone : +31(0)20 785 15 12

Website : [www.taxiamsterdam.nl](http://www.taxiamsterdam.nl)

##### Schiphol Taxi

Telephone : +31(0)900 900 6666

Website : [www.schipholtaxi.nl](http://www.schipholtaxi.nl)