

**ANNOUNCEMENT TO SHIPPING
IJmond North Sea Canal Area
Central Nautical Management**

Announcement No. 12/2021

IJmuiden, 01 April 2021

Subject: Policy Regulations for passing through the IJmuiden North Lock and the North Sea Canal with marginal ships

The Director of the Central Nautical Management North Sea Canal Area, who is also the (State) Harbour Master, announces the following:

As from 12 April 2021, the Director of the Central Nautical Management, acting on behalf of the Director-General of the Ministry of Infrastructure and Water Management, on the basis of the Mandate Decree of 19 March 2013, Bulletin of Acts and Decrees, dated 11 April 2013, with number 9184, has adopted amended Policy Regulations for granting exemption for the admission to and the passage of marginal ships through the IJmuiden North Lock and the North Sea Canal.

Legal framework

In accordance with article 9.02, paragraph 1, of the Inland Navigation Police Regulations (BPR), and Appendix 3 of the State Inland Waterways Communication and Dimensions Regulation, a ship or assembly of ships using the waterways mentioned in that Appendix must comply with the maximum ship's length, breadth or draught as prescribed for these waterways.

In accordance with article 9.02, paragraph 3, of the BPR, the competent authority may, by means of regulations and restrictions, grant exemption to ships that exceed the maximum dimensions mentioned in Appendix 3, of the State Inland Waterways Communication and Dimensions Regulation.

Maximum dimensions (without exemption):

For the admission to and the passage through the IJmuiden North Lock and the North Sea Canal without exemption and in accordance with the above-mentioned statutory regulations, the following dimensions apply:

Maximum length $\leq 325.0\text{m}$;

Breadth according to the International Tonnage Certificate $\leq 42.0\text{m}$;

Maximum draught $\leq 13.10\text{m}$ (draught in seawater, east going). Maximum draught $\leq 13.40\text{m}$ (draught in fresh water, west going);

During the passage through the IJmuiden North Lock by ships without exemption, an under keel clearance (UKC) of at least 1.00m should be maintained in all cases.

Maximum dimensions (with exemption):

For the admission to and passage through the IJmuiden North Lock and the North Sea Canal with exemption, the following dimensions apply:

Maximum length $> 325.0\text{m}$ and $\leq 350.0\text{m}$;

Breadth according to the International Tonnage Certificate $> 42.0\text{m}$ and $\leq 45.0\text{m}$;

Maximum draught $> 13.10\text{m}$ and $\leq 13.75\text{m}$ (draughts in seawater, east going); Maximum draught $> 13.40\text{m}$ and $\leq 14.05\text{m}$ (draughts in fresh water, west going);

Ships passing through the IJmuiden North Lock and the North Sea Canal with an exemption as referred to in article 9.02, paragraph 3, of the Inland Navigation Police Regulations (BPR), and as referred to in these Policy Regulations, are called 'marginal ships'.

Application for exemption:

Marginal ships, or those acting on their behalf, must apply for an exemption with the competent authority not later than 3 working days prior to the expected passage of the marginal ship through the IJmuiden North Lock and the North Sea Canal.

The exemption can be requested through the website of Port of Amsterdam: www.portofamsterdam.com
Failure to apply for an exemption, or exemptions submitted on shorter notice than the required 3 working days, may result in the ship not being admitted.

Categories of marginal ships:

Marginal ships passing through the IJmuiden North Lock and the North Sea Canal are differentiated into five categories:

These five categories are:

- I. Breadth according to the International Tonnage Certificate $\leq 42.0\text{m}$ and maximum draught $>13.10\text{m}$ east going;
- II. Breadth according to the International Tonnage Certificate $\leq 42.0\text{m}$ and maximum draught $>13.40\text{m}$ west going;
- III. Breadth according to the International Tonnage Certificate $>42.0\text{m}$ east going;
- IV. Breadth according to the International Tonnage Certificate $>42.0\text{m}$ west going;
- V. Maximum length $> 325.0\text{m}$ and $\leq 350.0\text{m}$.

Although a number of similar regulations and restrictions have been laid down for these categories, they are listed in full by category for the sake of clarity.

Category I, breadth according to the International Tonnage Certificate $\leq 42.0\text{m}$ and maximum draught $>13.10\text{m}$ east going

A maximum permitted arrival draught of 13.75m in seawater applies for this category of ships. Passing through the IJmuiden North Lock takes place in accordance with the following regulations:

The lock may not be entered without specific permission from the competent authority.

The time of entering the lock must be within a tidal window determined by the competent authority. The tidal window depends on the water level and the ship's maximum draught.

On passing the western lock sill:

- i. The water level must be equal to or higher than the minimum water level stated in Appendix 1.
- ii. If, during the lock passage, seiche warnings are in force for the IJmuiden Outer Harbour (Buitenhaven), the current water level in the outer approach channel to the North Lock (Noorderbuitentoeleidingskanaal) must be equal to or higher than NAP.
- iii. The water level mentioned in i. and ii. is allowed to be lower in proportion to the amount the ship's draught is less than 13.75m.

Tug assistance:

- i. When entering the lock, assistance must be provided by a forward tug and an aft tug, each having a static bollard pull of at least 30 tons.
- ii. When leaving the lock, assistance must be provided by a forward tug with a static bollard pull of at least 30 tons.
- iii. Any transverse movements of the ship in the lock must be controlled by means of the tug secured forward or the tugs secured forward and aft.
In order to prevent any damage to the walls and the bottom of the lock, the use of transverse thrusters must be limited.

When passing the eastern lock sill, the level of the North Sea Canal may not be lower than NAP - 0.47m.

The ship's speed when passing the lock sills may not exceed 1.5 km/hour.

Category II, breadth according to the International Tonnage Certificate $\leq 42.0\text{m}$ and maximum draught $>13.40\text{m}$ west going

A maximum permitted departure draught of 14.05m in fresh water applies for this category of ships.

Transiting the IJmuiden North Lock takes place in accordance with the following regulations:

The lock may not be entered without specific permission from the competent authority.

The time of entering the lock must be within a tidal window determined by the competent authority. The tidal window depends on the water level and the ship's maximum draught.

On passing the western lock sill:

- i. The water level must be equal to or higher than the minimum water level stated in Appendix 1.
- ii. If, during the lock passage, seiche warnings are in force for the IJmuiden Outer Harbour (Buitenhaven), the current water level in the outer approach channel to the North Lock (Noorderbuitentoeleidingskanaal) must be equal to or higher than NAP.
- iii. The water level mentioned in i. and ii. is allowed to be lower in proportion to the amount the ship's draught is less than 14.05m.

Tug assistance:

- i. When entering the lock, assistance must be provided by a forward tug and an aft tug, each having a static bollard pull of at least 30 tons.
- ii. When leaving the lock, assistance must be provided by a forward tug with a static bollard pull of at least 30 tons.
- iii. Any transverse movements of the ship in the lock must be controlled by means of the tug secured forward or the tugs secured forward and aft. In order to prevent any damage to the walls and the bottom of the lock, the use of transverse thrusters must be limited.

When passing the eastern lock sill, the level of the North Sea Canal may not be lower than NAP - 0.47m.

The ship's speed when passing the lock sills may not exceed 1.5 km/hour.

Category III, breadth according to the International Tonnage Certificate $>42.0\text{m}$ east going

For this category of ships, a maximum permitted arrival draught in seawater applies. This maximum draught is related to the ship's breadth according to the International Tonnage Certificate and included in the table of Appendix 1. Transiting the IJmuiden North Lock takes place in accordance with the following regulations:

The lock may not be entered without specific permission from the competent authority.

The time of entering the lock must be within a tidal window determined by the competent authority. The tidal window depends on the water level, the ship's breadth according to the International Tonnage Certificate, and the ship's maximum draught.

On passing the western lock sill:

- i. The water level must be equal to or higher than the minimum water level stated in the table of Appendix 1.
- ii. If, during the lock passage, seiche warnings are in force for the IJmuiden Outer Harbour (Buitenhaven), the current water level in the outer approach channel to the North Lock (Noorderbuitentoeleidingskanaal) must be equal to or higher than NAP.
- iii. The water level mentioned in i. and ii. is allowed to be lower in proportion to the amount the ship's draught is less than as referred to in the table of Appendix 1.

Tug assistance:

- i. When entering the lock, assistance must be provided by a forward tug and an aft tug, each having a static bollard pull of at least 30 tons.
- ii. When leaving the lock, assistance must be provided by a forward tug with a static bollard pull of at least 30 tons.

- iii. Any transverse movements of the ship in the lock must be controlled by means of the tug secured forward or the tugs secured forward and aft. In order to prevent any damage to the walls and the bottom of the lock, the use of transverse thrusters must be limited.

For ships of with the bridge wings extend to the ship's side, the visibility at the IJmuiden North Lock at the time the ship passes the fairway buoy (IJM-C) must be at least twice the ship's length plus 200m. For ships of with the bridge wings do not extend to the ship's side, the visibility at the time the ship passes the fairway buoy (IJM-C) must be at least 1000m.

The wind speed of the transverse wind component may not exceed 5 Beaufort or 10 m/s in accordance with Appendix 2.

When passing the eastern lock sill, the level of the North Sea Canal may not be lower than NAP - 0.47m. The ship's speed when passing the lock sills may not exceed 1.5 km/hour.

Category IV, breadth according to the International Tonnage Certificate >42.0m west going

For this category of ships, a maximum permitted departure draught in fresh water applies. This maximum draught is related to the ship's breadth according to the International Tonnage Certificate and included in the table of Appendix 1. Transiting the IJmuiden North Lock takes place in accordance with the following regulations:

The lock may not be entered without specific permission from the competent authority.

The time of leaving the lock must be within a tidal window determined by the competent authority. The tidal window depends on the water level, the ship's breadth according to the International Tonnage Certificate, and the ship's maximum draught.

On passing the western lock sill:

- i. The water level must be equal to or higher than the minimum water level stated in Appendix 1.
- ii. If, during the lock passage, seiche warnings are in force for the IJmuiden Outer Harbour (Buitenhaven), the current water level in the outer approach channel to the North Lock (Noorderbuitentoeleidingskanaal) must be equal to or higher than NAP.
- iii. The water level mentioned in i. and ii. is allowed to be lower in proportion to the amount the ship's draught is less than as referred to in the table of Appendix 1.

Tug assistance:

- i. When entering the lock, assistance must be provided by a forward tug and an aft tug, each having a static bollard pull of at least 30 tons.
- ii. When leaving the lock, assistance must be provided by a forward tug with a static bollard pull of at least 30 tons.
- iii. Any transverse movements of the ship must be controlled by means of the tug secured forward or the tugs secured forward and aft. In order to prevent any damage to the walls and the bottom of the lock, the use of transverse thrusters must be limited.

For ships of with the bridge wings extend to the ship's side, the visibility at the IJmuiden North Lock at the time the ship leaves the berth must be at least twice the ship's length plus 200m. For ships of with the bridge wings do not extend to the ship's side, the visibility at the time the ship leaves the berth must be at least 1000m.

The wind speed of the transverse wind component may not exceed 5 Beaufort or 10.0 m/s in accordance with Appendix 2. When passing the eastern lock sill, the level of the North Sea Canal may not be lower than NAP - 0.47m.

The ship's speed when passing the lock sills may not exceed 1.5 km/hour.

Category V, maximum length >325m and ≤350m, breadth according to the International Tonnage Certificate ≤42.0 m and maximum draught ≤13.10m

Passing through the IJmuiden North Lock, whether east going or west going, takes place in accordance with the following regulations:

The lock may not be entered without specific permission from the competent;

Tug assistance:

- i. When entering the lock, assistance must be provided by a forward tug and an aft tug, each having a static bollard pull of at least 30 tons.
- ii. Any transverse movements must be controlled by means of the tugs secured forward and aft. In order to prevent any damage to the walls and the bottom of the lock, the use of transverse thrusters must be limited.

The wind speed of the transverse wind component may not exceed 5 Beaufort or 10.0 m/s in accordance with Appendix 1.

Water level, maximum breadth according to the International Tonnage Certificate, and draught.

The maximum permitted draught, whether east going or west going, must correspond with the marginal ship's maximum breadth according to the International Tonnage Certificate.

Navigation Rules on the North Sea Canal

In accordance with the Decree 'Adoption of the maximum speed on the North Sea Canal and the Afgesloten IJ up to the Stenen Hoofd in Amsterdam', dated 27 July 2020 (published in Announcement to Shipping 35/2020), all ships navigating the North Sea Canal Area and the Afgesloten IJ, whether or not with an exemption, are required to navigate at a safe speed and every ship's Under Keel Clearance (UKC) must be as safe as possible.

Entry into force of the Policy Regulations

These amended Policy Regulations will enter into force on 1 April 2021. The Policy Regulations published in Announcement to Shipping 2017/31 will be cancelled as soon as the amended Policy Regulations are published by means of this Announcement to Shipping.

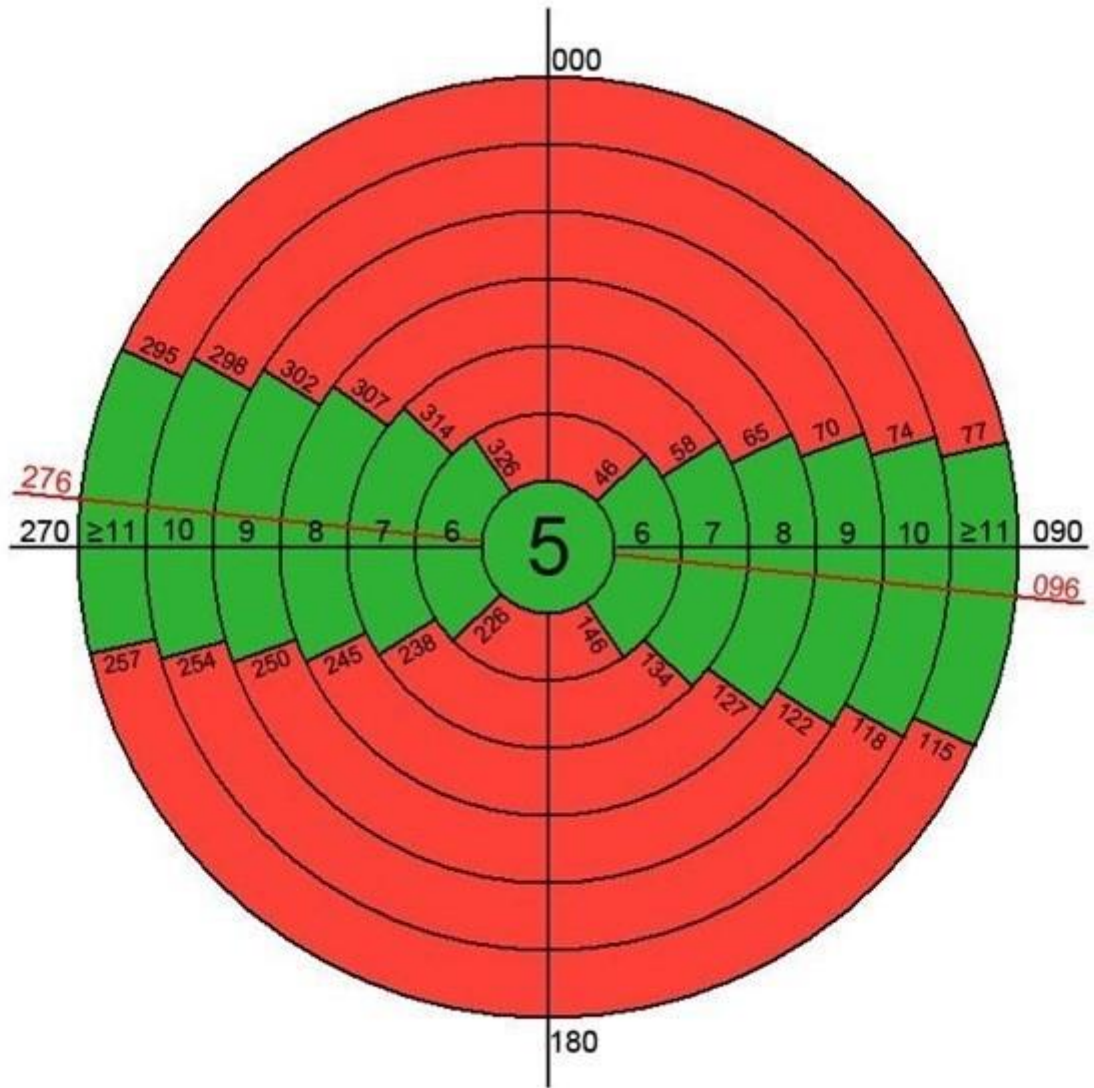
Should you have any questions about this Announcement, please contact the Duty Operations Manager at the following telephone number: +31 205 234 692.

The Director of the Central Nautical Management North Sea Canal Area, who is also the (State) Harbour Master,

J.H.M. Mateyo

<i>meetbrief breedte</i>	maximum diepgang oostgaand in zeewater	maximum diepgang westgaand in zoetwater	minimale waterstand w'elijke sluisdrempel	<i>meetbrief breedte</i>	maximum diepgang oostgaand in zeewater	maximum diepgang westgaand in zoetwater	minimale waterstand w'elijke sluisdrempel
≤42,00	13,75	14,05	NAP-0,25*	43,55	13,57	13,87	NAP
42,05	13,75	14,05	NAP-0,24*	43,60	13,56	13,86	NAP
42,10	13,75	14,05	NAP-0,23*	43,65	13,54	13,84	NAP
42,15	13,75	14,05	NAP-0,22*	43,70	13,52	13,82	NAP
42,20	13,75	14,05	NAP-0,21*	43,75	13,51	13,81	NAP
42,25	13,75	14,05	NAP-0,19*	43,80	13,49	13,79	NAP
42,30	13,75	14,05	NAP-0,18*	43,85	13,47	13,77	NAP
42,35	13,75	14,05	NAP-0,17*	43,90	13,46	13,76	NAP
42,40	13,75	14,05	NAP-0,16*	43,95	13,44	13,74	NAP
42,45	13,75	14,05	NAP-0,15*	44,00	13,43	13,73	NAP
42,50	13,75	14,05	NAP-0,14*	44,05	13,41	13,71	NAP
42,55	13,75	14,05	NAP-0,13*	44,10	13,39	13,69	NAP
42,60	13,75	14,05	NAP-0,12*	44,15	13,38	13,68	NAP
42,65	13,75	14,05	NAP-0,10*	44,20	13,36	13,66	NAP
42,70	13,75	14,05	NAP-0,09*	44,25	13,34	13,64	NAP
42,75	13,75	14,05	NAP-0,07*	44,30	13,33	13,63	NAP
42,80	13,75	14,05	NAP-0,06*	44,35	13,31	13,61	NAP
42,85	13,75	14,05	NAP-0,04*	44,40	13,30	13,60	NAP
42,90	13,75	14,05	NAP-0,03*	44,45	13,28	13,58	NAP
42,95	13,75	14,05	NAP-0,01*	44,50	13,26	13,56	NAP
43,00	13,75	14,05	NAP	44,55	13,25	13,55	NAP
43,05	13,73	14,03	NAP	44,60	13,23	13,53	NAP
43,10	13,72	14,02	NAP	44,65	13,21	13,51	NAP
43,15	13,70	14,00	NAP	44,70	13,20	13,50	NAP
43,20	13,69	13,99	NAP	44,75	13,18	13,48	NAP
43,25	13,67	13,97	NAP	44,80	13,16	13,46	NAP
43,30	13,65	13,95	NAP	44,85	13,15	13,45	NAP
43,35	13,64	13,94	NAP	44,90	13,13	13,43	NAP
43,40	13,62	13,92	NAP	44,95	13,12	13,42	NAP
43,45	13,60	13,90	NAP	45,00	13,10	13,40	NAP
43,50	13,59	13,89	NAP				

* Without any outstanding seiche warnings for the IJmuiden Outer Harbour (Buitenhaven); Appendix 2, Transverse Wind Component during passage through the IJmuiden North Lock;



096-276: The direction of the axis of the IJmuiden North Lock (red line);

Transverse Wind Component ≤ 5 Beaufort or ≤ 10 m/s for the combined wind directions and wind forces/speeds listed in the diagram (green area);

Transverse Wind Component > 5 Beaufort or > 10 m/s for the combined wind directions and wind forces/speeds listed in the diagram (red area);

Beaufort	m/s	km/u	knopen
5	08,0 - 10,7	29 - 38	17 - 21
6	10,8 - 13,8	39 - 49	22 - 27
7	13,9 - 17,1	50 - 61	28 - 33
8	17,2 - 20,7	62 - 74	34 - 40
9	20,8 - 24,4	75 - 88	41 - 47
10	24,5 - 28,4	89 - 102	48 - 55
11	28,5 - 32,6	103 - 117	56 - 63
12	$> 32,6$	> 117	> 63

Appendix 3, Definitions

BPR:

Inland Navigation Police Regulations.

Moulded breadth:

This has the same definition as the breadth according to the International Tonnage Certificate.

Transverse wind component:

The transverse wind component is the decomposed vector of the current wind direction and force in a direction of 90° to the direction of the axis of the IJmuiden North Lock. (See Appendix 2).

Under Keel Clearance (UKC):

The vertical distance between the ship's keel and the lock sill - when the ship is stationary.

Marginal ship:

Ships of which the maximum length, breadth or draught exceed the dimensions stated in Appendix 13 of the BPR.

Breadth according to the International Tonnage Certificate:

The ship's breadth as referred to in the ship's international tonnage certificate (the International Tonnage Certificate 1969). This is the breadth of the ship's midships section measured over the outside of the ship's frames. In accordance with this definition, the ship's breadth according to the International Tonnage Certificate does not take into account the thickness of the ship's shell plating, including any installed sheer strakes, fendering, and wear plates.

In practice, there is a difference of a few centimetres between the maximum breadth and the breadth according to the International Tonnage Certificate.

NAP:

Water level relative to the Normal Amsterdam Level, the Dutch national chart datum.

East going:

A ship going from the North Sea to the North Sea Canal.

Seiches:

Oscillations or resonances in the water level caused by long standing waves with periods of 10 to 120 minutes and with varying amplitudes which can appear independently of the vertical tide and mostly occur in half-closed harbour basins, such as the IJmuiden Outer Harbour.

Seiche forecast:

Seiche forecasts are issued by the Royal Netherlands Meteorological Institute (KNMI) and Rijkswaterstaat, Noordzee Department, HMCN. Warnings are issued for the Dutch coast and are valid for the period mentioned in the forecast.

Tidal Window for the North Lock:

The period during which the marginal ship can pass through the lock and in which the minimum water level above the western lock sill is equal to or higher than the water level referred to in Appendix 1.

Permit Ship:

This has the same definition as a marginal ship.

VTS Centre HOC:

The Harbour Operation Centre is responsible for the entire traffic planning, vessel traffic service and handling of shipping traffic in the North Sea Canal Area.

The enforcement of the Policy Regulations for passing through the IJmuiden North Lock and the North Sea Canal with marginal ships is carried from this location.

Water level above the western lock sill:

The current water level of the seawater relative to NAP at the western lock sill of the IJmuiden North Lock.

Water level eastern lock sill:

The current fresh water level of the North Sea Canal relative to NAP at the eastern lock sill of the IJmuiden North Lock.

West going:

A ship going from North Sea Canal to the North Sea.

Fresh water:

Water weighing 1.000 tons/m³. Seawater:

Water weighing 1.026 tons/m³.