

NON AUTHORITATIVE TRANSLATION

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

Regionale Havenverordening Noordzeekanaalgebied 2019

Version dated 29 December 2021, published in the Municipal Gazette, no. 478817, dated 28 December 2021

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Annexes:

- 1: Maps of the Noordzeekanaalgebied (North Sea Canal Area)**
- 2: List of substances, relating to Article 4.11 and Article 6.3 of the Regional Port Bye-laws for the North Sea Canal Area 2019**
- 3: Berth zoning system for dangerous goods in packaged form, relating to Article 7.1 of the Regional Port Bye-laws for the North Sea Canal Area 2019**

The Council of the Municipality of Amsterdam,

Having read the proposal of the Mayor and Aldermen, dated 10 September 2019;

Having regard to Articles 147, 149a and 156.3 of the Municipalities Act;

Having heard the advice of the Finance and Economic Affairs Council Committee of 3 October 2019,

Having heard the advice of the public body Central Nautical Management North Sea Canal Area

Having considered that:

- It is desirable, as a result of recent developments, to amend certain parts of the Regional Port Bye-Laws for the North Sea Canal Area 2019 (Municipal Gazette, no. 49, dated 3 January 2020);

Have decreed to adopt:

The second Bye-law to amend the Regional Port Bye-laws for the North Sea Canal Area 2019;

The consolidated version (in relation to the adoption of the Regionale Havenverordening Noordzeekanaalgebied 2019 (Regional Port Bye-laws for the North Sea Canal Area 2019), Municipal Gazette, no. 49, dated 3 January 2020, with the amendment to the Bye-laws inserted in it, is as follows:

1 Section 1 General provisions

Article 1.1 Definitions

In the provisions under or pursuant to these Bye-laws, the following terms are defined as stated below:

- Additives: Materials necessary on board a ship for the operation of the propulsion or the auxiliary plant;
- ADN: European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways;
- Authorization: permit, dispensation, accreditation or exemption;
- Auxiliary plant: Machinery, equipment or installations on a ship which support the propulsion or provide the energy supply;
- Boatman: The person who, in the framework of the exercise of his profession, moors or unmoors seagoing ships;
- Boatmen's organisation: An organisation of boatmen which carries out activities to guarantee the competencies of boatmen and is responsible for the required equipment;
- Bunker ship: Ship used for bunkering;
- Bunkering: The supply of solid, liquid or gaseous fuels or the supply of any other energy source used for the propulsion of ships or for the general or specific energy supply on board ships;
- Bunkering Permit: Permission to bunker or debunker solid, liquid or gaseous fuels or any other energy source used for the propulsion of ships or for the general or specific energy supply on board ships;
- Captain: The person actually in command of a seagoing ship;
- Cargo residues: Remnants of any cargo on board which remain in holds or tanks after loading, unloading, or cleaning, including remnants of spillages;
- Checklist: List used to check the transshipment of dangerous goods, bunkering or debunkering operations, or the transfer of additives to a ship;
- Closed cleaning: Any operation aimed at or related to the cleaning, degassing or the removing of vapour from cargo tanks or slop tanks of a tanker in such a way that no emission to the atmosphere takes place during the operation; closed cleaning includes the use of a degassing facility;
- Combination carrier: Seagoing ship designed to carry oil or alternatively solid bulk cargo;
- Combustible liquid: Liquid of which the flammability is the only dangerous property;
- Dangerous goods: Substances which present or may present a risk of explosion, fire, corrosion, poisoning, intoxication or radiation, as referred to in the:
 - a. the IBC Code;
 - b. the IGC Code;
 - c. the IMDG Code ;
 - d. the IMSBC Code, or;
 - e. the ADN;
- Debunkering: The removal of solid, liquid or gaseous fuels or the supply of any other energy source used for the propulsion of ships or for the general or specific energy supply on board ships;
- Degassing facility: Fixed or mobile facility, other than a vapour return line, for receiving vapours from cargo during the degassing or the removing of vapour from empty cargo tanks, or from cargo tanks which have been unloaded, and from the loading and unloading pipe lines connected to them, or during the transshipment of dangerous or harmful substances;

- Establishment: An establishment as referred to in the *Wet algemene bepalingen omgevingsrecht* (the Dutch Environmental Permitting General Provisions Act);
- Flash point: The lowest temperature of a liquid at which its vapour forms a combustible mixture with air;
- Fumigate: To treat with gases or with substances which release gases;
- Gas Expert: Professional who holds a Certificate of Professional Competence as Gas Expert as referred to in article 3.5h of the *Arbeidsomstandighedenbesluit* (Working Conditions Decree);
- Harbour Master: The Harbour Master as referred to in Article 2.1;
- Harmful substances: Substances which have been designated or are referred to as such under or pursuant to the *Wet voorkoming verontreiniging door schepen* (Prevention of Pollution from Ships Act);
- Inland ship: A ship other than a seagoing ship;
- IBC Code: IMO International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk;
- IGC Code: IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk;
- IMDG Code: International Maritime Dangerous Goods Code;
- IMO: United Nations International Maritime Organisation;
- IMSBC Code: International Maritime Solid Bulk Cargoes Code;
- Inert atmosphere: An atmosphere in a cargo tank or slop tank in which the oxygen content has been reduced to a maximum of 8% by volume by the addition of an inert gas under positive pressure;
- Inland tanker: Inland ship constructed or adapted for the carriage of liquid cargo in bulk in cargo tanks;
- ISGINTT: International Safety Guide for Inland Navigation Tank-barges and Terminals;
- ISGOTT: International Safety Guide for Oil Tankers and Terminals;
- LNG: Liquefied Natural Gas;
- LNG fuel: LNG used as a fuel for the propulsion or the auxiliary plant of a ship;
- LNG-powered ship: Ship which uses or partly uses LNG fuel for propulsion;
- MARPOL: International Convention for the Prevention of Pollution from Ships, 1973, as amended;
- Municipal Executive: The Mayor and Aldermen;
- Noordzeekanaalgebied (North Sea Canal Area): Area as indicated on the map in Annex 1 to these Bye-laws;
- Notice with the same purpose as a traffic sign: A written notice to shipping, informing the shipping traffic of the following:
 - a. Information concerning the state of a particular place in a waterway or of a particular part of a waterway, or;
 - b. Information, a recommendation, an order or a prohibition, or the lifting of an order or a prohibition relating to traffic behaviour at a particular place in a waterway or at a particular part of a waterway;
- Oil port area: Area intended for the handling of tankers carrying dangerous liquid cargo in bulk with the exception of only harmful substances;
- Open cleaning: Any operation aimed at or related to the cleaning, degassing, or the removing of vapour from cargo tanks or slop tanks of a tanker in such a way that emission to the atmosphere can take place;
- Open flame: Fire, creation of sparks, and any surface within 25 metres of a dangerous good which has a temperature equal to or higher than the minimum ignition temperature of that substance;

- Operational space: Area bounded in length, breadth, depth or height within which ships can berth for the purpose of carrying out their activities;
- Operator: Owner, manager, bareboat charterer, or any other party having control over the use of the ship;
- Passenger ship: Any ship designed to carry more than 12 passengers and holds adequate and valid certificates;
- Port: The waters within the North Sea Canal area that are open to shipping as indicated on the map in Annex 1 to these Bye-laws;
- Reception facility: Facility for the reception of ship-generated waste, other harmful substances, or residues of harmful substances;
- Reception of ship-generated waste and cargo residues: Reception of ship-generated waste and cargo residues by a fixed, floating or mobile facility equipped to receive ship-generated waste or cargo residues as defined in Directive 2000/59/EC of the European Parliament and of the Council, or as subsequently amended or revised;
- Recreational craft: Ship intended or used for sport, pleasure or recreation; Service ship: Any ship used for the provision of the following services:
 - a. Services related to repairing, cleaning (whether open or closed), or otherwise;
 - b. Delivering or collecting supplies or ship's spare parts, or;
 - c. Services related to a port reception facility;
- Seagoing ship: A ship which, according to its construction, is intended exclusively or primarily for navigation at sea;
- Seagoing tanker: A seagoing ship built for or adapted for the carriage of liquid cargo in bulk in its cargo tanks;
- Ship: Any vessel including a seaplane, a hydrofoil, an air-cushion vehicle (hovercraft), a drilling rig, a production platform or similar object, a bucket dredger, a floating crane, a floating elevator, a pontoon, a barge (lighter), a floating equipment, a floating installation, or a floating establishment;
- Ship-generated waste: Waste, including sanitary waste and residues other than cargo residues generated during the operation of a seagoing ship and falling within the scope of application of Annexes I, IV, V and VI of MARPOL 73/78, and cargo-related waste as defined in the Guidelines for the implementation of Annex V of MARPOL 73/78;
- Shipyard: Shipyard or repair establishment for the repair or maintenance of ships;
- Skipper: The person actually in command of an inland ship;
- Slop tank: Tank on board a ship intended to hold cargo residues of harmful, combustible or other dangerous liquids (slops), whether or not mixed with water;
- StSTGP: Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases;
- Tanker: Inland tanker or seagoing tanker;
- Transshipment: The loading or unloading of cargo into or out of a ship;
- Vapour: The atmosphere above a liquid substance as a result of a certain pressure of that liquid substance;
- Vapour return line: Vapour pressure equalisation system between the cargo tanks involved in the direct transshipment operations as a result of which the transshipment takes place without emission;
- Vegetable or animal oils: Oils or fats extracted from the seeds and fruits of plants or trees; or oils and fats of animal origin;
- Venting: To ventilate by allowing air to enter and circulate in a tanker's opened cargo tanks or slop tanks so as to let them dry to the atmosphere after they have been washed with water or cleaned in some other way;

- Volatile organic compounds: Organic compounds of anthropogenic origin - with the exception of methane - with a vapour pressure of 1 kPa or more at 293.15 degrees K, or with a similar volatility under the particular conditions of use;
- Vulnerable object: Object as referred to in article 1, section I, of the *Besluit externe veiligheid inrichtingen* (External Safety Establishments Decree);
- Work boat: A ship carrying out maintenance work on the port infrastructure, with the exception of a ship carrying out dredging operations;

Article 1.2 Where do these regulations apply?

The provisions laid down under or pursuant to these Bye-laws apply in port.

Article 1.3 To whom do these Bye-laws apply?

1. The Captain or Skipper is responsible for compliance with the provisions laid down under or pursuant to these Bye-laws, unless otherwise provided for in these Bye-laws.
2. If the Captain or Skipper is not on board the ship, the Operator will be responsible for compliance with the provisions laid down under or pursuant to these Bye-laws.

Article 1.4 Decision period for authorisations

1. The Mayor and Aldermen decide on an application for authorisation within eight weeks of the date of receipt of the application.
2. The Mayor and Aldermen may extend the period by a maximum of eight weeks.

Article 1.5 Regulations and restrictions

1. The municipal executive may attach requirements and restrictions to an authorisation or designation. These regulations and restrictions are intended to protect the interest or interests related to the relevant authorisation or instruction.
2. The person to whom an authorisation or an instruction has been given must comply with the regulations and restrictions attached to it.

Article 1.6 Refusal, amendment or withdrawal of the authorisation

The Mayor and Aldermen may refuse, amend or withdraw the authorisation if:

- a. Incorrect or incomplete information was provided with the application;
- b. This is necessary to protect the safety, the order, the environment in the port or its surrounding areas, as well as the service quality;
- c. The regulations and restrictions attached to the authorisation have not been or are not being complied with;
- d. The authorisation is not used within a time limit specified therein or, in the absence of a specified time limit, within a reasonable period of time, or;
- e. The holder of the authorisation so requests.

Article 1.7 Period of validity

1. The authorisation is valid for a maximum of 5 years.
2. Contrary to the provisions of paragraph 1, an accreditation may be granted for an indefinite period of time.

Article 1.8 Obligations to keep authorisations on board

1. The authorisation relating to the ship, or a copy or digital copy thereof, must be kept on board.
2. This Article does not apply to a barge (lighter).

Article 1.9 Exemptions from orders and prohibitions

1. The Mayor and Aldermen may, upon request, grant exemption from the orders and prohibitions laid down under or pursuant to these Bye-laws.
2. The Mayor and Aldermen will only use this authority if:
 - a. This will not affect the order, the safety, the environment in the port, or its surrounding areas, and;
 - b. The applicant demonstrates that all the purposes referred to under a. are being served to at least the same extent.

Article 1.10 Notification to the Harbour Master

The submission of a notification compulsory on the grounds of the provisions laid down under or pursuant to these Bye-laws takes place in a manner or at a time indicated by the Harbour Master who may also determine what information must be included in the notification.

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2 Section 2 Harbour Master

Article 2.1 Appointment of the Harbour Master

The Harbour Master is appointed by the Mayor and Aldermen.

Non Authoritative Translation

3 Section 3 Order in and use of the port

Article 3.1 Traffic signs, and Notices with the same purpose as a traffic sign

1. The Mayor and Aldermen may place traffic signs as listed in the Binnenvaartpolitiereglement (Inland Navigation Police Regulations) and may provide these traffic signs with additional information.
2. A traffic sign, including the related additional information, must be complied with.
3. The provisions in the first and second paragraph apply equally to a Notice with the same purpose as a traffic sign.

Article 3.2 Designation of berthing areas and berthing periods

The Mayor and Aldermen may designate areas in which certain categories of ships are or are not permitted to be or to take berth. In the designation, the Mayor and Aldermen may indicate periods within which the designation applies.

Article 3.3 - Berthing

A ship may only be berthed if this is done:

- a. In accordance with on-site traffic signs and on-site additional information;
- b. In accordance with a Notice having the same purpose as a traffic sign;
- c. At berths located at a mooring facility with the consent of a tenant, leaseholder or owner, unless the Mayor and Aldermen do not permit a ship taking berth there for reasons of order, safety or the environment
- d. For tankers, as referred to in Article 6.1, or;
- e. With a granted berthing permit.

Article 3.4 Proper mooring

A ship must be moored properly and safely.

Article 3.5 Raising of ships

It is only permitted to raise a ship with the use of equipment if the ship is in an area designated for that purpose by the Mayor and Aldermen.

Article 3.6 Use of propulsion systems, bow thrusters, or stern thrusters

1. A ship may not use its propulsion systems, bow thrusters or stern thrusters if:
 - a. It is aground;
 - b. It is moored, at anchor, or on spud poles;
 - c. It is maintaining position at a short distance from the quay or from the canal or river bank, or;
 - d. Its propulsion system, bow thrusters, or stern thrusters are used to push the ship against the quay or against the canal or river bank other than immediately prior to mooring or unmooring;
2. The provisions in paragraph 1, under b., do not apply if the ship is moored alongside another ship and has to use its propulsion system, bow or stern thrusters to prevent damage.
3. If the ship's propulsion systems, or its bow or stern thrusters are in operation, a person authorised to manoeuvre the ship must be present in the wheelhouse
4. The provisions of the third paragraph do not apply if the ship:
 - a. Is in the process of mooring or unmooring;
 - b. Has a length of not more than 35 metres;

- c. Is permitted to navigate with only one crew member in accordance with the required valid certificate, as referred to in the *Binnenvaartwet* (Inland Navigation Act), and;
- d. Has only one crew member, the Skipper, who is the only person on board.

Article 3.7 Use of anchors and spud poles

1. A ship may only use anchors or spud poles if:
 - a. They are used in one of the areas designated thereto by the Mayor and Aldermen;
 - b. This is in accordance with on-site traffic signs and on-site additional information, or in accordance with a Decree having the same purpose as a traffic sign, or;
 - c. The use of it does not or will not cause damage to the infrastructure, to the underground infrastructure installed in the river or canal bed, to bank protection, or to quay protection systems.
2. If an anchor or a spud pole is used in a situation as referred to in paragraph 1, under c., this must be reported to the Harbour Master in advance.
3. The provisions of paragraph 1 do not apply to anchors used by a seagoing ship if this is done on the pilot's advice when:
 - a. The ship is mooring, or;
 - b. This is necessary to prevent a collision.

Article 3.8 Causing nuisance to ships

Only authorised persons are allowed to be on board the ship or to moor or unmoor it.

Article 3.9 Notification of operational failure, defect, damage or collision

Operational failures, defects or damage to a ship or on board a ship that could cause danger, damage or nuisance to the ship or its surroundings, or could cause a collision, must be reported immediately to the Harbour Master.

Article 3.10 Reporting obligation for seagoing ships

1. A seagoing ship, which belongs to a category of seagoing ships to be determined by the Mayor and Aldermen, underway from or to a berth located within the municipal boundaries, must provide the Harbour Master with information to be determined by the Mayor and Aldermen with regard to:
 - a. The ship's arrival;
 - b. The ship's departure;
 - c. Berth shifts;
 - d. The ship's position;
 - e. Information relating to the nautical service providers to be used, and the name of the ship's agent;
 - f. Information relating to the ship;
 - g. The ship's cargo, and;
 - h. Details of the voyage to be undertaken.
2. This article does not apply if the relevant provisions therein are already regulated under or pursuant to the *Besluit meldingsformaliteiten en gegevensverwerkingen scheepvaart* (Shipping Reporting Formalities and Data Processing Decree) and the *Binnenvaartpolitierglement* (Inland Navigation Police Regulations).

Article 3.11 Operational spaces for berths

1. The Mayor and Aldermen may designate the operational spaces for berths.

2. The Mayor and Aldermen may set additional regulations regarding the nautical use of the operational space.
3. The tenant, leaseholder or owner of the mooring facility may only allow ships to moor within the operational space of the berth.
4. After notifying the Harbour Master, bunker ships or service ships are allowed to moor partially or fully outside the operational space of the berth in order to perform their activities.

Article 3.12 Measures following withdrawal from commercial service

1. To protect the safety, the order, or the environmental interests, the Mayor and Aldermen may impose measures on a ship if:
 - a. The ship does not possess the required certificates;
 - b. The ship, its cargo, or its bunkers have been seized;
 - c. The ship has been laid up, or;
 - d. The ship has been withdrawn from nautical or economic service.
2. The person on whom the measures have been imposed is obliged to comply with them;

Article 3.13 Mooring and unmooring seagoing ships

1. Boatmen services may only be performed by boatmen if it concerns the following seagoing ships:
 - a. Ships with a length of more than 75 metres;
 - b. Ships with a length of 75 metres or less that have been built or are used for the carriage of liquid dangerous goods in bulk, unless they are empty and the ship's tanks have been cleaned of all residues of these substances.
2. Paragraph 1 does not apply if:
 - a. The crew members on board who, upon arrival or departure of the ship at the berth concerned, immediately act as boatmen and if the captain notifies the Harbour Master of this;
 - b. The activities are carried out by a boatman who is a member of a boatmen's organisation recognised by the Mayor and Aldermen;
 - c. The seagoing ship is shifted along a quay without being completely unmoored from that quay;
 - d. The activities are carried out as part of the Training for Boatman under the responsibility of a boatman as referred to under b.;
 - e. It concerns navy or fishing ships and the Captain notifies the Harbour Master that boatmen services are not required.

Article 3.14 Accreditation of boatmen's organisations

The Mayor and Aldermen may accredit boatmen's organisations.

Article 3.15 Accreditation requirements for boatmen's organisations

The Mayor and Aldermen grant accreditation to a boatmen's organisation if it:

- a. Has a valid ISO 9001, 9002, or equivalent certificate;
- b. Has at least one continuously manned desk which can be contacted for ordering boatmen;
- c. Demonstrates that regular consultation takes place with nautical service providers in the port regarding the working methods and procedures for mooring and unmooring;
- d. Demonstrates that, in order to guarantee continuity of adequate services, it has capacity available to handle a continuous hourly demand for its services for

separately mooring and unmooring at least three seagoing ships in different situations in terms of ship's size, type, and location, with the assistance of personnel qualified for this purpose;

- e. It provides its boatmen with an identity document with a passport photo showing true likeness which at least states the following information:
 - 1°. The name, place and date of birth of the boatman;
 - 2°. Confirmation that the holder has successfully completed the Training for Boatman as referred to in Article 3.16, paragraph 1, under a., stating the date on which the diploma was issued;
 - 3°. The name of the boatmen's organisation of which the boatman is a member.

Article 3.16 Profession and obligations of the boatman

- 1. The profession of boatman is exclusively practised by:
 - a. Those who have successfully completed the Training for Boatman, which has been adopted by the Minister van Onderwijs, Cultuur en Wetenschap (*Minister of Education, Culture and Science*) and has been listed under its corresponding registration code;
 - b. Those who have successfully completed a boatman training in another Member State of the European Union which is equivalent to the Dutch Training for Boatman, on condition that the person concerned has sufficient command of the Dutch language;
 - c. Those who, during the seven consecutive calendar years prior to practising the profession of boatman, have acquired at least four years of experience as an independent qualified boatman in one or more ports within the European Union and, in addition to the above:
 - 1°. Who have, in a port where the situation is comparable to that of the North Sea Canal Area, acquired experience in mooring and unmooring ships to buoys on open waters with high waves and on waters with strong tidal currents;
 - 2°. Who have sufficient command of the Dutch language;
 - 3°. Who have demonstrated, in the opinion of the accredited boatmen's organisation by which they are hired or employed, an equivalent level of knowledge and skills;
 - d. Who are a member of an accredited boatmen's organisation as referred to in Article 3.15.
- 2. During their work, boatmen carry with them a valid ID card, as referred to in article 3.15, under e, and will produce their ID card at the request of persons or companies that make use of their services.

4 Section 4 Safety and the Environment in the Port

Article 4.1 Pollution and nuisance caused by ships

It is prohibited:

- a. To allow substances to escape from a ship which cause or may cause danger, damage or nuisance, or;
- b. To use a waste incinerator on board a ship in the port.

Article 4.2 Prohibition to use a generator, main engine and auxiliary engine

1. The Mayor and Aldermen may designate areas where inland ships are prohibited from using a generator, main engine or auxiliary engine on board their ship;
2. Ships are permitted to operate a generator, main engine or auxiliary engine on board their ship directly before departure and directly after arrival of the ship in a designated area

Article 4.3 Ships causing danger, damage or nuisance

The Mayor and Aldermen can take the following measures if, in its opinion, a ship causes or may cause danger, damage or nuisance, or disturbs or may disturb the order in the port or its surrounding area, or endangers or may endanger safety:

- a. To prohibit the ship from entering the port, staying in the port, or from mooring at a berth in the port, or;
- b. To give oral or written instructions to the Captain, Skipper or Operator of the ship staying in the port or moored at a berth.

Article 4.4 Safe access

1. The means of access to a moored ship may not cause danger or damage.
2. An inland ship is not required to have a means of access if:
 - a. The actual situation makes this impossible due to loading or unloading operations, or;
 - b. It will stay at the berth for a short period only.

Article 4.5 Carrying out activities

1. Any person may carry out or have carried out activities on a ship or on an object on board a ship in relation to the operational readiness, adjustment, repair or improvement of the ship or object, if:
 - a. The ship is berthed at or near a shipyard, or;
 - b. The activities comply with the following:
 - 1°. They require not more than 7 x 24 consecutive hours;
 - 2°. They do not cause or are not likely to cause any danger, damage or nuisance;
 - 3°. They are carried out at least 25 metres away from dangerous goods or combustible materials;
 - 4°. During the carrying out of the activities, a sufficient number of efficient fire-fighting equipment and persons familiar with the use of this equipment are immediately available, and;
 - 5°. They do not or cannot cause sparks to fly in the open air if the ship lies in an oil port area.
2. Activities on a tanker, or to or in a fuel tank of a ship, which cause or may cause danger, damage or nuisance may only take place if a Gas Expert:
 - a. Has issued a Safety and Health Declaration, or;

- b. Has determined that a Safety and Health Declaration is not required.
- 3. All persons are strictly prohibited from carrying out activities on a ship's LNG installations, unless these activities are carried out in or at a shipyard.
- 4. Ship demolition activities may only be carried out if the ship lies in or at an establishment authorised to carry out such demolition activities.
- 5. Prior to the commencement of the activities to a seagoing ship as referred to in paragraph 1, under b., and in paragraph 2, the Harbour Master must be notified of this.

Article 4.6 Fumigation

The Mayor and Aldermen may designate berths where a ship may be moored in order to fumigate the ship or its cargo.

Article 4.7 Cargo fumigated in a foreign port

- 1. A ship loaded with a solid bulk cargo which has been fumigated is only permitted to be berthed or to be at a berth if the following applies:
 - a. No operational actions are carried out during and after mooring;
 - b. The holds and ventilation openings in the holds are closed, and;
 - c. The nautical and operational handling of the ship takes place in accordance with an Action Plan.
- 2. This Action Plan is adopted by the Mayor and Aldermen. All persons are obliged to comply with the adopted Action Plan.

Article 4.8 Permit for the reception of waste from seagoing ships

The reception of ship-generated waste and cargo residues from seagoing ships is only permitted if the reception facility has a permit from the Mayor and Aldermen.

Article 4.9 Minimum requirements for permits for the reception of waste from seagoing ships

- 1. The Mayor and Aldermen may set minimum requirements on the permit holder and on the permit for the reception of ship-generated waste and cargo residues.
- 2. These minimum requirements may relate to:
 - a. The professional qualifications of the permit holder, its staff, or the natural persons who effectively and continuously manage the permit holder's activities;
 - b. the permit holder's financial standing;
 - c. The equipment needed to receive ship-generated waste and cargo residues under normal and safe conditions and the ability to maintain this equipment to the required standard;
 - d. The availability to receive ship-generated waste and cargo residues for all users, at all berths and without interruption, day and night, all year round;
 - e. Compliance with the requirements relating to maritime safety or the safety and security of the port or access to the port, its installations, equipment, workers and other persons;
 - f. Compliance with local, national, European and international environmental requirements, or;
 - g. The permit holder's integrity as determined in accordance with any applicable national law on integrity, taking into account compelling reasons to doubt the integrity of the provider of port services.

Article 4.10 Permit for a mobile degassing facility

A mobile degassing facility may only receive vapours from cargo residues of a tanker if it has a permit from the Mayor and Aldermen.

Article 4.11 Cleaning and ventilation of cargo tanks or slop tanks of tankers

1. If a tanker's cargo tanks or slop tanks are empty of the following substances, they may only be cleaned if they remain closed:
 - a. A dangerous or harmful substance which, in accordance with the IBC Code or the ADN, must either be carried in a tank fitted with a vapour return line or in a closed tank, or;
 - b. A liquid as referred to in Annex 2, or;
 - c. A volatile organic compound.
2. A tanker may clean its cargo tanks or slop tanks when they are open in cases where paragraph 1 does not prescribe that they may only be cleaned when closed.
3. Cargo tanks of a tanker carrying liquefied gases as referred to in the ADN or the IGC Code may only be cleaned in the following cases:
 - a. If the ship lies at a berth of a company authorised to carry out these cleaning activities, and;
 - b. If the company carrying out the cleaning activities takes delivery of the residues of the liquid gases.
4. If, after cleaning, a tanker's cargo tanks or slop tanks still contain residues of dangerous goods, they may only be ventilated in the following cases:
 - a. The dangerous goods are combustible and the atmosphere in the cargo tanks is below ten per cent of the lower explosive limit, or;
 - b. The dangerous goods are toxic and the atmosphere in the cargo tanks is below the limit value as referred to in Article 4.3, paragraph 1, of the *Arbobesluit* (Working Conditions Decree).
5. Contrary to paragraph 1, loading tanks or slop tanks of an inland tanker, empty of the substances as referred to in ADN number 7.2.3.7.1.3 (non T substances) may be cleaned or ventilated in open tanks in accordance with the provisions of section 7.2.3.7 of the ADN at the locations designated for this purpose by the Harbour Master.
6. The provisions of paragraphs 4 and 5 do not apply to substances listed in Annex 2.
7. The Mayor and Aldermen may lay down regulations concerning the restriction on or the prohibition of cleaning or ventilation outside establishments if the atmospheric or local conditions are such that the release of the substances concerned causes or may cause danger, damage, odour nuisance or nuisance.
8. The Harbour Master must be notified prior to cleaning or ventilation.

Article 4.12 Berthing alongside during open cleaning and ventilation of cargo tanks or slop tanks of seagoing tankers

The following applies to ships lying alongside a seagoing tanker the cargo tanks of which contain or previously contained liquid dangerous goods and are being cleaned or ventilated when open:

- a. One seagoing tanker may lie alongside on either side, or;
- b. A maximum of two inland tankers certified in accordance with the ADN may lie alongside on either side.

Article 4.13 Transshipment between ships and mobile shore-based facilities

1. The following applies to operations involving dangerous or harmful liquid substances between a ship and a mobile shore-based facility:

- a. Transshipment operations are prohibited;
 - b. Bunkering or debunkering operations involving fuels, energy sources or additives in an area or at a berth which has not been designated as such on the ground of Article 8.1, paragraph 2, or Article 8.5, paragraph 2, are prohibited, or;
 - c. Collecting dangerous or harmful liquid substances as ship-generated waste or cargo residues is prohibited, unless the collection of dangerous or harmful liquid substances forms part of an establishment where these activities may be carried out.
2. Contrary to what is stated in paragraph 1, under c., the Mayor and Aldermen may designate areas or berths where collection by a mobile facility is permitted.

Non Authoritative Translation

5 Section 5 Oil Port Areas

Article 5.1 Oil Port Areas

The Mayor and Aldermen may designate oil port areas.

Article 5.2 Ships permitted to an oil port area

1. Only the following ships are permitted to be in an oil port area:
 - a. Tankers;
 - b. Ships which are using, have used or will use the port infrastructure during or shortly before or after the following activities: unloading, loading, cleaning of cargo tanks or slop tanks, or bunkering;
 - c. Rowing boats, or motorboats not propelled by a petrol engine, which belong to the equipment of the ships as referred to under a. or b. above, and which:
 - 1°. Are used to transport crew or persons on board to and from a ship; or
 - 2°. Of which the operation of the engine, davit or free fall launching arrangement is being tested;
 - d. Ships the presence of which in the port is necessary in connection with the arrival, stay or departure of a ship as referred to under a. or b.;
 - e. Ships carrying out activities for a public-law body, or ships of the port authority;
 - f. Ships navigating directly and without interruption to or from a port infrastructural facility outside the oil port area;
 - g. Service ships;
 - h. Ships which perform dredging operations;
 - i. Work boats; or
 - j. LNG bunker ships.
2. Recreational craft or passenger ships are prohibited from being in an oil port area.

Article 5.3 Open flame, smoking and creation of sparks prohibited

1. All persons in an oil port area or on board a ship in an oil port area are forbidden to:
 - a. Use open flame;
 - b. Smoke in the open air, or;
 - c. Undertake activities that cause or are likely to cause sparks to fly in the open air.
2. Ships with sparks flying from the exhaust pipe of a combustion engine are prohibited from being in an oil port area.

Article 5.4 Tankers carrying dangerous goods

1. Tankers of which the cargo tanks or slop tanks contain dangerous goods or residues thereof may only berth in an oil port area or at berths outside an oil port area designated for this purpose by the competent authority.
2. Tankers are also permitted to berth at berths outside an oil port area if the cargo tanks or slop tanks:
 - a. Only contain dangerous goods with exclusively combustible characteristics, or residues thereof, with:
 - 1°. A flash point of 55 degrees Celsius or higher or;
 - 2°. Contain an inert atmosphere or,
 - 3°. Contain no more combustible vapours than 20% of the lower explosive limit while the tanks remain closed, or

- b. Only contain potassium hydroxide, sodium hydroxide, phosphoric acid, or only harmful substances that are not dangerous goods or residues thereof, or are empty thereof.

Article 5.5 Inland tankers carrying dangerous goods

Contrary to Article 5.4, paragraph 1, inland tankers are also permitted to berth outside an oil port area if:

- a. They will berth for only a short period of time at:
 - I. A designated car landing place for the immediate unloading or loading of their car;
 - II. An establishment for the immediate bunkering of fuel, or;
 - III. A designated place for the immediate intake of drinking water, or;
- b. The ship concerned is a reception facility and complies with the requirements imposed by the ADN on a type C inland ship of which the cargo tanks or slop tanks contain an inert atmosphere.

Article 5.6 Seagoing tankers carrying dangerous goods

- 1. The following applies if a seagoing tanker as referred to in Article 5.4, paragraph 2, part a., under 2°, is berthed outside an oil port area:
 - a. A Gas Expert must issue a Gas Expert Declaration in accordance with the form adopted by the Harbour Master;
 - b. The cargo tanks or slop tanks must remain closed, and;
 - c. No cleaning operations of dangerous goods or residues may take place with the exception of vegetable or animal oils, or only harmful substances such as mentioned in Class 9 of the IMDG Code.
- 2. If a seagoing tanker, as referred to in paragraph 1, is going to be berthed outside an oil port area, the Harbour Master must be notified of this in advance.

Article 5.7 Combination carriers carrying dangerous goods

- 1. Contrary to Article 5.4, paragraph 1, combination carriers are permitted to berth outside an oil port area if:
 - a. A Gas Expert has issued a Gas Expert Declaration in accordance with the form adopted by the Harbour Master;
 - b. They are or will be loaded with a solid bulk cargo;
 - c. All other tanks, with the exception of bunker tanks, and all other spaces are free from combustible liquids or residues with a flash point lower than or equal to 55 degrees Celsius;
 - d. No cleaning operations of dangerous goods take place, and;
 - e. The tanks which are situated not directly adjacent to the cargo holds and which contain combustible cargo residues have an inert atmosphere, or an atmosphere in which combustible vapours amount to not more than 20% of the lower explosion limit.
- 2. If a combination carrier is going to be berthed outside an oil port area, the Harbour Master must be notified of this in advance.

Article 5.8 Construction and equipment regulations for service ships or work boats

If a service ship or work boat navigates or stays in an oil port area, the following applies:

- a. The ship's hull must be made entirely of non-combustible material;

- b. During the stay in the oil port area, the ship must have a working VHF maritime radio-telephone installation on which the relevant VHF port channel is continuously monitored;
- c. The ship must have an electrical installation which at least meets the requirements of Atex zone 2 of Directive 1999/92/EC of the European Parliament and of the Council of 16 December 1999, or as subsequently amended;
- d. The ship's accommodation area, wheelhouse, engine room or control room, if any, must offer adequate protection against the ingress of dangerous gases and vapours;
- e. The ship's heating, cooking or refrigerating appliance, if any, which operates on electricity or uses a combustible liquid with a flash point of 55 degrees Celsius or higher, must be switched off; and
- f. It must have a shielded engine which cannot serve as a source of ignition.

Non Authoritative Translation

6 Section 6 Transshipment of liquid dangerous or harmful substances in bulk

Article 6.1 Berth designation for tankers

1. The Mayor and Aldermen may designate buoys and dolphins falling outside the scope of the *Wet algemene bepalingen omgevingsrecht* (Environmental Permitting General Provisions Act) or the *Wet milieubeheer* (Environmental Management Act) where tankers loaded with or empty of liquid dangerous or harmful substances are permitted to berth.
2. The Mayor and Aldermen may attach conditions to the designation as referred to in paragraph 1 with regard to the nature and quantity of the cargo and the activities to be carried out by the ships.
3. If a tanker carrying dangerous goods lies at a berth as referred to in paragraph 1, the regulations which apply in the oil port area will also apply to the area consisting of a strip of water of 25 metres wide around all directly or indirectly moored ships. This does not apply if the tanker carries a cargo of dangerous goods or a residue thereof in accordance with Article 5.4, paragraph 2.

Article 6.2 Checklist for the transshipment of liquid dangerous or harmful substances in bulk

1. The direct transshipment of liquid dangerous or harmful substances between tankers or between a seagoing tanker and an establishment may only take place if for the activity concerned the checklist as referred to in the ISGOTT, StSTGP or ISGINTT has been completed and signed by the parties involved in accordance with the provisions of the checklist mentioned above.
2. Transshipment takes place in accordance with the checklist.

Article 6.3 Other regulations for the transshipment of liquid dangerous substances in bulk

1. During transshipment between tankers of the following liquid dangerous goods:
 - a. A dangerous or harmful substance which, in accordance with the IBC Code or the ADN, has to be carried in a tank fitted with a vapour return line or in a closed tank, or;
 - b. A liquid as referred to in Annex 2, or;
 - c. A volatile organic compound;It is required to comply with the following:
 - I. To connect a vapour return line between the cargo tanks concerned, or;
 - II. To use a degassing facility in such a way that no, or as little as possible, emission to the atmosphere takes place outside the parameters specified in the permit of the degassing facility.
2. To use no more cargo transfer lines than necessary for the transshipment operation. To ensure that the fixed connection points for the cargo transfer lines lie at the shortest possible distance from each other.
3. To use the ship's fixed cargo pipeline system for the transshipment of liquid dangerous goods.
4. To use the ship's fixed cargo pump during the discharge of liquid dangerous goods with the exception of harmful substances.
5. A ship engaged in the transshipment of liquid dangerous goods with the exception of harmful substances may have one ship berthed alongside on either side. More ships may be berthed alongside on one side if it concerns:

- a. One service ship, provided that it is berthed outside the cargo zones of the tanker, or;
- b. One bunker ship.

Article 6.4 Transshipment of gas as referred to in the IGC Code or the ADN

Transshipment of a gas as referred to in the IGC Code or the ADN between two tankers is prohibited.

Article 6.5 Mooring alongside during the transshipment of gas

Mooring alongside a ship engaged in the transshipment of a gas as referred to in the IGC Code or the ADN is prohibited.

Non Authoritative Translation

7 Section 7 Zoning regulations for ships carrying dangerous goods in packaged form or in bulk

Article 7.1 Mooring prohibition for ships carrying dangerous goods in packaged form

1. A ship carrying a dangerous good stated in Annex 3 in packaged form may only be berthed within the distance specified in Annex 3 from a vulnerable object if the provisions contained in Annex 3 are complied with.
2. In that case, the Harbour Master must be notified of the ship's berthing at least 3 hours in advance.

Non Authoritative Translation

8 Section 8 Bunkering and the transfer of additives to or from a ship

Article 8.1 Bunkering

1. The fuels or energy sources designated by the Mayor and Aldermen may only be bunkered or debunkered with a permit from the Mayor and Aldermen.
2. The Mayor and Aldermen may designate areas or berths where:
 - a. Bunkering or debunkering is prohibited;
 - b. Bunkering or debunkering is permitted, or;
 - c. Bunkering or debunkering is permitted only for certain fuels or energy sources in accordance with the provisions of paragraph 1.
3. The Mayor and Aldermen may designate fuels that may not be debunked.
4. A permit is not required if bunkering or debunkering takes place at an establishment where these bunkering operations are permitted.
6. During the bunkering of LNG, simultaneous operations may only take place on board the receiving ship if these are permitted in a class approved LNG bunker Management Plan.

Article 8.2 Minimum requirements for a bunkering permit

1. The Mayor and Aldermen may set minimum requirements for the bunkering permit and the bunkering permit holder.
2. These minimum requirements may relate to:
 - a. The professional qualifications of the permit holder, the permit holder's staff, or the natural persons who effectively and continuously manage the permit holder's activities;
 - b. the permit holder's financial standing;
 - c. The equipment needed for carrying out bunkering operations under normal and safe conditions and the ability to maintain this equipment to the required standard;
 - d. The availability of the permit holder to carry out bunkering or debunkering operations, at all berths and without interruptions, day and night, all year round;
 - e. Compliance with requirements relating to maritime safety or the safety and security of the port, or access to the port, its installations, equipment, workers and other persons;
 - f. Compliance with local, national, European and international environmental requirements, or;
 - g. The permit holder's integrity as determined in accordance with any applicable national law on integrity, taking into account compelling reasons to doubt the integrity of the provider of port services.

Article 8.3 Compliance with the minimum requirements for a bunkering permit

1. Together with the permit application, the applicant must submit the information required in the application form adopted by the Harbour Master;
2. The Mayor and Aldermen may determine that for certain fuels or energy sources additional information must be submitted in support of the permit application. This additional information relates to the regulations and restrictions referred to in paragraph 3 and may be connected with an audit which the Mayor and Aldermen may conduct for the bunkering or debunkering operations carried out by the company.
3. The permit may be subject to regulations and restrictions relating to:
 - a. The location where the bunkering or debunkering operations may be carried out and the safety distances to be observed during bunkering or debunkering;

- b. The operational safety and the procedures for the carrying out of bunkering or debunkering operations, including whether or not to permit other activities carried out simultaneously with the bunkering or debunkering operations;
- c. The nautical safety;
- d. The external safety, and;
- e. The issuing of operational notifications relating to the bunkering or debunkering operations.

Article 8.4 Regulations for ships alongside during bunkering

The Mayor and Aldermen may impose restrictions on the number, the location and the type of ships which may berth alongside a ship which is being bunkered or debunkered with fuels or types of energy sources designated by the Mayor and Aldermen.

Article 8.5 Additives permit

- 1. Additives designated by the Mayor and Aldermen may only be transferred to or from a ship with a permit from the Mayor and Aldermen.
- 2. The Mayor and Aldermen may designate areas or berths where:
 - a. Additives may not be transferred to or from a ship;
 - b. Additives may be transferred to or from a ship, or;
 - c. Only certain additives may be transferred to or from a ship.
- 3. A permit is not required if the transfer of additives to or from a ship takes place at an establishment where the transfer of additives to a ship is permitted.

Article 8.6 Requirements for a additives permit

- 1. Together with the permit application, the applicant must submit the information required in the application form adopted by the Harbour Master;
- 2. The Mayor and Aldermen may determine that for certain additives additional information must be submitted in support of the permit application. This additional information relates to the regulations and restrictions referred to in paragraph 3 and may be connected with an audit which the Mayor and Aldermen may conduct for the activities carried out by the company for the transfer of additives to or from a ship.
- 3. The permit may be subject to regulations and restrictions relating to:
 - a. The safety distances to be observed during the transfer of additives to or from a ship;
 - b. The operational safety and the procedures for carrying out the transfer of additives to or from a ship, including whether or not to permit other activities carried out simultaneously with the transfer of additives to or from a ship;
 - c. The nautical safety;
 - d. The external safety, and;
 - e. The issuing of operational notifications relating to the transfer of additives to or from a ship.

Article 8.7 Checklist for bunkering and debunkering and transfer of additives

- 1. The Mayor and Aldermen may establish a checklist for the bunkering or debunkering of certain fuels and energy sources to be designated by the Mayor and Aldermen, or for the transfer of additives, to be designated by the Mayor and Aldermen, to or from a ship.
- 2. The Mayor and Aldermen may also designate categories of ships to which the checklist applies.

3. A checklist must be completed and complied with by the parties involved in the bunkering or debunkering operations and must be kept on board the ships concerned for at least 24 hours after the completion of the bunkering or debunkering operations.

Article 8.8 Signals

1. During the bunkering of LNG, an LNG-powered seagoing ship exhibits the International Code flag "B" as an additional sign between sunrise and sunset, and a red bright all-round light between sunset and sunrise.
2. The Mayor and Aldermen may determine signalling requirements for the bunkering of other fuels or energy sources as referred to in paragraph 1.

Non Authoritative Translation

9 Section 9 Enforcement

Article 9.1 Obligation to comply with the regulations

The regulations laid down under or pursuant to these Bye-laws and the related regulations and restrictions must be complied with. Violating these rules and regulations is a criminal offence.

Article 9.2 Penal provision

Violation of the provisions laid down under or pursuant to these Bye-laws is liable to a term of detention of not more than three months or a fine of the second category.

Article 9.3 Supervisory officials

The persons to be appointed by decision of the Mayor and Aldermen are responsible for the supervision of compliance with the provisions laid down under or pursuant to these Bye-laws.

Article 9.4 Entry into a home

Persons responsible for the supervision of compliance with or the detection of violations of the provisions laid down under or pursuant to these Bye-laws are authorised to enter a home without the permission of the occupant, insofar as the supervision of compliance with or the detection of violations of the provisions laid down under or pursuant to these Bye-laws requires this.

Non Authoritative Translation

10 Section 10 Transitional and final provisions

Article 10.1 Repeal of old legislation

The Regional Port Bye-laws for the North Sea Canal Area 2012 are repealed

Article 10.2 Transitional law

1. Permissions, decisions, or accreditations granted under or pursuant to one of the regulations repealed in Article 10.1 and which are in force at the date of entry into force of these Regional Port Bye-laws for the North Sea Canal Area 2019 will be considered to be permissions, decisions, or accreditations granted under or pursuant to these Bye-laws.
2. If, prior to the date of entry into force of these Regional Port Bye-laws for the North Sea Canal Area 2019, an application for permission, a decision, or an accreditation on the ground of one of the regulations repealed in Article 10.1 has been submitted and on which a decision has not yet been taken, these Bye-laws will be applied.
3. Notices of objection directed against a decision on an application for permission, or against a decision or accreditation pursuant to the regulations repealed in Article 10.1 will be decided upon subject to the provisions of the Regional Port Bye-Laws for the North Sea Canal Area 2019.

Article 10.3 Entry into force

These Bye-laws will be published in the Municipal Gazette and will enter into force at a time to be determined by the Mayor and Aldermen. Its different articles or parts may come into force at different times.

Article 10.4 Short title

These Bye-laws will be cited as: Regional Port Bye-laws for the North Sea Canal Area 2019.

Non Authoritative Translation

11 Annex 1, relating to Article 1.1 of the Regional Port Bye-laws for the North Sea Canal Area 2019;



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N0496_v05.pdf



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Non Authoritative Translation

12 Annex 2, relating to Article 4.11 and Article 6.3 of the Regional Port Bye-laws for the North Sea Canal Area 2019

The liquids referred to in Article 4.11 and Article 6.3 are:

Substance name	UN number
- benzene	1114
- benzene-containing mixtures containing more than 10% benzene	several UN numbers possible
- ethyl acrylate	1917
- formaldehyde solution	1198 or 2209
- isobutyl acrylate	2527
- isobutyric aldehyde	2045
- isopropylamine	1221
- methyl acrylate	1919
- n-butyl acrylate	2348
- n-butyric aldehyde	1129
- propylene oxide	1280
- styrene	2055
- turpentine	1299

Non Authoritative Translation

13 Annex 3, relating to Article 7.1 of the Regional Port Bye-laws for the North Sea Canal Area 2019;

References to kilogrammes in the table mean kilogrammes of net explosive quantity (NEQ)

Berth zoning system for dangerous goods in packaged form				
IMDG Class	Type of packaging	Zone A Seagoing ships/Inland ships 0-100 m to vulnerable objects	Zone B Seagoing ships 100-300 m to vulnerable objects	Zone C Seagoing ships 300-500 m to vulnerable objects
1.1 and 1.5	All	Prohibition for Total quantity > 25 kg NEQ	Prohibition for Total quantity > 1500 kg	Prohibition for Total quantity > 12,000 kg
1.3 and 1.6	All	Prohibition for Total quantity > 5,000 kg	Prohibition for Total quantity > 30,000 kg	Unlimited
1.4	All	Prohibition for > 5,000 kg	Unlimited	Unlimited
2.1	Tank containers	Prohibition	Prohibition for UN 1032, 1036, 1041, 1061, 1063, 1083, 1085, 1087 and 1912	Unlimited
	Other packaging	Prohibition for UN 1032, 1036, 1041, 1061, 1063, 1083, 1085, 1087 and 1912	Unlimited	Unlimited
2.2	All	Unlimited	Unlimited	Unlimited
2.3	Tank containers	Prohibition	Unlimited for UN 1008, 1016, 1023, 1045, 1071, 1612, 1660, 1859, 1911, 1953, 1955, 2190, 2198, 2417, 2600, 3303, 3304, 3305 and 3306 Prohibition for other UN numbers in Class 2.3	Prohibition for UN 1017, 1026, 1048, 1050, 1053, 1067, 1076, 1082, 2192 and 2204
	Other packaging	Prohibition	Prohibition for UN 1017, 1026, 1048, 1050, 1053, 1067, 1069, 1076, 1082, 2188, 2192, 2199, 2202, 2204, 2418 and 2676	Unlimited

Non Authoritative Translation

3	Tank containers	Prohibition	Unlimited	Unlimited
	Other packaging	Unlimited	Unlimited	Unlimited
4.1, 4.2 and 4.3	All	Unlimited	Unlimited	Unlimited
5.1	All	Unlimited	Unlimited	Unlimited
5.2	Tank containers	Prohibition	Unlimited	Unlimited
	Other packaging	Prohibited for UN 3101, 3102, 3111, 3112 > 25 kg	Unlimited	Unlimited
6.1	Tank containers	Prohibition	Prohibition for UN 1051, 1092, 1185, 1239, 1259, 1613, 1614, 2334, 2480, 2481, 2486 en 3294	Prohibition for UN 1051, 1092, 1185, 1239, 1259, 1613, 1614, 2334, 2480, 2481, 2486 en 3294
	Other packaging	Prohibition for: Total quantity: > 10 tons Prohibition for UN 1051, 1092, 1185, 1239, 1259, 1613, 1614, 2334, 2480, 2481, 2486 en 3294	Prohibition for UN 1051, 1092, 1185, 1239, 1259, 1613, 1614, 2334, 2480, 2481, 2486 en 3294	Unlimited
6.2		Subject to the regulations on Genetically Modified Organisms and legislation on Food		
7		Subject to the Nuclear Energy Act		
8	Tank containers	Prohibition for substances which, in accordance with the IMDG Code, must be transported in packaging group I or II	Prohibition for UN 1052, 1744, 1786, 1790 1829	Prohibition for UN 1052, 1744, 1786, 1790 1829
	Other packaging	Prohibition for: Total quantity of substances which, in accordance with the IMDG Code, must be carried in packaging group I or II > 10 tons Prohibition for UN 1052, 1744, 1786, 1790 1829	Prohibition for UN 1052, 1744, 1786, 1790 1829	Unlimited
9	All	Unlimited	Unlimited	Unlimited