

Date: 14 June 2022

Decree No. 2022/32

Subject: Draft Policy on Bollard Pull Testing

Port of Amsterdam has decided to facilitate the Amsterdam towing services in the conduct of bollard pull tests. Port of Amsterdam makes the bollard available. The bollard does not need to be hired. Private law relationships, however, may play a role for the applicant of a bollard pull test (see below).

Bollard pull tests are subject to an event permit; event permits from the Director of the Central Nautical Management - CNB (public law) are required on the ground of Article 1.23 of the Inland Navigation Police Regulations (BPR). Bollard pull tests may be of an official or unofficial character. In the case of an official bollard pull test, the measurements are conducted by a third-party after which a certificate (Bollard Pull Test Certificate) is issued. In the case of an unofficial bollard pull test, the measurements are conducted by the towing service itself and no certificate is issued.

This policy states the conditions and regulations under which the towing services are allowed to conduct bollard pull tests. A distinction is made between conditions (the requirements stated by Port of Amsterdam for the use of the bollard - this is private law) and regulations. The Director of the CNB incorporates these requirements in the permit; or the requirements that apply to a permit are determined before the permit is granted by the Director of the CNB.

Conditions (Port of Amsterdam):

1. Havenbedrijf Amsterdam N.V. (Port of Amsterdam) offers the facility to all port towing services of Amsterdam, i.e. to all port towing services that provide services to shipping in the North Sea Canal Area. Other parties, such as ship yards, are not eligible;
1. This service is free of charge;
2. Bollard pull tests may be conducted from Monday to Friday between 09.00 and 17.00 LT;
3. Bollard pull tests are only allowed on storm bollard 19 at Rietlanden;
4. Applicants for a bollard pull test have to consult date, time, and other relevant conditions (such as the availability of the bollard, the safety on the water and on the quay) with Rietlanden;
5. Several bollard pull tests may be carried out annually. The availability of the dolphins or berths must be guaranteed - which means that the bollard may not be used simultaneously for other purposes at the time the applicant wishes to conduct a bollard pull test. If the bollard is being used for other purposes, these purposes have priority;
6. Any damage to the bollard or the environment resulting from a bollard pull test is borne by the applicant. The applicant undertakes to insure himself against such damage;
7. Port of Amsterdam reserves the right to revise the conditions mentioned above without giving reasons.

Regulations (Director of the CNB; verified against the application and connected to the event permit):

1. Bollard Pull Tests may only be carried out if nautical safety is and remains guaranteed. This means that no ships or other ships may be moored on this bollard or on dolphins E to J in the immediate vicinity. Bollard pull tests are always of less or secondary importance to the regular use or occupation of the dolphins or berths in question;
2. Prior to the conduct of a bollard pull test, the applicant submits a questionnaire (the application for an event permit) to Port Office. The questionnaire shows, among other things, that consultations have taken place with Rietlanden, date and time of the bollard pull test, the way in which safety is secured on the water and on the quay, and how many tons of bollard pull the applicant intends to measure. Port Office informs *Afdeling Beheer* (Management Department) of Port of Amsterdam prior to the bollard pull test. The Management Department also checks the application;
3. Bollard pull tests may only be conducted if no other ship(s) are moored at the northern dolphins of the indented quay section of the Afrikahaven;
4. Only static bollard pull tests are allowed; the maximum allowed static bollard pull is 85 tons;
5. The space between the bollard and the tugboat may be not more than 150 metres;
6. The space between the quay and the ship may be no less than 10 metres;
7. The tugboat must pull in a northerly direction parallel to the shore or to the direction of the dolphins;
8. A bollard pull test may also include a push test against the quay. In that case, the provisions under item 5 to 7 do not apply;
9. After an official bollard pull test has been conducted, the applicant must submit a document issued by the certification body showing how many tons of bollard pull have actually been used. In the case of an unofficial bollard pull test, the master of the tugboat must submit a document showing how many tons of bollard pull have actually been used;
10. The Harbour Master's Division is authorized to abort the bollard pull test or to amend the regulations of the permit when safety or nautical safety are or are likely to be at issue.

The following information for the permit must be provided by the applicant at least three working days prior to the intended activity:

1. Results of the consultations with Rietlanden (stating the name(s) of the person(s) who have been consulted) about date, time, and conditions of Rietlanden, and about any other details;
2. Date and time of the bollard pull test;
3. Contact details of the employee during the bollard pull test;
4. Name of the tug conducting the bollard pull test, name of the tugboat captain and name(s) of other person(s) involved;
5. Measures taken by the applicant to ensure the safety on the water and on the quay;
6. Expected weather conditions during the bollard pull test;

7. The number of tons of bollard pull to be tested by the applicant (the maximum is a static bollard pull of 85 tons);
8. Indication that the bollard pull test is going to be a static bollard pull test;
9. After an official bollard pull test has been conducted, the applicant must submit a document issued by the certification body showing how many tons of bollard pull have actually been used. In the case of an unofficial bollard pull test, the tugboat captain must submit a document showing how many tons of bollard pull have actually been used.

The Mayor and Aldermen of the Municipality of Amsterdam,

on their behalf, the Director of the Central Nautical Management North Sea North Sea Canal Area,

A handwritten signature in black ink, appearing to read 'J.H.M. Mateyo', with a large, stylized flourish underneath.

J.H.M. Mateyo