

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.

Decree No. 2021/13

Decree designation an area for the use of spud poles by inland ships

The Director of the Central Nautical Management North Sea Canal Area

Having regard to:

- Article 3.7, paragraph 1, under a, of the Regional Port Bye-laws for the North Sea Canal Area 2019, which provides that spud poles may only be used in areas designated thereto by the Mayor and Aldermen;
- The Mandate, Power of Attorney, and Authorization Decree, dated 3 December 2019, published on 3 January 2020, on the basis of which the Director of the Central Nautical Management North Sea Canal Area is mandated to adopt Decrees on behalf of the Mayor and Aldermen.

Having considered that:

- Inland ships can be equipped with spud poles;
- Inland ships can use these spud poles to berth themselves into the harbour bed;
- The use of spud poles may cause damage to the harbour bed and objects in it, such as infrastructure facilities, pipe lines, bottom protection mats, etc.;
- Article 3.7, paragraph 1, under a, of the Regional Port Bye-laws for the North Sea Canal Area 2019, provides that spud poles may only be used in areas designated thereto by the Mayor and Aldermen;
- In certain locations in the port area the use of spud poles raises no objections, the reason being that they cannot cause damage with respect to the presence of objects in the harbour bed or that, due to the strength of adjacent quays or other infrastructure facilities, the use of spud poles cannot cause damage to them;
- The report published for the present location: "*Afmeren met spudpalen*" (Berthing with Spud Poles), dated 26 February 2021, which deals with the relationship between the use of spud poles and the possibility of causing damage to the quay of Albeton, shows that the use of spud poles to berth inland ships is not expected to cause damage to the infrastructure, the underground infrastructure installed in the harbour bed, or to bank protection or quay protection systems;
- The above "*Afmeren met spudpalen*" report also indicates that the report to the KLIC cable and pipeline information centre has shown that there are no cables and pipe lines in the harbour bed at the Albeton unloading berth;
- The motives for this Decree are the order and the safety in the port.

Has decreed the following:

I.

To designate the following area in the Carel Reynierszhaven as an area where ships may berth with the use of spud poles:

The area enclosed by the contour of imaginary lines drawn between the following positions:

- I. 52°24'89" North and 004°49'99" East;
- II. 52°24'89" North and 004°49'99" East;
- III. 52°24'86" North and 004°50'16" East; and;
- IV. 52°24'87" North and 004°50'16" East.

This area has been indicated on the map included in the Appendix to this Decree.

II.

The Decree will take effect on 01 April 2021 and will be published as an Announcement to Shipping IJmond North Sea Canal Area Central Nautical Management (*BASIJN*).

Appendix: Map indicating the area where inland ships are allowed to berth with the use of spud poles accompanying Decree 2021/15 with number N0608_01.

Thus established on behalf of the Mayor and Aldermen on 30 March 2021. The Director of the Central Nautical Management North Sea Canal Area



J.H.M. Mateyo

Explanation

Inland ships equipped with spud poles that can be used for berthing appear in increasingly frequent numbers. The use of spud poles could result in damage to the harbour bed and to objects in or near it. These objects may include infrastructure facilities such as tunnels, pipe lines, cables and protection mats. Damage may also include damage to quays.

The Decree on the Use of Spud Poles in the Amsterdam port area (Decree No 35/2017/RHN) was adopted on 1 August 2017. This Decree designates areas where ships may use spud poles. It has recently become apparent that inland ships using spud poles for berthing regularly call at Albeton in the Carel Reynierszhaven. The Albeton quay has not been designated as a berth where ships may use spud poles. The "*Afmeren met spudpalen*" report, dated 26 February 2021, which deals with the Albeton quay, as well as the findings of Port of Amsterdam members of staff show that the berthing of ships with the use of spud poles cannot cause damage to the quay and the infrastructure. For this reason, the Director of Central Nautical Management North Sea Canal Area has decided to designate the operational area at the Albeton quay as an area where inland ships are allowed to berth with the use of spud poles.

