Policy regulations for transiting the IJmuiden North lock and the North Sea Canal with marginal ships - eastgoing and westgoing

Decree No.: 42/2021 Amsterdam, 25 October2021

Subject: Policy regulations for transiting the IJmuiden North lock and the North Sea Canal with marginal ships - eastgoing and westgoing

The Director of the Central Nautical Management North Sea Canal Area, who is also the (State) Harbour Master, has adopted the above-mentioned policy regulations:

The Director of the Central Nautical Management North Sea Canal Area, on behalf of the Director-General of the Ministry of Infrastructure and Water Management, on the basis of the Mandate Decree, dated 19 March 2013, published in the Bulletin of Acts and Decrees, No. 9184 on 11 April 2013, has adopted amended policy regulations for granting exemption for admission and transit of marginal ships through the IJmuiden North lock and the North Sea Canal with marginal ships in eastgoing as well as westgoing directions.

Legal framework
In accordance with article 9.02, paragraph 1, of the Inland Navigation Police Regulations (BPR), and Annex 3 of the State Inland Waterways Communication and Dimensions Regulation, a ship or convoy using the waterways mentioned in Annex 3 must comply with the maximum length, breadth or draught as prescribed in that Annex.
In accordance with article 9.02, paragraph 3, of the Inland Navigation Police Regulations (BPR), the competent authority may, on the basis of certain regulations and restrictions, grant exemption to ships that exceed the maximum dimensions mentioned in Annex 3 of the Dutch State Inland Waterways Communication and Dimensions Regulation.

Maximum ship dimensions (without exemption):
For the admission to and transit of ships through the IJmuiden North lock and the North Sea Canal without exemption and in accordance with the statutory rules mentioned above, the following dimensions apply: Maximum length ≤325.0 m; breadth according to the International Tonnage Certificate ≤42.0 m; maximum draught ≤13.10 m (draught in seawater, eastgoing); maximum draught ≤13.40 m (draught in freshwater, westgoing).
All ships transiting the IJmuiden North Lock without exemption must at all times maintain a keel clearance of ≥1.00 m.

Maximum ship dimensions (with exemption):
For the admission to and transit of ships through the IJmuiden North lock and the North Sea Canal with exemption, the following dimensions apply: Maximum length >325.0 m and ≤350.0 m; breadth according to the International Tonnage Certificate >42.0 m and ≤45.0 m; maximum draught >13.10 m and ≤13.75 m (draught in seawater, eastgoing); maximum draught >13.40 m en ≤14.05 m (draught in freshwater, westgoing).

Ships that transit the IJmuiden North Lock and the North Sea Canal with an exemption as referred to in article 9.02, paragraph 3, of the 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 2 working days prior to the expected transit of the marginal ship through the IJmuiden North Lock and the North Sea Canal.
The exemption can be applied for digitally on the website of Port of Amsterdam:
www.portofamsterdam.com
An application submitted less than 2 working days prior to the expected transit of the marginal ship, or failure to submit an application, may result in the ship not being admitted at the requested time.

Categories of marginal ships:
Marginal ships transiting the IJmuiden North lock and the North Sea Canal are differentiated into five categories:

The five categories are:

I. Breadth according to the International Tonnage Certificate ≤42.0 m and maximum draught >13.10 m eastgoing;
II. Breadth according to the International Tonnage Certificate ≤42.0 m and maximum draught >13.40 m westgoing;
III. Breadth according to the International Tonnage Certificate >42.0 m eastgoing;
IV. Breadth according to the International Tonnage Certificate >42.0 m westgoing;
V. Maximum length >325.0 m and ≤350.0 m, breadth according to the International Tonnage Certificate ≤42.0 m.

Although a number of similar regulations and restrictions apply to these categories, the regulations and restrictions are listed in full for each category for the sake of clarity.

Category I, breadth according to the International Tonnage Certificate ≤42.0 m and maximum draught >13.10 m eastgoing

For this category of ships, a maximum permitted arrival draught of 13.75 m in seawater applies. Passage 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.
Passage of 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 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 should be controlled by means of the tug secured forward or by means of the tugs secured forward and aft. To

prevent damage to the lock walls and to the bottom of the lock, the use of transverse thrusters is restricted.

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

Category II, breadth according to the International Tonnage Certificate ≤42.0 m and maximum draught >13.40 m westgoing

For this category of ships, a maximum permitted departure draught of 14.05 m in fresh water applies. Passage of 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 and the ship's maximum draught.
Passage of 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 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 should be controlled by means of the tug secured forward or by means of the tugs secured forward and aft. To prevent damage to the lock walls and to the bottom of the lock, the use of transverse thrusters is restricted.

When passing the eastern lock sill, the water level in the North Sea Canal may not be lower than NAP -0.47m.
When entering and leaving the IJmuiden North Lock, the ship's speed may not exceed 1.5 km/h.

Category III, breadth according to the International Tonnage Certificate >42.0 m eastgoing

For this category of ships, a maximum permitted arrival draught in seawater applies, which corresponds with the value of the ship's breadth according to the International Tonnage Certificate as listed in the table in Appendix 1. Passage 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, the ship's breadth according to the International Tonnage Certificate and the ship's maximum draught.
Passage of 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 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 listed in the table in 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 should be controlled by means of the tug secured forward or by means of the tugs secured forward and aft. To prevent damage to the lock walls and to the bottom of the lock, the use of transverse thrusters is restricted.

At the time when the ship passes the IJM-C fairway buoy, the visibility at the North Lock must be at least twice the ship's length plus 200 m for ships of which the bridge wings extend to the ship's sides. If the bridge wings do not extend to the ship's sides the visibility at the North Lock at that time must be at least 1000 m.
In accordance with Appendix 2, the transverse wind component may not be more than 5 Beaufort or 10.0 m/s.
When passing the eastern lock sill, the water level in the North Sea Canal may not be lower than NAP -0.47m.
When entering and leaving the IJmuiden North Lock, the ship's speed may not exceed 1.5 kmh.

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

For this category of ships, a maximum permitted departure draught in fresh water applies, which corresponds with the ship's breadth according to the International Tonnage Certificate as listed in the table in Appendix 1. Passage 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 departure from 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 breadth and draught.
Passage of 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 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 listed in the table in 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 should be controlled by means of the tug secured forward or by means of the tugs secured forward and aft. To prevent damage to the lock walls and to the bottom of the lock, the use of transverse thrusters is restricted.

At the time when the ship leaves its berth, the visibility at the North Lock must be at least twice the ship's length plus 200 m for ships of which the bridge wings extend to the ship's sides. If the bridge wings do not extend to the ship's sides the visibility at the North Lock at that time must be at least 1000 m.
In accordance with Appendix 2, the transverse wind component may not be more than 5 Beaufort or 10.0 m/s.
When passing the eastern lock sill, the water level in the North Sea Canal may not be lower than NAP -0.47 m.

When entering and leaving the IJmuiden North Lock, the ship's speed may not exceed 1.5 km/h.

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

Eastgoing as well as westgoing lock passages through the IJmuiden North Lock take place in accordance with the following regulations:

The lock may not be entered without specific permission from the competent authority;
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 of the ship should be controlled by means of the tugs secured forward and aft. To prevent damage to the lock walls and to the bottom of the lock, the use of transverse thrusters is restricted.

In accordance with Appendix 1, the maximum permitted draughts for eastgoing and westgoing lock passages correspond to the marginal ship's breadth according to the International Tonnage Certificate.

In accordance with Appendix 2, the transverse wind component may not be more than 5 Beaufort or 10.0 m/s.

Navigation Rules on the North Sea Canal
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 with an Under Keel Clearance (UKC) as safe as possible 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 (BASIJN) No. 35/2020).

Entry into force of the policy regulations
These policy regulations will enter into force one day after publication of this Decree. The policy regulations published in Announcement (BASIJN) No. 12/2021 (dated 12 April 2021) will be cancelled as soon as Announcement (BASIJN) No. 64/2021 (dated 25 October 2021) has been published.

Amsterdam, 25 October 2021

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

J.H.M. Mateyo

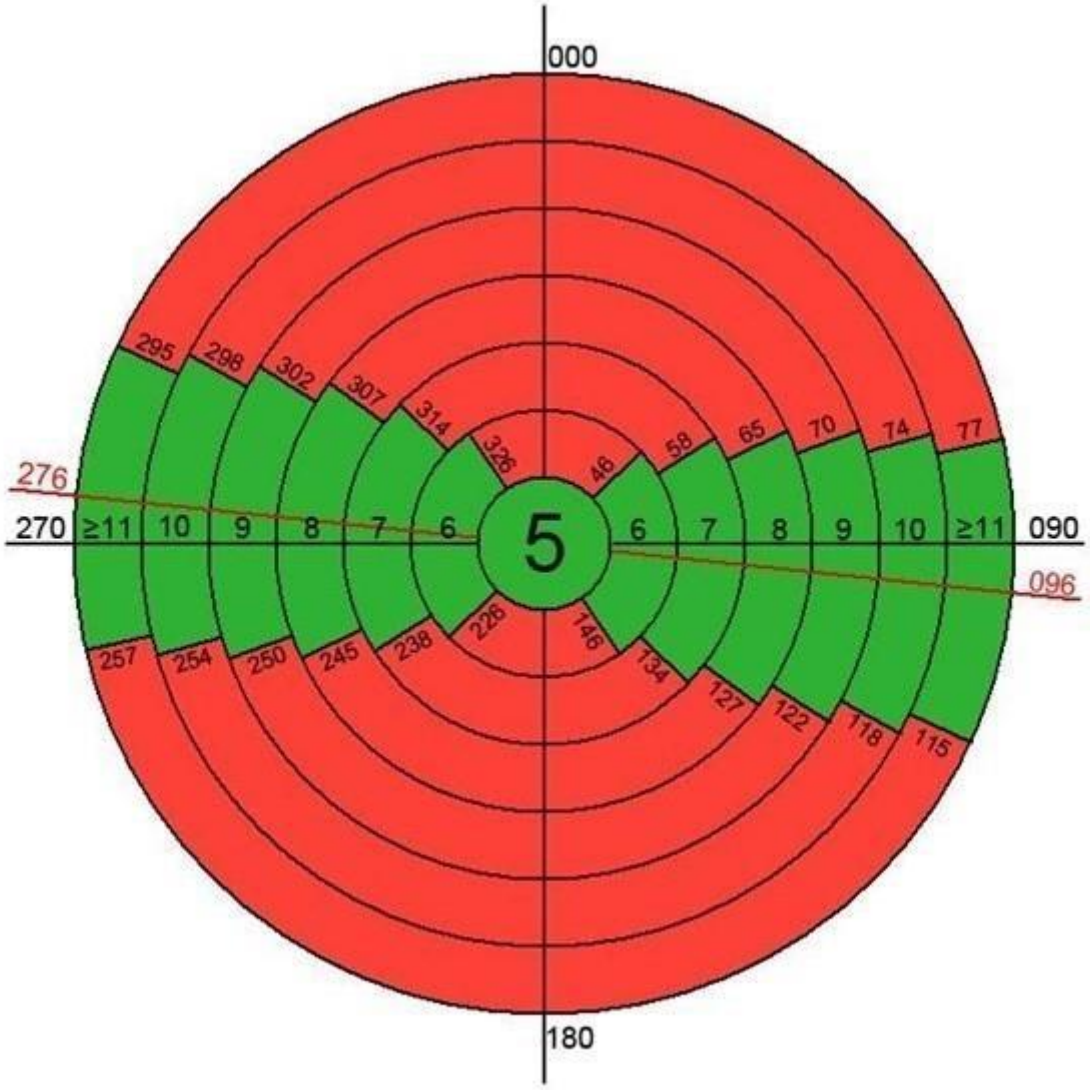
Appendix 1, maximum permitted draught in relation to the ship's breadth according to the International Tonnage Certificate, the ship's draught and the water level*

meetbrief breedte	maximum diepgang oostgaand in zeewater	maximum diepgang westgaand in zoetwater	minimale waterstand w'elijke sluisdrempel	***meetbrief breedte***	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*);

** *Meetbrief-breedte*: International Tonnage Certificate breadth;
Maximum diepgang oostgaand: maximum draught eastgoing;
In zeewater: in sea water;
Maximum diepgang westgaand: maximum draught westgoing;
In zoetwater: in fresh water;
Minimale waterstand w'lijke sluisdrempel: minimum water level western lock sill.

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 from the listed wind directions ≤5 Beaufort or ≤10 m/s (green area);
Transverse Wind Component from the listed wind directions >5 Beaufort or >10 m/s. (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 90º 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 exceeds 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 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 VTS Centre at the Harbour Operation Centre (HOC) is responsible for the entire traffic planning, for vessel traffic services 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 out from this location.

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

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

Fresh water:
Water weighing 1.000 tons/m^3. Seawater:
Water weighing 1.026 tons/m^3.

Explanation

The lockage process at IJmuiden is carried out by the Harbour Master's Division, on the instructions of the Director-General of Rijkswaterstaat. With regard to the lockage process at IJmuiden, working agreements have been made with Rijkswaterstaat Western Netherlands North (WNN). The following is based on these working agreements:

2.1.4
When assessing requests, including requests for an exemption for marginal ships, the risks for the waterway, the locks, other engineering structures, and other users of the waterway are assessed. The Central Nautical Management North Sea Canal Area will only grant permission if the risks for the waterway, locks, other engineering structures and other users of the waterway are not higher than the risks during regular use.

2.4.1
The VTS Department bears the responsibility that ships can make a safe and efficient use of the locks and the waterway. During the lockage process, prevention of failures and the safety of personnel and ships must be taken into account.
Prior to the lock passage of a ship granted exemption to pass through the lock, the Harbour Master's Division must have verified the ship’s actual dimensions by consulting the Lloyd’s Register database. At the first VHF contact with the ship, the ship's captain and/or the pilot are requested to confirm the ship's length and breadth. All ships will have their draught inspected and ships with a draught exceeding the maximum permitted draught may be excluded from the lockage process. This inspection may be carried out by a certified draught surveyor, a patrol boat, or any third-party equipment. The inspection is carried out by the so-called ‘mobile’ lock keeper of the Harbour Master's Division.
The Harbour Master's Division bears the responsibility that ships can make a safe and efficient use of the locks and the waterway.

Draught inspection of seagoing ships constrained by draught and/or length (oversized)
In accordance with the BPR, article 9.02, paragraph 3, the competent authority may grant exemptions to seagoing ships in the North Sea Channel Area which exceed the length, breadth and draught as specified in Annex 13 of the BPR. Prior to the ship's passage through the IJmuiden North Lock, the Harbour Master's Division must have verified the ship’s actual dimensions. The ship's declared maximum draught will be verified by the Harbour Master's Division in the Noorderbuitenkanaal by reading the ship's draught marks at three locations (bow, midships and stern) on either side of the ship. The permitted draught for lock passage is determined by means of the standard immersion formula which takes account of the ship's maximum draught and the specific

gravity of the water at that location. If the ship is going to be shifted from the IJmuiden lightering facility (*IJ-palen*), the departure draught and specific gravity of the water may be provided by a certified draught surveyor. If the ship's dimensions - in particular the draught - exceed the regulations of the current Announcement (*BASIJN*), the ship will be excluded from the lockage process.

The following additional regulation applies to westgoing ships - please note that this has not been not covered by the working agreements: The maximum draught of departing ships will be verified by Port Officers on board the patrol boats immediately after the ship has left its berth. There is no need to measure the specific gravity because departing ships go from fresh water to salt water. For this verification, the services of a certified draught surveyor may be used.

2.4.3
Tugs with a certain bollard pull are prescribed on the basis of a classification of ships. This is a classification according to deadweight (DWT), ship type (type of cargo) and ship design (bow or stern thrusters, variable pitch propellers). The regulation for tug use at the locks has been laid down in the current Announcement (*BASIJN*); see Appendix 9.

5.3.2
Exemptions (BPR) are granted by the Director of Central Nautical Management North Sea Canal Area. Exemptions and permissions (BPR) may be granted orally, but must be confirmed in writing as soon as possible . Copies of decisions in individual cases will be sent to the District Head of Rijkswaterstaat Western Netherlands North (WNN).

Exemptions for lock passages (for example, for ships with different dimensions):
Exemptions for lock passages for ships with dimensions that differ from the standard dimensions, and exemptions for special transports which may present a risk and/or require additional protective measures will be granted by the Director of the Central Nautical Management North Sea Canal Area (the Harbour Master's Division). The regulations and protective measures will be determined in consultation between the District Head of Rijkswaterstaat WNN (who is responsible for the technical management) and the Head of Operations. The exemption must be applied for at least 48 hours before the scheduled lock passage, taking into account the dimensions as referred to in Appendix 19. Exceptions to this period may be made in cases of urgency.