

Operational Space Designation Decree

Decree No. 2023/24

Decree to cancel Decree no. 2019/20, dated 18 March 2019, and to redesignate an amended operational space and the restrictions and regulations applicable thereto for the berths at the following location/terminal:

Nieuwe Houthaven Duwbakpalen

Nieuwe Houthaven

The Director of the Central Nautical Management North Sea Canal Area,

Having regard to:

- Article 3.11, paragraph 1, of the Regional Port Bye-laws 2019, which provides that the Mayor and Aldermen may designate operational spaces for berths;
- Article 3.11, paragraph 2, in relation to Article 9.1 of the Regional Port Bye-laws 2019, which provides that the Mayor and Aldermen may set additional regulations regarding the nautical use of operational spaces;
- Article 1.9 of the North Sea Canal Area Regional Port Bye-Laws 2019, in connection with 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 grant exemptions on behalf of the Mayor and Aldermen of the Municipality of Amsterdam;
- The definitions as set out in Appendix 1 to this Decree.

Whereas:

- The Mayor and Aldermen may designate operational spaces for berths;
- The Mayor and Aldermen may attach restrictions and regulations to said designations;
- The Mayor and Aldermen have mandated this power to the Director of the Central Nautical Management North Sea Canal Area;
- The Director of the Central Nautical Management North Sea Canal Area may designate operational spaces from the point of view of safety, order and the continuity of the port.

Has decreed the following:

- Has designated operational spaces for the following berths:

Berth	Abbreviated berth name	Page number
Nieuwe Houthaven Palen 1	NH PL1	2
Nieuwe Houthaven Palen 2 Noord	NH P2N	3
Nieuwe Houthaven Palen 2 Zuid	NH P2Z	4
Nieuwe Houthaven Palen 3 Noord	NH P3N	5
Nieuwe Houthaven Palen 3 Zuid	NH P3Z	6
Nieuwe Houthaven Palen 4 Noord	NH P4N	7
Nieuwe Houthaven Palen 4 Zuid	NH P4Z	8
Nieuwe Houthaven Palen 5 Noord	NH P5N	9
Nieuwe Houthaven Palen 5 Zuid	NH P5Z	10
Nieuwe Houthaven Kleine Bakken 1	NH KB1	11
Nieuwe Houthaven Kleine Bakken 2	NH KB2	12
Nieuwe Houthaven Kleine Bakken 3	NH KB3	13
Nieuwe Houthaven Kleine Bakken 4	NH KB4	14

- To attach the following characteristics and uses to the berths:

Nieuwe Houthaven Palen 1

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Palen 1	
1.2	Abbreviated berth name:	NH PL1	
1.3	Description of the berth	The designated use of the first set of dolphins from the west in the Nieuwe Houthaven is 'public waiting berth for barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120306.18 Y= 490712.05
		2.	X= 120375.34 Y= 490626.51
		3.	X= 120320.91 Y= 490582.50
		4.	X= 120251.75 Y= 490668.04
1.5	Operational space in accordance with drawing: N0463_v05	Length 110 metres x breadth 70 metres	
1.6	NGD (Nautical Guaranteed Depth)	4.8 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	Length 40 metres and over, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 4.5 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance if mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Palen 2 Noord

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Palen 2 Noord	
1.2	Abbreviated berth name:	NH P2N	
1.3	Description of the berth	The designated use of the north side of the second set of dolphins from the west in the Nieuwe Houthaven is 'public waiting berth for barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120405.59 Y= 490607.10
		2.	X= 120433.26 Y= 490542.80
		3.	X= 120332.21 Y= 490499.32
		4.	X= 120304.55 Y= 490563.62
1.5	Operational space in accordance with drawing: N0463_v05	Length 110 metres x breadth 70 metres	
1.6	NGD (Nautical Guaranteed Depth)	4.8 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	Length 40 metres and over, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 4.5 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Palen 2 Zuid

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Palen 2 Zuid	
1.2	Abbreviated berth name:	NH P2Z	
1.3	Description of the berth	The designated use of the south side of the second set of dolphins from the west in the Nieuwe Houthaven is 'public waiting berth for barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120452.85 Y= 490551.23
		2.	X= 120464.71 Y= 490523.67
		3.	X= 120363.67 Y= 490480.19
		4.	X= 120351.81 Y= 490507.75
1.5	Operational space in accordance with drawing: N0463_v05	Length 110 metres x breadth 30 metres	
1.6	NGD (Nautical Guaranteed Depth)	4.8 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	Length 40 metres and over, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 4.5 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Palen 3 Noord

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Palen 3 Noord	
1.2	Abbreviated berth name:	NH P3N	
1.3	Description of the berth	The designated use of the north side of the third set of dolphins from the west in the Nieuwe Houthaven is 'public waiting berth for barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120480.20 Y= 490516.30
		2.	X= 120491.95 Y= 490488.70
		3.	X= 120390.77 Y= 490445.54
		4.	X= 120379.02 Y= 490473.14
1.5	Operational space in accordance with the drawing: N0463_v05	Length 110 metres x breadth 30 metres	
1.6	NGD (Nautical Guaranteed Depth)	4.8 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	Length 40 metres and over, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 4.5 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Palen 3 Zuid

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Palen 3 Zuid	
1.2	Abbreviated berth name:	NH P3Z	
1.3	Description of the berth	The designated use of the south side of the third set of dolphins from the west in the Nieuwe Houthaven is 'public waiting berth for barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120503.16 Y= 490493.51
		2.	X= 120515.00 Y= 490465.95
		3.	X= 120413.92 Y= 490422.54
		4.	X= 120401.99 Y= 490450.33
1.5	Operational space in accordance with the drawing: N0463_v05	Length 110 metres x breadth 30 metres	
1.6	NGD (Nautical Guaranteed Depth)	4.8 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	Length 40 metres and over, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 4.5 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Palen 4 Noord

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Palen 4 Noord	
1.2	Abbreviated berth name:	NH P4N	
1.3	Description of the berth	The designated use of the north side of the fourth set of dolphins from the west in the Nieuwe Houthaven is 'public waiting berth for barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120535.23 Y= 490460.98
		2.	X= 120547.14 Y= 490433.44
		3.	X= 120446.19 Y= 490389.77
		4.	X= 120434.28 Y= 490417.30
1.5	Operational space in accordance with the drawing: N0463_v05	Length 110 metres x breadth 30 metres	
1.6	NGD (Nautical Guaranteed Depth)	4.8 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	Length 40 metres and over, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 4.5 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Palen 4 Zuid

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Palen 4 Zuid
1.2	Abbreviated berth name:	NH P4Z
1.3	Description of the berth	The designated use of the south side of the fourth set of dolphins from the west in the Nieuwe Houthaven is 'public waiting berth for barges'
1.4	Coordinates of operational space according to NRD	1. X= 120547.14 Y= 490433.44
		2. X= 120565.01 Y= 490392.14
		3. X= 120464.05 Y= 490348.47
		4. X= 120446.19 Y= 490389.77
1.5	Operational space in accordance with the drawing: N0463_v05	Length 110 metres x breadth 45 metres
1.6	NGD (Nautical Guaranteed Depth)	4.8 metres.
1.7	Minimum keel clearance	Inland ships 0.30 metres.
1.8	Vertical clearance relative to NAP:	Not applicable

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	Length 40 metres and over, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 4.5 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Palen 5 Noord

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Palen 5 Noord
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1.2	Abbreviated berth name:	NH P5N	
1.3	Description of the berth	The designated use of the fifth set of dolphins from the west in the Nieuwe Houthaven is 'public waiting berth for barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120576.50 Y= 490387.50
		2.	X= 120590.40 Y= 490355.30
		3.	X= 120489.50 Y= 490311.70
		4.	X= 120475.60 Y= 490343.80
1.5	Operational space in accordance with the drawing: N0463_v05	Length 110 metres x breadth 35 metres	
1.6	NGD (Nautical Guaranteed Depth)	4.8 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	Length 40 metres and over, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 4.5 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Palen 5 Zuid

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Palen 5 Zuid
1.2	Abbreviated berth name:	NH P5Z

1.3	Description of the berth	The designated use of the south side of the fifth set of dolphins from the west in the Nieuwe Houthaven is 'public waiting berth for barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120605.60 Y= 490361.90
		2.	X= 120619.50 Y= 490329.80
		3.	X= 120518.50 Y= 490286.10
		4.	X= 120504.60 Y= 490318.20
1.5	Operational space in accordance with the drawing: N0463_v05	Length 110 metres x breadth 35 metres	
1.6	NGD (Nautical Guaranteed Depth)	4.8 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	Length 40 metres and over, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 4.5 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Kleine Bakken 1

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Kleine Bakken 1
1.2	Abbreviated berth name:	NH KB1

1.3	Description of the berth	The designated use of the southwest side of the second set of dolphins from the breakwater in the southeast corner of the Nieuwe Houthaven is 'public berth for small barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120573.80 Y= 490279.10
		2.	X= 120599.70 Y= 490248.60
		3.	X= 120580.70 Y= 490232.40
		4.	X= 120554.80 Y= 490262.90
1.5	Operational space in accordance with the drawing: N0463_v05	Length 40 metres x breadth 25 metres	
1.6	NGD (Nautical Guaranteed Depth)	3.0 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	40 metres and less, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 2.7 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Kleine Bakken 2

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Kleine Bakken 2
1.2	Abbreviated berth name:	NH KB2

1.3	Description of the berth	The designated use of the northeast side of the second set of dolphins from the breakwater in the southeast corner of the Nieuwe Houthaven is 'public berth for small barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120592.90 Y= 490295.30
		2.	X= 120618.80 Y= 490264.80
		3.	X= 120599.70 Y= 490248.60
		4.	X= 120573.80 Y= 490279.10
1.5	Operational space in accordance with the drawing: N0463_v05	Length 40 metres x breadth 25 metres	
1.6	NGD (Nautical Guaranteed Depth)	3.0 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	40 metres and less, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 kg/m ³	Inland ships 2.7 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Kleine Bakken 3

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Kleine Bakken 3
1.2	Abbreviated berth name:	NH KB3

1.3	Description of the berth	The designated use of the southwest side of first set of dolphins from the breakwater in the southeast corner of the nieuwe Houthaven is 'public berth for small barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120614.80 Y= 490313.90
		2.	X= 120640.70 Y= 490283.40
		3.	X= 120621.70 Y= 490267.20
		4.	X= 120595.80 Y= 490297.70
1.5	Operational space in accordance with the drawing: N0463_v05	Length 40 metres x breadth 25 metres	
1.6	NGD (Nautical Guaranteed Depth)	3.0 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	40 metres and less, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water: 1000 kg/m ³	Inland ships 2.7 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance that mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

Nieuwe Houthaven Kleine Bakken 4

1. Characteristics of the berth and its operational space

1.1	Berth name:	Nieuwe Houthaven Kleine Bakken 4
1.2	Abbreviated berth name:	NH KB4

1.3	Description of the berth	The designated use of the northeast side of the first set of dolphins from the breakwater in the southeast corner of the Nieuwe Houthaven is 'public berth for small barges'	
1.4	Coordinates of operational space according to NRD	1.	X= 120633.90 Y= 490330.10
		2.	X= 120659.80 Y= 490299.60
		3.	X= 120640.70 Y= 490283.40
		4.	X= 120614.80 Y= 490313.90
1.5	Operational space in accordance with the drawing: N0463_v05	Length 40 metres x breadth 25 metres	
1.6	NGD (Nautical Guaranteed Depth)	3.0 metres.	
1.7	Minimum keel clearance	Inland ships 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Inland ships
2.2	More detailed regulations with respect to berthing:	40 metres and less, prohibited to anchor
2.3	The maximum length of the ship to be moored:	Unlimited within operational space
2.4	The maximum breadth of the ship to be moored:	Unlimited within operational space
2.5	The maximum draught of the ship to be moored in: Fresh water: 1000 kg/m ³	Inland ships 2.7 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption is necessary for those situations where it is not possible to determine in advance if mooring may be possible and which therefore require a consideration in more concrete terms. In such a consideration, aspects of nautical safety play a role. Circumstances to be taken into consideration are, for example, the dimensions of the ship, weather conditions, water depth, other waterway users, etcetera. Regulations and restrictions may be attached to the exemption. Applications for an exemption will be refused if the regulations and restrictions attached to the exemption prevent nautical safety from being achieved.
2.8	Explanation:	No

The following appendices accompany this Decree:

No	Appendix	Date
1	General definitions	n/a
2	N0463_v05	11-03-2022

Date:

01 November 2023

The Mayor and Aldermen of the Municipality of Amsterdam,
on their behalf, the Director of the Central Nautical Management North Sea Canal Area,

A handwritten signature in purple ink, appearing to read 'J.H.M. Mateyo', with a horizontal line underneath.

J.H.M. Mateyo

In accordance with the Algemene Wet Bestuursrecht (the Dutch General Administrative Law Act), an interested party can lodge a notice of objection within six weeks after publication of this decision. The notice of objection must be addressed to: Burgemeester en Wethouders van Amsterdam, Postbus 202, 1011 PN AMSTERDAM. The notice of objection must be signed and shall contain at least the name and address of the person lodging the objection, the date, a description of the decision against which the objection has been lodged as well as the grounds for objection. If you choose to be represented, we request you to submit an authorization. The notice of objection shall have no suspensive force. If, pending the objection procedure, the situation requires a suspension or immediate relief, an application to grant suspension or provisional relief can be submitted to the judge in preliminary relief proceedings of the Administrative Law Sector of the Amsterdam District Court, Parnassusweg 226, Postbus 75850, 1070 AW AMSTERDAM. For this procedure, court fees are due.

Appendix 1: General definitions

Inland ship	A ship intended for navigation on inland or similar foreign waters.
Ship-to-ship transfer	Direct transshipment of cargo between ships without the intervention of a shore facility.
Bulk carrier	A seagoing ship used and intended for transporting solid cargo in bulk.
Contract level	The level of the water bottom located at the leased space in NAP as set out in the lease contract.
Service ship	Any ship involved in services to another ship concerning repair, cleaning, bringing or collecting supplies, ship parts or waste.
Vertical clearance (relative to NAP)	The vertical distance between the Chart Datum NAP and the lowest fixed point above the operational space.
Double banking	Ships, not being service ships, mooring side-by-side.
Dangerous Goods	Substances, which are classified as dangerous and listed in the International Maritime Dangerous Goods Code, the (International) Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, the (International) Code for the Construction and Equipment of ships carrying Liquefied Gases in Bulk of the International Maritime Organisation or the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (Adn) because of the danger of explosion, fire, corrosion, poisoning, intoxication or radiation and which, depending on the mode of transport, are transported in packaged form, as solid dry bulk, or as liquid bulk.
Harbour Master	The Harbour Master of Amsterdam designated as such by the Mayor and Aldermen.
Keel clearance	The vertical distance between the deepest point of a ship and the water bottom.
Berth	A location identified by name equipped to allow the safe berthing of seagoing and inland ships. A berth may be a quay, jetty, dolphins, an anchorage, or a mooring buoy.
Normaal Amsterdams Peil	Normal Amsterdam level
NGD	Nautical guaranteed depth. The water column between the canal level NAP - 0.50m and the guaranteed level of the water bottom
NRD	The coordinate system 'Nieuwe Rijksdriehoekmeting' ('New National Triangulation System')
RHN	The Regional Port Bye-laws for the North Sea Canal Area (<i>Regionale Havenverordening Noordzeekanaalgebied</i>).
Operational space	Area delimited in length, breadth, depth and height, within which ships can berth with the purpose of carrying out their activities.

Sounding area	A geographically defined area in which the same level of the water bottom (relative to NAP) is being maintained.
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;
Tanker	A seagoing or inland ship built for or adapted to carry unpackaged liquid cargo in its cargo spaces.
Water depth	The vertical distance between the water level and the water bottom.
Water level	The vertical distance between the water level and the Chart Datum NAP.
Seagoing ship	Ship used for navigation at sea or which, according to its construction, is intended for navigation at sea, and any ship bearing a document - issued by the competent authority of the country in which the ship has been registered - proving its suitability for navigation at sea.

NGD = de waterkolom tussen het kanaalpeil NAP - 0,50 m en het gegarandeerde waterbodemniveau

NGD = (Maximale toegestane diepgang scheepvaart) + (Minimale kielspeling) in meters



