

Operational Space Designation Decree

Decree No. 2023/42

Decree to cancel Decree no. 2018/048 and to re-designate an amend an operational space and the restrictions and regulations applicable thereto for the berths at the following location/terminal:

Mercuriushaven overslaglocatie Zuid palen

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 and which the relevant party is bound to comply 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 adopt Decrees as referred to in Article 3.11, paragraph 1, 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
Mercuriushaven palen Zuid, westzijde	ME PZW	2
Mercuriushaven palen Zuid, oostzijde	ME PZO	3

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

Mercuriushaven palen Zuid, westzijde

1. Characteristics of the berth and its operational space

1.1	Berth name:	Mercuriushaven palen Zuid, westzijde
1.2	Abbreviated berth name:	ME PZW
1.3	Description of the berth	The berth involves a 200 metre-long continuous fendering system consisting of six dolphins equipped with bollards for seagoing and inland ships and separate bollards for floating cranes, as well as four separate mooring dolphins.
1.4	Coordinates of operational space according to NRD B space	1. X= 119560.5 Y= 490405.5
		2. X= 119719.4 Y= 490527.0
		3. X= 119702.7 Y= 490548.8
		4. X= 119543.8 Y= 490427.4
		1. X= 119536.5 Y= 490436.9
		2. X= 119695.4 Y= 490558.4
		3. X= 119543.8 Y= 490427.4
		4. X= 119702.7 Y= 490548.8
1.5	Operational space in accordance with the drawing: N0769_V02	Length 200 metres x breadth 27.5 metres B space: 200 metres x 12 metres
1.6	NGD (Nautical Guaranteed Depth)	Depth of sounding area: underwater slope from 9.5 metres to 15 metres at the fendering system
1.7	Minimum keel clearance	Seagoing ships: 0.50 metres Inland ships: 0.30 metres.
1.8	Vertical clearance relative to NAP:	Not applicable

2. Use

2.1	Berth is intended for:	Seagoing ships including barges Floating cranes and floating weighing installations Inland ships
2.2	More detailed regulations with respect to berthing:	Regulations B space: Use of this space is only possible if the accessibility of berths LP5, MVL and OLI is taken into account. Ships arriving at and departing from these berths may not be hampered. The stevedore involved in the transshipment of cargo on the west side of the buoys is responsible for coordinating with the berth manager of these berths.
2.3	The maximum length of the ship to be moored:	Coaster 120 metres. Inland ship 135 metres.
2.4	The maximum breadth of the ship to be moored:	27.5 metres. B space: 12 metres (see explanation)
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 mg/1000 L	Seagoing ships: 9 metres.
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption as referred to in article 1.9 of the Regional Port Bye-laws for the North Sea Canal Area 2019 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:	Yes

Mercuriushaven palen Zuid, oostzijde

1. Characteristics of the berth and its operational space

1.1	Berth name:	Mercuriushaven palen Zuid, oostzijde	
1.2	Abbreviated berth name:	ME PZO	
1.3	Description of the berth	The berth involves a 200 metre-long continuous fendering system consisting of six dolphins equipped with bollards for seagoing and inland ships and separate bollards for floating cranes, as well as four separate mooring dolphins.	
1.4	Coordinates of operational space according to NRD	1.	X= 119523.5 Y= 490371.6
		2.	X= 119565.1 Y= 490317.2
		3.	X= 119761.9 Y= 490553.8
		4.	X= 119803.5 Y= 490499.4
P space		1.	X= 119565.1 Y= 490317.2
		2.	X= 119572.4 Y= 490307.6
		3.	X= 119803.5 Y= 490499.4
		4.	X= 119810.7 Y= 490489.8
1.5	Operational space in accordance with the drawing: N0769_v02	300 metres x 68.5 metres P space: 300 metres x 12 metres (see explanation)	
1.6	NGD (Nautical Guaranteed Depth)	Sounding area depth 15 metres.	
1.7	Minimum keel clearance	Seagoing ships: 0.50 metres Inland ships: 0.30 metres.	
1.8	Vertical clearance relative to NAP:	Not applicable	

2. Use

2.1	Berth is intended for:	Seagoing ships + inland ships
2.2	More detailed regulations with respect to berthing:	Barges / floating cranes: Due to the high risk of damage to the fenders, barges and floating cranes are not allowed to berth against the fenders Regulations P space: This space must be cleared at the first instruction of the Harbour Master. This must always be done to allow the passage of ships of more than 180 metres in length and in all other circumstances that make it necessary.
2.3	The maximum length of the ship to be moored:	Seagoing ships: 260 metres.
2.3.1	The minimum length of the ship to be moored alongside the fenders:	Seagoing ships: 78 metres.

		Inland ships: 67 metres, with the exception of barges and floating cranes (see further regulations)
2.4	The maximum breadth of the ship to be moored:	43 metres, in combination with inland ships / coasters / floating cranes / floating weighing installations up to a maximum width of 80.5 metres
2.5	The maximum draught of the ship to be moored in: Fresh water 1000 mg/1000 L	Seagoing ships: 14.05 metres. Inland ships: unlimited
2.6	Service ships outside the operational space:	After operational notification
2.7	Other	An exemption as referred to in article 1.9 of the Regional Port Bye-laws for the North Sea Canal Area 2019 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:	Yes

The following appendices accompany this Decree:

No	Appendix	Date
1	General definitions	n/a
2	Drawing N0769_V04	06-10-2023

Date:

23 October 2023

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



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 Decree. The notice of objection must be addressed to: Burgemeester en Wethouders van Amsterdam, Postbus 202, 1000 AE AMSTERDAM. The notice of objection must be signed and must contain at least the name and address of the party lodging the objection, the date, a description of the Decree against which the objection has

been lodged as well as the grounds for objection. If you are represented by a third party, the third party must provide an authorisation.

You can submit an objection online at www.amsterdam.nl/bezwaar/jb. For this option you will need a DigiD (a digital personal identification).

The notice of objection has 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 Rechtbank Amsterdam, Sector Bestuursrecht, Afdeling lopende voorzieningen, Parnassusweg 226, Postbus 75850, 1070 AW AMSTERDAM.

You can also submit the application digitally at <https://loket.rechtspraak.nl/bestuursrecht>. For this option you will need a DigiD (a digital personal identification). Please visit the above-mentioned site for more information.

Filing an application for provisional relief is subject to court fees.

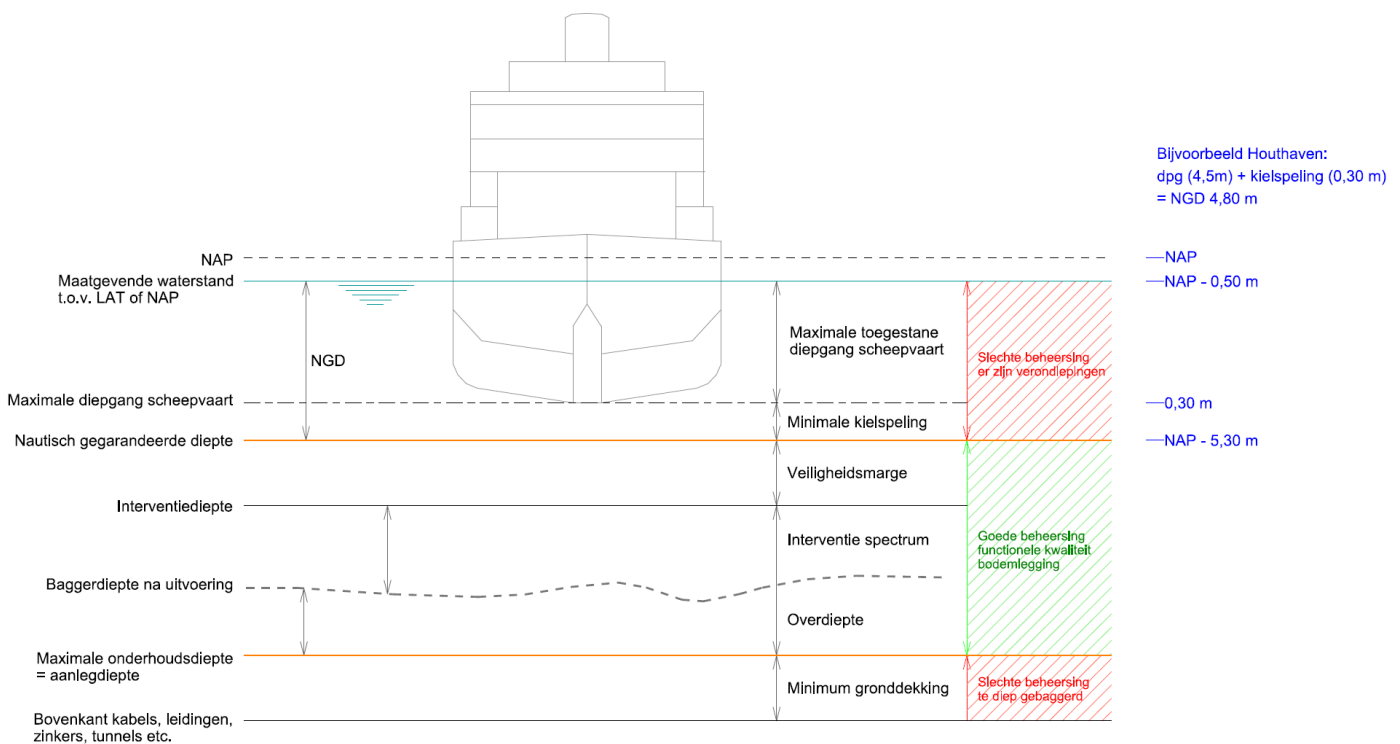
Appendix 1: General definitions

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	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



Explanatory notes to the Operational Space Designation Decree

Decree number: 2022/033

Date: 15 October 2022

Berths and Operational spaces requiring explanation:

Berth	Abbreviated berth name	Page number
Mercuriushaven palen Zuid, westzijde	ME PZW	8
Mercuriushaven palen Zuid, oostzijde	ME PZO	8

Mercuriushaven palen Zuid, westzijde, ME PZW

1. Berth

In the design of the berth, reports by Arcadis and Royal Haskoning DHV were used in which the number of mooring lines, lengths of and angles of mooring lines were determined for the various normative ships ([28 mei 2021, RHKDHV DO palenrij en geleidewerk mercuriushaven, bf6007-rhd-zz-xx-rp-z-0002](#))

Previous berth Mercuriushaven Zuid Boeien has been replaced by the present berth

2. Use

Transshipment and waiting of ships. The berth is suitable for inland ships, coasters, floating cranes and floating weighing installations. Mooring starboard or port side alongside according to choice.

Regulations B space: Use of this space is only possible if the accessibility of berths LP5, MVL and OLI is taken into account. Ships arriving at and departing from these berths may not be hampered. The stevedore involved in the transshipment of cargo on the west side of the buoys is responsible for coordinating with the berth manager of these berths.

Bollards

Floating cranes must moor on the blue painted bollards which have been specially designed for this use with a break strength of 50 tonnes. The bollards for inland ships are black with a white top with a break strength of 35 tons.

The bollards for seagoing ships have been numbered and have a break strength of 100 tons.

3.

Mercuriushaven palen Zuid, westzijde, ME PZO

1. Berth

In the design of the berth, use has been made of a dynamic mooring analysis (DMA) by Arcadis and Royal Haskoning DHV in which the number of mooring lines, lengths of and angles of mooring lines were determined for the various normative ships ([28 mei 2021, RHKDHV DO palenrij en geleidewerk mercuriushaven, bf6007-rhd-zz-xx-rp-z-0002](#))

2. Use

Transshipment and waiting of ships. Mooring starboard or port side alongside according to choice.

Regulations P space: This space must be cleared at the first instruction of the Harbour Master. This must always be done to allow the passage of ships of more than 180 metres in length and in all other circumstances that make it necessary.

Bollards

The bollards for seagoing ships have been numbered and have a break strength of 100 tons.

Ship-to-ship transfer operations between seagoing ships and barges, as well as between (larger) seagoing ships and smaller coasters.

The seagoing ship will be moored alongside the dolphins and transshipment are carried out by floating crane pontoons moored between the seagoing ship and the inland ships or coasters. The seagoing ship lies stationary while the combination floating crane pontoon - inland ship or coaster and/or floating weighing installation will change position to reach the various cargo holds. This can take place on both sides of the seagoing ship.

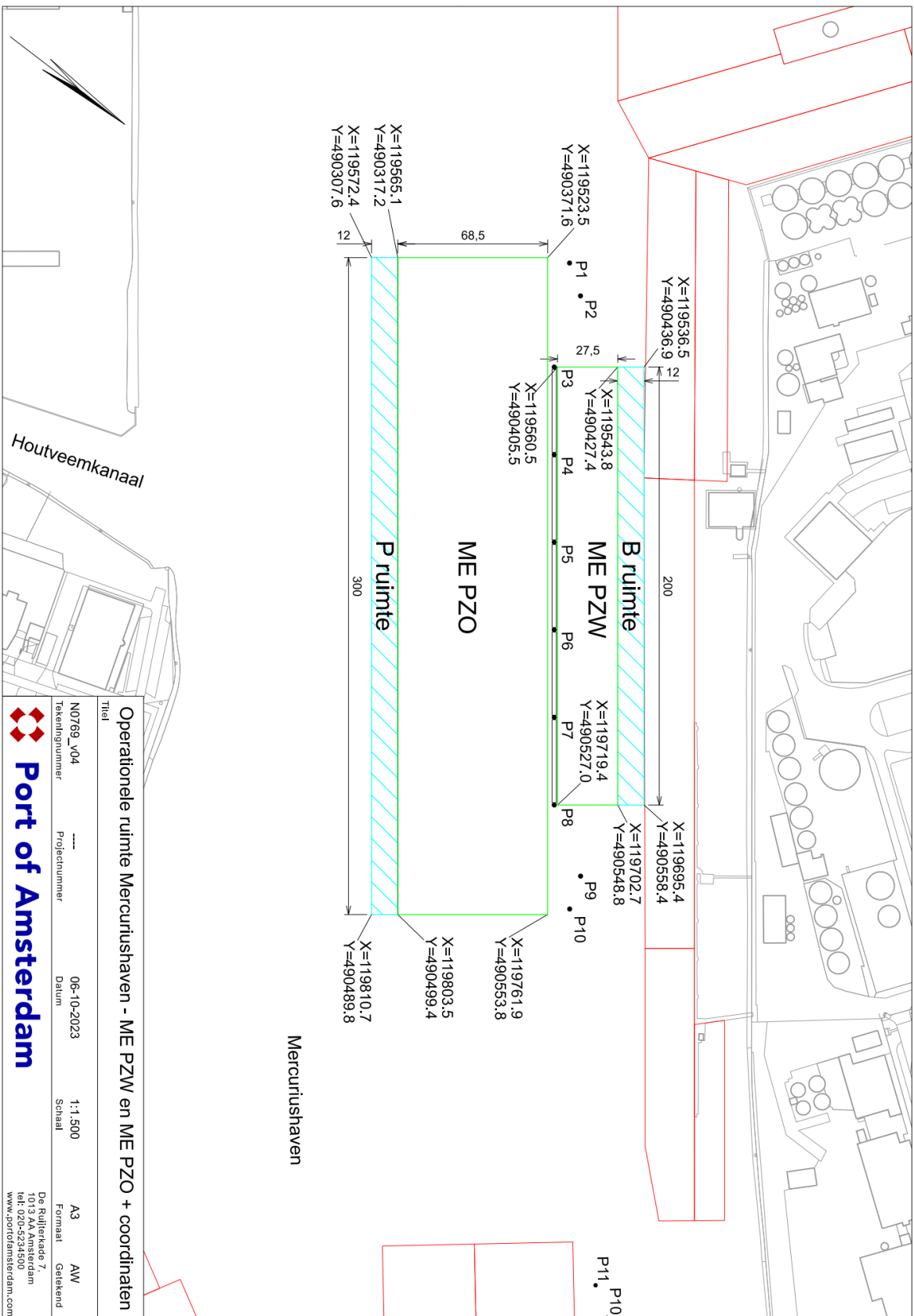
Mooring of barges and floating cranes on the fender side of the dolphins will **not** be facilitated to prevent damage to the fenders due to the angular shape of these vessels. But mooring of barges and floating cranes/floating weighing installations on the outside of a moored seagoing ship is possible. The distance between the fenders is 40 metres.

3. Guidelines for an exemption

Exemptions based on the ship's length are not possible due to the mooring configuration. The calculations for the number of mooring lines, angles of mooring lines and mooring line loads do not allow greater lengths.

With regard to exemptions based on the ship's breadth, passage width near the ship's berth should be taken into account with the aim of ensuring accessibility to and from the terminals behind the transshipment location.

Drawing N0769_V04



Operationele ruimte Mercuriushaven - ME PZW en ME PZO + coördinaten

Titel	Operationele ruimte Mercuriushaven - ME PZW en ME PZO + coördinaten		
Tekeningnummer	N0769_V04	Projectnummer	----
Datum	06-10-2023	Schaal	1:1.500
Formaat	A3	Gelinkt	AW
De Ruifkerke 7, 1017 CA Amsterdam, telf. 020-6234300, www.portofamsterdam.com			

