

Information Guide for PECs



Amsterdam-IJmond
Pilotage Exemption Certificates

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1. Introduction

This Information Guide provides information on the procedures and preconditions for obtaining an exemption from compulsory pilotage in the Amsterdam-IJmond seaport area. This Guide uses the term ‘Pilotage Exemption Certificate’ or ‘PEC’ for this purpose. The content of the training programme - the study material - is provided by the Regional Maritime Pilots' Association Amsterdam-IJmond (*RLc-AY*). The PEC training, which will be followed by an exam, is given by the *RLc-AY*.

The possibility for Captains who are in the possession of a PEC to be exempted from compulsory pilotage has existed for a long time. Port of Amsterdam has gained a lot of experience by now with regard to PEC admission criteria, training programmes, exams, and the setting of limits on PECs in relation to weather and/or other conditions. Revised national and regional legislation and regulations on compulsory pilotage entered into force on 1 January 2021. The new legislation introduces, among other things, a new PEC structure. This Information Guide is based on the new legislation and regulations which entered into force on 1 January 2021.

As of 1 January 2021, a new PEC training programme has been introduced which consists of 5 Modules for regular PECs (see Chapter 4.1). When all Modules have been successfully completed, PEC candidates will be issued a Pilotage Exemption Certificate by the competent authority.

After completion of the PEC training, PEC holders move onto a new phase in which they will work together with the Harbour Master's Division and the Pilot Organisation. PEC holders must have sufficient intellectual baggage and knowledge to be able to navigate independently and safely without a pilot on the route in question. During the navigation, PEC holders must not only care for their own safety, but also for that of other users of the fairway. They must communicate and act pro-actively to minimise the risks on the water.

The Information Guide gives an overview of the practical implementation of the PEC training. For more information about the Compulsory Pilotage Regulation, the Compulsory Pilotage Decree, and PEC applications, please contact the Harbour Master's Division of the Port of Amsterdam (portoffice@portofamsterdam.com), tel. +312 0523 4600, option 2.

Should you have any questions about the training programme and related matters, please contact the Amsterdam-IJmond Regional Maritime Pilots' Association (*Rlc-AY*) at PEC-AY@loodswezen.nl.

1.1 Competent and regional authorities

There are two competent authorities in the Amsterdam-IJmond seaport region:

- The Director of the Central Nautical Management North Sea Canal Area (Director of the CNB) who is also the regional authority;
- The Director-General for Public Works and Water Management (*Rijkswaterstaat*);

In his role as regional authority, the Director of the CNB acts as the central desk, coordinating the communications and the handling of PEC applications for the entire North Sea Canal Area, including the ports of Velsen, Beverwijk, Zaanstad and Amsterdam.

2. PEC application and the Admission Procedure for the PEC training

2.1 Information to be provided for a PEC application

	Applicant
1	Company name
2	Name
3	Email address
	PEC holder
4	Name
5	Date and place of birth
6	Nationality
7	Email address
8	PEC Modules and/or relevant training
9	PEC route (Chapter 3.2) ¹
	Ship
10	Name and IMO and/or Lloyd's number
11	Length Over All
12	Ship type according to Lloyd's Register
	PEC for Small Seagoing Ships (Chapter 7)
13	Height (distance keel to highest fixed point 18 metres)
14	Limited sailing area at sea (200 NM)
	PEC LNG Bunker ships
15	Routes in the port (still to be determined)

¹ Not for a PEC for Small Seagoing Ships

Ships built or intended for the transport of hazardous substances in bulk (as defined in the Compulsory Pilotage Decree 2021) cannot apply for a PEC. For this category of ships, compulsory pilotage remains in full force.

2.2 Application for admission to a PEC training

Application procedure:

- *The Director of the CNB decides on the application.*
- *The Harbour Master's Division of the Port of Amsterdam is the one to send the PEC decision.*
- *Loodswezen (RLc-AY) takes care of the training programme.*

To apply for admission to the PEC training, PEC candidates or their representatives must fill in the Application Form and submit it to the regional authority - which is the Director of the CNB.

The Form can be requested via the online web form in Myport; or in the case of a personal application by sending an email to portoffice@portofamsterdam.com. Please return the completed Application Form to portoffice@portofamsterdam.com. The application must be submitted before the start of the training programme. The processing of the application is subject to administrative charges (EUR 300).

2.3 Admission to the PEC training

The applicant will receive a written reply from the Director of the CNB telling him whether or not he will be admitted to the training. Candidates who are permitted to attend the training will also receive information about the contents of the training programme from the Amsterdam-IJmond Regional Maritime Pilots' Association (RLc-AY). The RLc-AY will be sent a copy of the above-mentioned written reply.

2.4 Registration for the training programme

The Amsterdam-IJmond Regional Maritime Pilots' Association (RLc-AY) determines the training and exam dates for PEC B, PEC C, or PEC D. Candidates must be registered at least 2 weeks prior to the training date and at least 2 weeks prior to the exams for Modules 1, 2, and 4. Candidates for a PEC for Small Seagoing Ships (Modules 1 and 2) will receive the teaching materials in digital form only. Candidates for a PEC B, PEC C, or PEC D will receive the teaching materials (a compendium) in book form.

2.5 Registration for instruction voyages (Module 3) and exam voyages (Module 5)

Requests for instruction voyages (Module 3) and exam voyages (Module 5) must be submitted to the Amsterdam-IJmond Regional Maritime Pilots' Association (*Rlc-AY*) 24 hours in advance together with the pilotage order. Requests for instruction or exam voyages taking place during weekends or public holidays must be submitted 72 hours in advance.

If a PEC candidate cancels his exam voyage less than 12 hours in advance, the examining pilot may consider the cancellation as a failed exam.

In special circumstances exceptions can be made.

3. Preconditions and criteria

There are two competent authorities in the Amsterdam-IJmond seaport region:

- The Director of the CNB (who is also the regional authority);
- The Director-General for Public Works and Water Management (*Rijkswaterstaat*);

The Director of the CNB, in his role as regional authority, acts as the central desk, handling communications and coordinating PEC applications.

3.1 PEC definition

PEC candidates (a Captain or Chief Officer) may apply for only one PEC per seaport area in the candidate's name.

On the PEC may be registered not more than eight route combinations with a ship. PEC route combinations are not valid in oil port areas.

For example:

- 1 route (see 3.2) with 8 ships ($1 \times 8 = 8$)
- 2 routes with 4 ships ($2 \times 4 = 8$)
- 2 routes with 2 ships ($2 \times 2 = 4$) and 4 routes with 1 ship ($4 \times 1 = 4$): $4 + 4 = 8$.
- 8 routes with 1 ship ($8 \times 1 = 8$)

This means that the same ship on 2 different PEC routes is counted as 2 combinations (of the maximum possible of 8).

3.2 Defined PEC routes

The following PEC routes have been defined in the Amsterdam-IJmond seaport area:

- a. Approaches to the North Sea Canal – IJmuiden Buitenhaven (the area west of the lock complex);
- b. Approaches to the North Sea Canal – ports of Velsen and Beverwijk (the area east of the lock complex up to kilometre post (km) 8);
- c. Approaches to the North Sea Canal – Afrikahaven (up to km 12);
- d. Approaches to the North Sea Canal – Amerikahaven (up to km 15);
- e. Approaches to the North Sea Canal – Westhaven (up to km 17);
- f. Approaches to the North Sea Canal – Carel Reinierszhaven (up to km 19);
- g. Approaches to the North Sea Canal – Coenhaven and Mercuriushaven (up to km 22);
- h. Approaches to the North Sea Canal – Afgesloten IJ to the Oranjesluizen and the Amsterdamse Brug and the entrance to the Amsterdam-Rhine Canal.

Please note that in the areas referred to in routes d. to h. the intermediate harbour basins are not part of the route.

3.3 Frequency requirement

To keep a PEC valid, PEC holders must comply with a frequency requirement which depends on the ship's length.

Pilotage Exemption Certificate*	Length categories	Frequency requirement	
B	L more than 75 metres up to 115 metres	6 calls	12 voyages
C	L more than 115 metres up to 150 metres	12 calls	24 voyages
D	L more than 150 metres up to 180 metres and max. draught 10 metres*	18 calls	36 voyages
Temporary PEC for Small Seagoing Ships PEC for Small Seagoing Ships	L less than 115 metres	n/a	

A call is defined as a port visit - a combination of an ingoing and an outgoing voyage on a route in the same seaport area. The requirement applies to the route as a whole.

If the frequency requirement is met, the PEC remains valid and no information from the PEC holder is required. The PEC holder (in accordance with the Compulsory Pilotage Regulation 2021, article 10, paragraph 4) is required to provide the competent authority annually with the information necessary to assess whether the frequency requirement has been met. If it appears that the frequency requirement is not expected to be met, the PEC holder will be notified of this no later than 1 month before the end of the current year. This way, the PEC holder will have the opportunity to provide additional voyage information or to apply for an exemption from the frequency requirement.

The conditions for an exemption from the frequency requirement are set out in Chapter 4.3. If more than one ship has been added to a PEC, the frequency requirement applies to the PEC to which the highest number of calls and/or voyages applies.

If the PEC contains more than one route, a frequency requirement per route applies.

** PECs in the Amsterdam-IJmond seaport area are not issued for routes which lead via the following fairways:*

- a. The fairways west of the IJmuiden North Sea locks, including the harbour basins connected to it, if it concerns a seagoing ship with a Length Over All of 180 metres or more or with a draught of 10 metres or more, with the exception of seagoing ships with a Length Over All of more than 150 metres which operate a regular ferry service to and from a berth west of the IJmuiden North Sea locks with a minimum frequency of one call per week and which can navigate through the Zuiderbuitenkanaal, including the harbour basins connected to it;*
- b. The North Sea Canal or any of its side canals, including the harbour basins connected to it and the Afgesloten IJ up to and including the east side of the entrance to the Mercuriushaven, with the exception of the Voorzaan northwards up to the Den Uylbrug including the harbour basins connected to it, if it concerns a seagoing ship with a Length Over All of 180 metres or more or with a draught of 10 metres or more;*
- c. The Voorzaan northwards up to the Den Uylbrug, including the harbour basins connected to it, if it concerns a seagoing ship with a Length Over All of 150 metres or more or with a draught of 8 metres or more; or*
- d. The Afgesloten IJ from the east side of the entrance to the Mercuriushaven eastwards, including the harbour basins connected to it, if it concerns a seagoing ship with a Length Over All of 150 metres or more or with a draught of 6 metres or more.*

This has been regulated in Article 27, paragraph 3, of the Compulsory Pilotage Regulation 2021.

3.4 Captain and/or Chief Officer

A Chief Officer holding the Certificate of Competency as Chief Officer may also apply for a PEC. The applicant must be in the possession of the correct Certificate of Competency as Chief Officer to be allowed to serve as a Chief Officer on the ship the PEC is applied for. The correct certificate is a 'Certificate of Competency as Chief Officer for All Ships', or with the 'Certificate of Competency as Chief Officer for Ships of less than 3000 GT', if the ship for which the PEC is applied concerns a ship of less than 3000 GT.

The competent authority will not verify if the Chief Officer or the Captain holds the correct Certificates of Competency. This is because it is a legal requirement to be in the possession of the correct certificates. From a legal point of view, a Captain or Chief Officer must always be in the possession of the correct Merchant Shipping and Health Certificates to be permitted to work on and navigate the ship in question. This means that PEC candidates will always have the correct navigation competency to work on and navigate the ship the PEC is applied for.

4. Training and exams

Please note that the exam regulations and the exit qualifications have been added to this Guide.

4.1 Exams

To obtain a Pilotage Exemption Certificate, PEC candidates must follow the training for the route defined. The training consists of the teaching materials, self-study, practical instruction and will be concluded by exams.

The exams for Modules 1, 2, and 4 are organised and conducted by the Amsterdam-IJmond Regional Maritime Pilots' Association at least 4 times a year.

The PEC training for one defined PEC route consists of the following:

A teaching day	<p>PEC candidates will be provided with the teaching materials and other information about the training once payment of the registration fee, the training costs and the examination fee has been received.</p> <p>During the teaching day (which only applies to PEC B, PEC C, or PEC D), PEC candidates will receive instruction and exam training.</p>
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	<p>The teaching day is compulsory for the initial PEC training. The teaching day is optional for a follow-up PEC training programme (Chapter 5).</p>
<p>Module 1 Legislation</p>	<p>Knowledge of the main provisions of the current legislation based on the <i>Scheepvaartverkeerswet (Svw)</i> - the Dutch Shipping Traffic Act.</p> <p>This means knowledge of legislation and regulations based on the Shipping Traffic Act, such as the <i>Binnenvaartpolitiereglement (BPR)</i> - the Dutch Inland Navigation Police Regulations, and the <i>Scheepvaartreglement Territoriale Zee (STZ)</i> - the Territorial Sea Shipping Regulations. PEC candidates must be able to apply them to practical situations.</p> <p>The guideline for a relevant knowledge of legislation is the legislation applicable on an ingoing voyage starting at the Approaches to the port and ending at the berth. Relevant knowledge of legislation includes several regional aspects, such as main and secondary fairways, navigation rules, requesting cooperation from and giving priority to other fairway users, and (optical) traffic signs.</p>
<p>Module 2 Language</p>	<p>Active or passive knowledge of the relevant languages as laid down by law for the relevant PEC route necessary to carry out the required communication with other ships and nautical service providers;</p> <p>The following language proficiencies apply to the Amsterdam-North Sea Canal Area:</p> <ul style="list-style-type: none"> • PEC candidates must demonstrate their ability to communicate effectively in English at an intermediate level with the competent authority, the VTS, and other fairway users, and must be able to share and process relevant information in English for the purpose of the safety of navigation (an intermediate level corresponds approximately to B1/B2 of the Common European Framework); • PEC candidates must be able to understand and process basic and standard nautical terms, phrases and expressions in Dutch at A2 level (of the Common European Framework) for the purpose of the safety of navigation.
<p>Module 3</p>	<p>Regular voyages under pilotage on the relevant PEC route with the seagoing ship concerned during which the accompanying registered pilot will instruct the PEC candidate on the local situation and the navigation to be conducted.</p>

Instruction voyage	A maximum of 3 ingoing and 3 outgoing instruction voyages are required.
Module 4 Regional legislation in practice	<p>Practical and theoretical knowledge of local and regional regulations, communication procedures, topography, Vessel Traffic Services, and the navigation to be conducted in connection with it. The required knowledge will be determined by the competent authority.</p> <ul style="list-style-type: none"> • PEC candidates must demonstrate that they have a thorough knowledge of the relevant provisions of the Regional Port Bye-laws 2019 and are able to apply this knowledge in practical situations. • PEC candidates must have knowledge of what is important for the relevant PEC route, such as: <ul style="list-style-type: none"> • VHF procedures and procedures of Vessel Traffic Services; • Currents and tides; • Directions (courses) and fairway depths; • Courses to steer under various circumstances; • The location and position of traffic signs, light houses, beacons, anchorages and landmarks; • Navigation equipment to be used; • Civil engineering structures in or across the fairways; • Pilot boarding areas, including the areas where shore-based pilotage can be conducted; • Detailed knowledge of the topography of the PEC route concerned and an outline knowledge (names only) of neighbouring harbour basins such as oil ports. PEC candidates must be able to form a complete picture of the traffic situation and to incorporate this into their sailing plan. <p>PEC candidates must be able to apply this knowledge in practice.</p> <p>PEC candidates must possess the skills to manoeuvre within the limits specified in the Appendix accompanying the PEC.</p>
Module 5 Exam voyage	A successfully completed number of assessment voyages with the seagoing ship concerned on the PEC route. This means that PEC candidates will be assessed in relation to the practical implementation of the knowledge acquired in Modules 1 to 4.

	<p>PEC candidates must demonstrate that they have a thorough knowledge of the following subjects in relation to the safety of navigation:</p> <ul style="list-style-type: none"> • Situational Awareness with knowledge of and insight into the sailing behaviour of other ships, the characteristics of the fairway, and any restrictions resulting from this with regard to the navigation and the manoeuvring. • Maritime Resource Management to build and maintain optimum situational awareness by making the best possible use of the existing bridge team. • Use of navigational aids. • Application of the communication procedures for a well-functioning Vessel Traffic Service. <p>To be able to manoeuvre safely and smoothly under all circumstances and demonstrating special attention to the safety of boatmen.</p> <p>A total of 2 ingoing and 1 outgoing exam voyages are required.</p>
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4.2 Guideline for dispensation possibilities from the Modules by the competent authorities

This guideline explains the dispensation possibilities for each Module for the relevant seaport areas. The guiding principle for dispensation is that nautical safety must be guaranteed.

Items not mentioned under 4.2 will be considered by the competent authority on a case-by-case basis to determine if dispensation is possible - thereby working towards tailor-made solutions. Please note that, although this guideline has been carefully drafted, specific or special cases could arise during the implementation of the new Compulsory Pilotage legislation which, due to the special circumstances, may require or allow the competent authority to derogate from this guideline. With regard to dispensation possibilities, guaranteeing nautical safety will always be the competent authority's first consideration.

4.2.1 Possibilities for the competent authority to grant dispensation from the Modules (the legal framework)

The new legislation on compulsory pilotage offers possibilities for the competent authority to grant dispensation from one or more of the Modules in individual cases.

The relevant legal framework can be found in the Compulsory Pilotage Regulation 2021, article 3, paragraphs 2, 3 and 4. See page 22 of the Explanation to the Compulsory Pilotage Regulation 2021.

In the Amsterdam-IJmond seaport area, the above-mentioned legal authorisation to grant dispensation from Modules 1, 2, or 4 is initiated by means of the following questions:

1. Has the applicant seeking dispensation already passed the PEC exams for Modules 1 or 2? Or has he passed the above-mentioned exams for an earlier addition to his PEC? Or has he passed the above-mentioned exams in another region? Or has he acquired the knowledge of Modules 1 or 2 by alternative means? If so,
2. Does the Module or alternative training course completed correspond - in terms of content - to the required PEC Module? In other words: is the PEC training for that specific Module - in relation to the PEC route – identical or almost identical to the training and/or content of the Module already completed? If so,
3. Does the applicant seeking dispensation have sufficient knowledge on this subject?

If all three questions are answered positively, a dispensation will be granted on the basis of Article 3, paragraph 4. This means a tailor-made solution for each applicant seeking dispensation. Please note that with regard to dispensation, **some** of the above-mentioned questions can be answered right now:

Module 1

Groot Vaarbewijs (Commercial Vessels Master's Certificate). A Captain or Chief Officer holding a *Groot Vaarbewijs*, not being a *Beperkt Groot Vaarbewijs* (a Restricted Commercial Vessels Master's Certificate) will have sufficient knowledge to obtain a dispensation from Module 1 in any seaport area.

Klein Vaarbewijs (International Certificate of Competence). A Captain or Chief Officer holding a *Klein Vaarbewijs* will not be granted dispensation from Module 1, because a *Klein Vaarbewijs* is intended for pleasure craft and for the smallest (less than 25 metres in length) inland ships. This also means that the acquired knowledge has not been applied in practice on large inland ships.

Adding a ship or a route in the same seaport area on an existing PEC.

- Adding a ship or a route to a PEC A, PEC B, PEC C, or PEC D, or to a PEC for Small Seagoing Ships. If a Captain or Chief Officer already has a PEC in a certain seaport area and wishes to add a ship or a route to this PEC, he will be granted dispensation from Module 1 and does not have to retake the exam for this Module.

- Adding a ship or a route to a Temporary PEC for Small Seagoing Ships. This will need a tailor-made solution* and will be considered on a case-by-case basis. A Temporary PEC is a transitional measure. Captains with Temporary PECs have not been tested on the knowledge and skills required in Module 1, so for adding a ship or a route, the competent authority will provide a tailor-made solution.

** a tailor-made solution may be if it concerns a sister ship ('sister ship' as defined by the IMO).*

Applying for a PEC in another seaport area. A Captain or Chief Officer in the possession of a PEC who also applies for a PEC in another seaport area, will not be exempted from Module 1 even though he has a PEC in another seaport area. The reason for this is that the training and the exam of the knowledge required in Module 1 focuses on a particular seaport area with its own regional characteristics.

Module 2

In most cases, Module 2 contains several languages with each language having its own proficiency requirements. This makes it possible to grant partial dispensations (per language) for this Module.

Active English. From the 3 above-mentioned questions, it will be clear that a Captain or Chief Officer generally has sufficient proficiency in Maritime English, as this is part of the training as a Captain. Thus, the basic assumption is that every Captain or Chief Officer is sufficiently proficient in 'Active English' and thus will be granted dispensation from the 'Active English' language requirement, unless the competent authority has any doubts about it. If the competent authority finds or has any doubts as to whether the applicant seeking dispensation (see question 3 above) has sufficient proficiency in Maritime English, the Captain or Chief Officer will be required to take the English language training and a successful examination. It is expected that in practice this will hardly ever be the case. Please note that the *RLC-AY* does not provide English language training.

Dutch. Captains or Chief Officers who are Dutch-speaking will be granted dispensation from the Dutch language Module.

Adding a ship or a route in the same seaport area on an existing PEC.

- Adding a ship or a route on a PEC A, PEC B, PEC C, or PEC D, or on a PEC for Small Seagoing Ships. If a Captain or Chief Officer already has a PEC in a certain seaport area and wishes to add a ship or a route to this PEC, he will be granted dispensation from Module 2 if it concerns the same language requirement.
- Adding a ship or a route on a Temporary PEC for Small Seagoing Ships. This will need a tailor-made solution and will be considered on a case-by-case basis. A Temporary PEC

is a transitional measure. Captains or Chief Officers with Temporary PECs have not been tested on the knowledge and skills required in Module 2, so for adding a ship or a route, the competent authority will provide a tailor-made solution.

Applying for a PEC in another seaport area.

- Applying for a PEC A, PEC B, PEC C, or PEC D, or a PEC for Small Seagoing Ships in another seaport area. If a Captain or Chief Officer already has a PEC in a certain seaport area and wishes to apply for a PEC in another seaport area, he will be granted dispensation from the language requirements on the basis of his PEC in the other seaport area.
- Applying for a Temporary PEC for Small Seagoing Ships in another seaport area. This will need a tailor-made solution and will be considered on a case-by-case basis. A Temporary PEC is a transitional measure. Captains with Temporary PECs have not been tested on the knowledge and skills required in Module 2, so for a Temporary PEC in another seaport area the competent authority will provide a tailor-made solution.

Module 4

Module 4 is about local knowledge. That makes it unlikely that dispensation from this Module can be granted. Dispensation, however, can be granted in situations where a Captain already holds a PEC for a particular seaport area and wishes to add a ship to the route to which his PEC applies. When the competent authority of a given seaport area receives an application to add another route to an existing PEC, it will consider on a case-by-case basis and for each individual route whether dispensation is possible.

4.3 Exams

Modules 1, 2 and 4 will be concluded with successful exams as described in the exit qualifications set by the competent authority. The Module 1, 2 and 4 exams are held on the same day.

The exit qualifications and the exam regulations have been included in Appendices 2 and 3. Appendices 2 and 3 also provide information on other aspects of the training and the exams.

Should you have any questions after reading the above-mentioned documents, please do not hesitate to contact Regionale Loodsencorporatie Amsterdam-IJmond (*Regional Maritime Pilots' Association Amsterdam-IJmond*) at PEC-AY@loodswezen.nl.

4.4 Instruction voyages (Module 3)

During the instruction voyage, the examiner will assess whether or not the PEC candidate has sufficient knowledge and skills related to the following:

- Applying in practice the knowledge gained from the PEC teaching materials, including legal provisions and regulations. The Captain/Chief Officer, using all available means, is capable of contributing to a safe and smooth traffic flow together and in cooperation with other ships and the Vessel Traffic Services.
- Knowledge of and insight into the sailing behaviour of other ships, the characteristics of the fairway, and of any restrictions resulting from this with regard to navigation and manoeuvring.
- Use of navigation aids, fog navigation*, communication in English and Dutch while participating in and understanding the exchange of traffic information, and manoeuvring.
- Applying topographical knowledge.

** Please note that pilotage will be compulsory in the following circumstances: If visibility is less than 500 metres at day or less than 700 metres at night and/or if the wind speed exceeds Beaufort Force 7 (more than 17.2 m/s.).*

Please note that if the voyage concerned is to be an instruction voyage, this must be mentioned when ordering the pilot.

4.5 Exam voyages (Module 5)

In the Compulsory Pilotage Decree 2021, exam voyages are referred to as assessment voyages (see Appendix 3 - Exam Regulations - for details).

During the assessment voyage, the examiner will assess whether or not the PEC candidate has sufficient knowledge and skills of the following:

- Applying in practice the knowledge gained from Modules 1 to 4. The Captain/Chief Officer, using all available means, is capable of contributing to a safe and smooth traffic flow together and in cooperation with other ships and the Vessel Traffic Services.
- Knowledge of and insight into the sailing behaviour of other ships, the characteristics of the fairway, and of any restrictions resulting from this with regard to navigation and manoeuvring.
- Use of navigation aids, communication aids, and manoeuvring aids.
- Applying topographical knowledge;
- Practical application of legal provisions and regulations;
- Navigation policy;
- Manoeuvring and fog navigation*³.

** Please note that pilotage will be compulsory in the following circumstances: If visibility is less than 500 metres at day or less than 700 metres at night and/or if the wind speed exceeds Beaufort Force 7 (more than 17.2 m/s.).*

Please note that if the voyage concerned is to be an assessment voyage, this must be mentioned when ordering the pilot.

4.6 Notification of completion of the training programme

The candidate or his representative will be informed of the outcome of the training programme by the Amsterdam-IJmond Regional Maritime Pilots' Association within 5 working days of the last assessment voyage. The Harbour Master's Division will be informed at the same time and if the result is positive, the competent authority will issue a PEC registration number by means of an official PEC Decision. The exemption from compulsory pilotage (the PEC) may be used as soon as the route and the ship have been added to the PEC.

4.7 Rejection procedure

If a PEC candidate does not meet the exam requirements, the *RLC-AY* will notify the Director of the CNB. The Director of the CNB will inform the PEC candidate in writing, telling him that the PEC is refused. The possibility to resume the training will be considered on a case-by-case basis.

4.8 Costs of the PEC training

Before the start of the PEC training, the *RLC-AY* must have received payment of the training costs and the examination fee. The examination fees for modules 1, 2 and 4 consist of the current tariffs as determined by the Netherlands Authority for Consumers and Markets (*ACM*).

The training costs for module 3 and the examination fee for module 5 consist of the current tariffs for the relevant pilotage voyages.

In addition, there is an administrative contribution of EUR 300 for each initial PEC application submitted to the competent authority.

5. Issue of the PEC registration number and issue of the PEC itself

The Pilotage Exemption Certificate (PEC), including its registration number, will be issued by the Director of the CNB during office hours after receipt of a written confirmation from the *RLC-AY* that the PEC candidate has met the training requirements. This normally happens within five days after the PEC candidate has successfully completed all training components. A PEC becomes valid after the regional authority has added to it a route, a ship, and a future

end date. As proof of the right to navigate without a pilot, the Director of the CNB will send the PEC within several days to the agent mentioned on the Application Form.

6. PEC additions

There are two situations in which the PEC holder can add an addition to his PEC (provided the PEC is still valid).

- Adding a ship to a route
- Adding a route to the PEC

Only Captains/Chief Officers with a valid PEC can apply for additional training if:

- a. The PEC has been assigned a registration number;
- b. The PEC has at least one PEC route and a future end date.

Adding a ship

As mentioned earlier, a maximum combination of 8 ships and/or routes are allowed on one PEC. Ships and routes can also be removed from the PEC. Adding one or more ships to the PEC is done per route.

A sister ship, within the meaning of IMO Resolution MSC/Circ.1158, will be added to the PEC after the application has been granted. There are no additional training requirements for a sister ship. A sister ship counts for one in the maximum combination of 8 ships and/or routes.

If the ship in the PEC application is not a sister ship, it will be added to the PEC after Module 5 has been successfully completed for the ship in question. In case an application is made for a ship that falls in a 'higher' PEC category, the frequency requirement belonging to the longest ship for the route in question applies. Per application, the competent authority will provide a tailor-made solution.

Adding a route to a PEC

If a PEC holder wishes to add a new route to his PEC in the Amsterdam-IJmond seaport area, he will be granted dispensation from Module 1 and Module 2; Modules 3, 4 and 5, however, must be successfully completed. Excluded are the PEC types specific for the seaport area (see Appendix 1).

Training and examination can only be realised for one PEC route at a time. Thus, training and examination of the first PEC route must be completed before dispensation from Modules 1 and 2 can be granted for the second PEC route.

After having completed their PEC training, PEC holders move into a new phase in which they work together with the Harbour Master/Director of the CNB and the pilots.

PEC holders must have sufficient intellectual baggage and knowledge to be able to navigate independently and safely without a pilot on the route in question. During the navigation, the PEC holder must not only care for his own safety, but also for that of other users of the fairway. They must communicate and act pro-actively to minimise the risks on the water. Requirements for the validity of the PEC are laid down in the Compulsory Pilotage Decree 2021 and the Compulsory Pilotage Regulation 2021.

6.1 Withdrawal of the PEC

The PEC loses its validity if the PEC is temporarily or permanently withdrawn by the competent authority. A PEC is withdrawn if the following applies:

- If the PEC holder does not meet the applicable frequency requirement and cannot be exempted from this. The obligation to meet the frequency requirement is directly related to the PEC route. A PEC loses its validity if it no longer has a route with a future end date, or if the mandatory Ship Construction Certificate (SCC) - if applicable - is no longer valid;
- If the PEC holder no longer complies with the requirements of issue;
- If the PEC holder has lost his navigation competency as Captain or Officer on board a seagoing ship;
- If the seagoing ship to which the PEC applies has been substantially rebuilt;
- If the PEC holder does not comply with the legal provisions and regulations that apply to the fairway and does not act as a good waterway user;
- If the Director of the CNB, on the grounds of their responsibility with regard to safety, considers it irresponsible if the PEC holder would be allowed to continue to act as such.
- If the validity of the PEC has expired (such as a temporary PEC for Small Seagoing Ships).

6.2 Restrictions

PEC holders still have to take a pilot in the following circumstances:

- During adverse weather conditions as mentioned above, namely visibility less than 500 metres at day or 700 metres at night and/or wind speed exceeding Beaufort Force 7 (more than 17.2 m/s.).
- If particular circumstances relating to the ship, the persons on board, the cargo, the shipping traffic, or the fairway make this necessary;
- If the ship is not suitable enough from the point of view of propulsion and manoeuvrability;

- If the available manoeuvring space for shipping traffic is so limited that unsafe situations may arise;
- If the wind and/or visibility restrictions as stated on the PEC apply;
- If one or more tugboats are or are going to be used.

6.3 Dispensation from the frequency requirement

With regard to the withdrawal of a PEC on the grounds of non-compliance with the frequency requirement and the possibility of dispensation from the frequency requirement, the following guidelines apply:

1. If the PEC holder meets the frequency requirement of the PEC route mentioned on the PEC, the PEC remains valid.
2. If the PEC holder fails to meet the frequency requirement by the end of the evaluation year, the PEC will be withdrawn for the route in question and registered as invalid. Each evaluation year for the complete PEC will start from the date on which the PEC route is added to the PEC.
 - If the PEC holder meets less than half of the frequency requirement, the PEC will be withdrawn.
 - If the PEC holder meets at least half of the frequency requirement, the PEC holder can apply for dispensation from the frequency requirement within three months of the expiry date.
3. Applications for dispensation from the frequency requirement must include an explanation why the PEC holder has not been able to meet the frequency requirement. Dispensation will be granted in the event of special circumstances. The competent authority, after having received the application for dispensation, may decide that after a successful completion of Module 5 (2 ingoing voyages /1 outgoing voyage) the dispensation will be granted.
4. Applications for dispensation from the frequency requirement will be granted for a maximum of two consecutive years and for a maximum of four times every ten years.
5. If the PEC contains more than one route, these guidelines apply to the specific route for which the frequency requirement is not met.

If a PEC has been withdrawn, a new PEC application can be made. The granting of dispensation from the training modules is at the discretion of the Director of the CNB.

If more than one ship has been added to a PEC, the highest frequency requirement applies. If a PEC has expired due to non-compliance with that highest frequency requirement, a new PEC application can be made for those ships on the PEC with a lower frequency requirement.

Voyages made on a PEC with a higher frequency requirement may also count for the frequency requirement of a PEC with a lower frequency requirement, as long as they are made in the evaluation period. This rule only applies when ships are deployed on the same PEC route.

7. PEC for Small Seagoing Ships

The term 'Small Seagoing Ship' means a seagoing ship with an overall length of less than 115 metres and a distance from the keel to the highest fixed point of not more than 18 metres which is or will be used in a limited navigation area within a distance of 200 nautical miles from the coast.

Applications for a PEC for Small Seagoing Ships are for the Amsterdam-IJmond seaport area.

PEC for Small Seagoing Ships

Small Seagoing Ships applying for this PEC must meet the above-mentioned definition.

- A PEC for Small Seagoing Ships is valid on all fairways subject to compulsory pilotage in the Amsterdam-IJmond seaport area, but with the following restriction: The PEC is not valid in oil port areas;
- A PEC for Small Seagoing Ships is or will be used in a limited navigation area within a distance of 200 nautical miles from the coast;
- The maximum draught for Small Seagoing Ships navigating the Afgesloten IJ from the east side of the entrance to the Mercuriushaven in an easterly direction is 6 metres;
- A maximum of 7 ships can be added to a PEC for Small Seagoing Ships, as long as no other PECs are applied for in the seaport area concerned. Otherwise, the maximum combination of 8 ships and/or routes per Captain or Chief Officer applies (Compulsory Pilotage Decree 2021, article 4, paragraph 2). The ship/ships will be added to the PEC after a successful exam of Module 5 for the ship for which the application is made. In case an application is made for a ship that falls in a 'higher' PEC category, the frequency requirement belonging to the longest ship for the route in question applies. The competent authority Per application, the competent authority will provide a tailor-made solution.

The PEC training consists of Modules 1 and 2. See also section 4.1. Module 2 requires an active knowledge of English and a passive knowledge of Dutch.

The Application Form for a PEC for Small Seagoing Ships can be found on the Port of Amsterdam website under the heading (Exemption) Compulsory Pilotage (*Loodsplicht*). See also Appendix 1 or consult the following link: <https://myport.portofamsterdam.com/nl>

Temporary PEC for Small Seagoing Ships

Because of the transitional arrangement, a Temporary PEC for Small Seagoing Ships could be applied for in the name of the Captain or the Chief Officer until 1 July 2021. Since this deadline has passed, applications submitted after this date will no longer be considered.

A Temporary PEC for Small Seagoing Ships is valid on the routes in the seaport area in question in accordance with the application in Amsterdam-IJmond and will be valid until 1 January 2031 at the latest.

Temporary PECs for Small Seagoing Ships expire on 1 January 2031. This means that from 1 January 2031, in order to be exempted from compulsory pilotage, you will need to apply for another type of PEC (a PEC for Small Seagoing Ships or a regular PEC, depending on whether you meet the conditions).

You can add more ships to the Temporary PEC for Small Seagoing Ships if the following conditions are met:

- Ships can only be added to this PEC if they were listed in the Small Seagoing Ships Compulsory Pilotage Register on 31 December 2020;
- Ships can only be added if the Captain or Chief Officer has made at least one single voyage with the ship in question in the Amsterdam-IJmond sea port area in 2019 or 2020.

The following restrictions apply:

- A Temporary PEC for Small Seagoing Ships is not valid in oil ports
- The maximum draught for small seagoing ships navigating the Afgesloten IJ from the east side of the entrance to the Mercuriushaven in an easterly direction is 6 metres.

Article 31, paragraph 3, of the Compulsory Pilotage Decree 2021 states: 'Article 6 of the Compulsory Pilotage Decree 1995, as it stood on 31 December 2020, continues to apply to applications for entry in the Small Seagoing Ships Compulsory Pilotage Register that were submitted before 1 January 2021 but on which no final decision had been taken by that date, until such time as a final decision has been taken'. This means that ships of the Small Seagoing Ships Register of which the application for a Temporary PEC is pending will be exempted from compulsory pilotage, provided that the application is submitted before 1 July 2021. Applications submitted after this date will no longer be considered

8. Work ships

Work ships may fall under the exemption from compulsory pilotage for special categories of ships; if this is not the case, they may apply for an exemption from compulsory pilotage. For information with regard to the conditions for the exemption or on applying for an exemption, please contact the Harbour Master's Division of Port of Amsterdam at portoffice@portofamsterdam.com, or by telephone on +312 0523 4600, option 2.

Exemption for special categories of ships

Article 3 of the Compulsory Pilotage Decree regulates the exemption from compulsory pilotage for special categories of ships.

Captains of work ships are exempted from compulsory pilotage in the period that these ships are carrying out work in the sea port area concerned, or if these ships navigate in the sea port area concerned to perform other necessary activities in connection with their work, provided that the length of the work ship does not exceed the maximum length and, where appropriate, maximum breadth or draught as laid down by Ministerial Regulation for the sea port area concerned (or part thereof). The maximum length for work ships in the Amsterdam-IJmond seaport area is 150 metres.

If, in the opinion of the competent authority, a Captain has no sufficient knowledge of local circumstances and communication procedures, compulsory pilotage will be imposed in accordance with the Compulsory Pilotage Decree 2021, article 5, under a.

In Amsterdam-IJmond, the following practical and workable procedure applies:

Work ships are exempted from compulsory pilotage if the Captain of the work ship has been active in and familiar with the seaport area concerned and if there are no other reasons or special circumstances giving rise to impose ad hoc compulsory pilotage.

As the person ultimately responsible for the work ship, the Captain must ensure the presence of a qualified and competent bridge team.

According to the definitions of the Compulsory Pilotage Decree, the term 'work ship' means:

A seagoing ship built and equipped to carry out works related to maintenance or development of the port infrastructure or of the fairways forming part of a seaport area; or a seagoing ship built and equipped to carry out follow-up works on behalf of the aforementioned seagoing ship, such as the supply or removal of raw materials or other goods.

Special categories of ships exempted from compulsory pilotage do not need a PEC.

The assessment of whether a ship falls under a special category of ships exempted from compulsory pilotage is made on the basis of the following four criteria:

1. The purpose for which the ship is used.

The work ship carries out works in the seaport area, or navigates in the seaport area to carry out other necessary activities in connection with it.

The term 'purpose for which the ship is used' has a broader sense than only dredging operations. Dredging related activities, such as navigating between the different work areas, navigating to an unloading quay, navigating to a shipyard for repairs (e.g. repairs to valves or suction pipes) also fall under the term.

2. There are no situations and circumstances that require the imposition of ad hoc compulsory pilotage.

If particular circumstances relating to the weather, the ship, the persons on board, the cargo, the shipping traffic, or the fairway make it necessary to make use of the services of a pilot, compulsory pilotage may be imposed (Compulsory Pilotage Decree 2021, article 15).

3. There is no doubt about the Captain of the work ship's knowledge of local conditions and communication procedures.

Initial assessment: Has the Captain of the work ship made a sufficient number of sailing hours in Amsterdam-IJmond in the last two years prior to the time of assessment? If the Captain has not made a sufficient number of sailing hours, he will be required to make a number of assessment voyages with a pilot. This also applies if there are any doubts or uncertainties whether or not the Captain of the work ship is familiar with local conditions and communication procedures.

After the ship has started its activities, failure to comply with communication procedures, the occurrence of near misses or incidents may lead to the imposition of ad hoc compulsory pilotage. Depending on the findings of the pilot on board and of the VTS, the compulsory pilotage regime for the work ship can be extended.

Points of attention concerning familiarity with local conditions and communication procedures are the following:

- A work ship must keep a correct listening watch and carry out efficient communication on the VHF channel of the sector in which it is navigating;
- A work ships must be able to make clear what its intentions are (e.g. report the precise location in the sand extraction area where it has started sand mining and the intended sailing pattern in that area; and report the intended route to the sand nourishment area);

- Take account of other shipping traffic;
- Familiarity with the local situation, especially and most importantly, local topography.

4. The work ship must be suitable for the area concerned from the point of view of propulsion and manoeuvrability and the dimensions of the ship must be suitable in relation to the characteristics of the fairway.

The maximum length of work ships in Amsterdam-IJmond is 150 metres.

Exemption from compulsory pilotage for work ships

If a ship does not belong to a special category of ships exempted from compulsory pilotage, the Captain or Chief Officer may be granted an exemption on the basis of the Compulsory Pilotage Decree 2021, article 13, paragraph 1, under a.

An exemption from compulsory pilotage may be granted to the following ships:

- a. A work ship as referred to in article 3, paragraph 3, under f, with a length of more than 150 metres on fairways to be designated, during the period that the work ship carries out works in the seaport area concerned or navigates in the seaport area to carry out other necessary activities in connection with it;
- b. A seagoing ship built and equipped to carry out works on a structural basis in, on, or along the fairways subject to compulsory pilotage, on fairways to be designated as such by the competent authority, during the period that the work ship carries out works in the seaport area concerned or navigates in the seaport area to carry out other necessary activities in connection with it. These fairways have not (yet) been designated as such;
- c. A seagoing ship built and equipped to carry out works from this ship to, along, in, or on fairways or coastal waters not subject to compulsory pilotage, on fairways to be designated as such by the competent authority, during the period that this ship carries out the works concerned and, in the seaport area concerned, navigates fairways subject to compulsory pilotage to carry out other necessary activities in connection with it. These fairways have not (yet) been designated as such.

The competent authority may, upon request and in so far as it is justified in the interests of the safety of the shipping traffic on the fairways concerned, grant an exemption for the fairways designated as such by the competent authority during the period that the ship carries out works or other necessary activities in connection with it.

- If the work ship is longer than 150 metres (Compulsory Pilotage Decree, article 13, paragraph 1a).
- If the work ship does not fulfil the conditions for an exemption from compulsory pilotage but does comply with the Compulsory Pilotage Decree, article 13, paragraphs 1b or 1c. This concerns, for example, works on major projects or works just outside fairways subject to compulsory pilotage.

An exemption will be granted in writing and may be subject to regulations and restrictions. These may include compliance with a frequency requirement.

A successful completion of one or more Modules may be required as an eligibility condition for an exemption.

Individual arrangements on a case-by-case basis may be required due to the fact that circumstances for granting an exemption may be very diverse. That is why an unambiguous policy framework cannot be put in place. The knowledge and experience of the Captain or Chief Officer gained in previous projects will also play an important role in this. For example, a requirement may be imposed to make an instruction voyage of several hours with a pilot on board.

9. Other exemptions

Exemption in specific cases

At the request of the Captain or Chief Officer of a seagoing ship, the Director of the CNB may, in so far as this is justified in the interests of the safety of the shipping traffic on the fairways concerned, grant an exemption from compulsory pilotage in the following cases:

- a. For a ship which is not eligible for an exemption for berth shift voyages as provided in the Compulsory Pilotage Decree, article 3, paragraph 3, under d or e, but which is going to make a movement as referred to above in one of the areas of the seaport area or a movement within a designated part of the seaport area;
- b. For a ship in the event of an emergency affecting the ship, the persons on board, the cargo, other ships, or the fairway; or
- c. For a ship if it cannot be provided with a pilot within a reasonable period of time.

The Captain or Chief Officer will be required to be familiar at least with the local conditions and the communication procedures. If there is reason to do so, the Director of the CNB can also impose ad hoc compulsory pilotage in the situation as referred to above.

There may be grounds for granting occasional exemptions from compulsory pilotage for situations such as those listed under a to c. Compared to the (old) legislation on compulsory pilotage in force until 1 January 2021, there is now a new possibility of exemption in the event of berth shift voyages for ships that do not qualify for an exemption on the ground of article 3, paragraph 3, under d or e.

Regulations and preconditions can be attached to the exemption. These may include the successful completion of one or more Modules (precondition), or compliance with a frequency requirement (regulation). No general rules can be given for the granting of an exemption to a

Captain or Chief Officer. This is due to the fact that it depends on the concrete situation whether or not an exemption will be granted by the Director of the CNB. This is a residual category of exemptions for which no general criteria can be given. General criteria can only be given for those cases in which exemptions can be granted.

The new compulsory pilotage legislation does not provide for a general exemption. All cases in which an exemption is possible have been described here. This means that in the Amsterdam-IJmond seaport area no exemption is possible for ships carrying dangerous cargo.

Appendix 1. PECs Overview Table

Seaport area Amsterdam-IJmond							
	PEC	LOA	Restrictions			Module	Fq.requirement
			SCC	Wind	Visibility d/n		
1	B	L between more than 75m and 115m	-	17.2m/s	500/700	1/2/3/4/5	6
2	C	L between more than 115m and 150m	-	17.2m/s	500/700	1/2/3/4/5	12
3	D	L between more than 150m and 180m	-	17.2m/s	500/700	1/2/3/4/5	18
4	PEC for Small Seagoing Ships	L less than 115m	-	-	-	1/2	-
5	Temporary PEC for Small Seagoing Ships	L less than 115m	-	-	-	-	-

SCC = Ship Construction Certificate; LOA = Length Over All; Fq.requirement = Frequency requirement; Dr = Draught; d/n = Day/Night

Restrictions indicate until when the PEC will be valid.

Wind restriction: the wind gauge on the Oude Zuidpier (IJmuiden Old South Breakwater) serves as a reference for the wind speed.

- **PEC for Small Seagoing Ships:** No petroleum ports; maximum draught Afgesloten IJ from the east side of the entrance to the Mercuriushaven in an easterly direction is 6 metres.
- **Temporary PEC for Small Seagoing Ships** Only for ships registered in the former *Register Kleine Zeeschepen* (Small Seagoing Ships Register); the Captain must have visited the port of Amsterdam at least one time in 2019 or 2020; valid until 1 January 2031; no petroleum ports; maximum draught Afgesloten IJ from the east side of the entrance to the Mercuriushaven in an easterly direction is 6 metres.

Appendix 2. Amsterdam-IJmond Exam Regulations and Exit Qualifications



Amsterdam-IJmond PEC Exam Regulations

Chapter 1 General

Article 1.1 Applicability of the regulations

These regulations apply to the PEC exams in the Amsterdam-IJmond seaport area.

Article 1.2 Amendment to or adoption of the regulations

If the regulations are to be amended or adopted, the Board of the Regional Maritime Pilots' Association (*RLC-AY*) will ask the Education and Training Coordinator and the competent authority to give their opinions. The decision to adopt or amend the regulations will be accompanied by a response from the Board of the Regional Maritime Pilots' Association to the opinions received. A copy of this decision will be sent to the interested parties referred to above.

Chapter 2 Exams

Article 2.1 Form of the exams

1. An exam consists of a theoretical and/or a practical exam (Modules 1,2,4,5). Theory exams consist of written, computer-based, or oral exams. Practical exams (Module 5) consist of assessment voyages.
2. The form and content of the exams are laid down by the Board of the Regional Maritime Pilots' Association as described in Appendix 1 to these Exam Regulations

Article 2.2 The conducting of theory exams

1. The candidate in question will be offered the opportunity to take the theory exams at the office of the Amsterdam-IJmond Regional Maritime Pilots' Association (*RLC-AY*). Date and time of the exams will be given well in advance.
2. It is forbidden to take information carrying devices, in whatever form, into the room where the exams are being held, unless this is expressly permitted by the examiner.
3. If a candidate does not comply with the second paragraph, the examiner can disqualify him from the exam.

Article 2.3 Exams procedure

1. Each candidate's exam is assessed by two examiners. An observer on behalf of the regional authority will be present during the exams.
2. After completion of the exam, the examiners will send the exam results to the Board of the Regional Maritime Pilots' Association (*RLC-AY*).

Article 2.4 Determination and announcement of the exam results

1. The examiners will announce the result of a theoretical exam no later than 1 hour after the completion of the exam; the result of a practical exam will be announced as soon as possible after the last assessment voyage, but no later than a week after the practical exam.
2. The Board of the Regional Maritime Pilots' Association (*RLC-AY*) ensures that the exam results are registered and that the competent authority is informed of the candidate in question's results as soon as possible.

Article 2.5 Right of inspection

After the exam results have been announced, the candidate has the right to inspect the assignments and the work assessed, as well as the standards on the basis of which the assessment took place. This inspection takes place in the presence of an examiner.

Article 2.6 Retention periods

The Board of the Regional Maritime Pilots' Association (*RLC-AY*) will store the exam files and other relevant documents in accordance with a basic selection list of documents to be archived as laid down by the *Nationaal Archief* (the Dutch National Archives) on 18 May 2015. This basic selection list has been published in the *Staatscourant* (Dutch Government Gazette) under number 13105.

Article 2.7 Passed, resit, or failed exams

1. A candidate is eligible for a resit of the theoretical exams of Modules 1, 2, or 4. Resit exams are possible if a candidate has received an unsatisfactory mark of not lower than 3 (out of 6) for one of the Modules.
2. In the event of a resit exam, a candidate may take the next exam opportunity to resit.
3. Resit exams have the same form and are, in principle, conducted in the same way as the original exams.
4. A resit exam replaces the previous exam performance and the corresponding assessment.
5. A candidate has failed an exam in the following cases:
 - a. If an unsatisfactory mark of lower than 3 (out of 6) is received for one Module, or an unsatisfactory mark of 3 (out of 6) for more than one Module.
 - b. If a candidate withdraws from an exam;
 - c. If, in the event of a resit exam, an unsatisfactory mark is received;
 - d. If one or more situations arise as referred to in the second paragraph of article 2.2, or in which fraud, deception, plagiarism or an attempt to do so is committed before or during the exams;
 - e. If the opportunity to take a resit exam is not used.
6. In the event of a failure, the next opportunity for the candidate in question to resit the exam will be the second exam occasion (date) after the failed exam.
7. If a candidate fails for a second time, an evaluation will be conducted by the Regional Maritime Pilots' Association (*RLC-AY*) and the competent authority to discuss the follow-up process.
8. In case the exam consists of assessment voyages, a candidate may take a resit for a maximum of one third of the number of assessment voyages if the marks he has received are not lower than 3 (out of 6) for each content area. If a candidate once more receives an unsatisfactory mark for the resit of an assessment voyage, he has failed Module 5.
9. If a candidate receives an unsatisfactory mark of lower than 3 (out of 6) for one of the components of the assessment voyage, he has failed Module 5. After failure, a resit exam for the entire Module 5 is required. In the event of a failed Module 5, it may be decided, in consultation with the candidate and the competent authority, to let the candidate make an additional number of Module 3 instruction voyages.

Article 2.8 Exam schedule

The exams of Modules 1, 2, and 4 will be held at the office of the Amsterdam-IJmond Regional Maritime Pilots' Association (*RLC-AY*) on one and the same day. The Regional Maritime Pilots' Association organises exams at least 4 times a year.

Article 2.9 Training costs and Examination Fees

Before the start of the PEC training, the Amsterdam-IJmond Regional Maritime Pilots' Association (*RLC-AY*) must have received payment of the training costs. Before the start of the theoretical exams, the Regional Maritime Pilots' Association (*RLC-AY*) must have received the examination fee. Please note that the training costs and/or examination fee for Modules 1, 2, and 4 are in accordance with the current tariffs set by the Netherlands Authority for Consumers and Markets (ACM). The training costs for module 3 and the examination fee for module 5 consist of the current tariffs for the relevant pilotage voyages.

Chapter 3 Complaints

Article 3.1 Complaints about the exam process

1. Complaints about the procedure during the exam must be submitted to the competent authority within five working days of the date of the exam.
2. The complaint must be signed and must contain at least the following information:
 - a. The name and address of the person submitting the complaint;
 - b. The date;
 - c. A description of the procedure against which the complaint is directed.
3. A complaint may be rejected if the requirements of this article have not been met.

Article 4 - Other provisions

Article 4.1 Hardship clause

All matters not or not sufficiently provided for by these regulations will be decided by the Board of the Regional Maritime Pilots' Association (*RLC-AY*).

Article 4.2 Amendments

Any amendment to these regulations does not relate to current additional trainings, unless this does not disproportionately harm the interests of the registered pilots concerned.

Article 4.3 Entry into force and short title

These regulations enter into force the day after the date of adoption and may be cited as 'Amsterdam-IJmond PEC Exam Regulations.

IJmuiden,

The Board of the Amsterdam-IJmond Regional Maritime Pilots' Association

R. de Jonge,
President

APPENDICES**Appendix 1.****Exit qualifications of Modules 1, 2, 4 and 5 of the Compulsory Pilotage Decree 2021****Amsterdam-IJmond seaport area**

Module 1. Knowledge of the most important provisions of the legislation based on the Shipping Traffic Act applicable to the seaport area concerned gained by means of a successfully completed training.

Exit qualifications;

Candidates must demonstrate that they have a thorough knowledge of the Dutch Regulations on Shipping in Territorial Waters (STZ) and of the Inland Navigation Police Regulations (BPR) and are able to apply this knowledge in practical situations.

The guideline for a relevant knowledge of legislation is an ingoing voyage starting at the Approaches to the port and ending at the berth. Relevant knowledge of legislation includes several regional aspects, such as main and secondary fairways, navigation rules, requesting cooperation from and giving priority to other fairway users, and optical signs.

Candidates must demonstrate a thorough knowledge of STZ and BPR and are able to apply these Regulations in practice.

Form: Oral exam of 45 mins

Assessment: Marks from 1 to 6 where 4 is the standard for a sufficient mark

Present: Two examiners (pilots) and an observer from the CNB

Module 2. An active or passive knowledge of the languages laid down by law for the route concerned that are needed for the necessary communication with other ships and nautical service providers gained by means of a successfully completed training.

Exit qualifications;

- i) Candidates must demonstrate their ability to communicate effectively at an intermediate level in English with the competent authority, the VTS, and other fairway users, and must be able to share and process relevant information in English for the purpose of the safety of navigation,

- ii) Candidates are able to understand and process basic and standard nautical terms, phrases and expressions at A2 level in Dutch for the purpose of the safety of navigation.

Form:

An online test at intermediate level and a TOSE (Test of Spoken English) at intermediate level which also includes the application of region-specific communication.

Passive Dutch is tested by means of a listening test in which region-specific communication is used as much as possible.

Assessment:

The TOSE (Test of Spoken English) and the listening test (Passive Dutch) must be completed with satisfactory results

Module 4. Practical and theoretical knowledge - to be determined by the competent authority - of local and regional regulations, local and regional communication procedures, local and regional topography, local and regional Vessel Traffic Services, and the navigation to be conducted in connection with it, gained by means of a successfully completed training.

Exit qualifications:

Navigating from sea to the berth and/or the port area to which the PEC applies, including the most important aspects of practical navigation.

- PEC candidates must demonstrate that they have a thorough knowledge of the relevant provisions of the Regional Port Bye-laws 2019 and are able to apply this knowledge in practical situations.
- Candidates must have knowledge of what is important for the relevant PEC route:
 - VHF procedures and procedures of Vessel Traffic Services;
 - Currents and tides;
 - Directions (courses) and fairway depths;
 - Courses to steer under various circumstances;
 - The location and position of traffic signs, light houses, anchorages and landmarks;
 - Navigation equipment to be used;
 - Civil engineering structures in or across the fairways;
 - Pilot boarding areas, including the areas where shore-based pilotage can be conducted;
 - Detailed knowledge of the topography of the PEC route concerned and an outline knowledge (names only) of neighbouring harbour basins - such as oil ports. Candidates must be able to form a complete picture of the traffic situation and to incorporate this into their sailing plan.
- Candidates must be able to apply this knowledge in practice

- Candidates must possess the skills to manoeuvre within the limits specified in the Appendix accompanying the PEC.

Form:

Oral exam:

Route A: 60 minutes.

Route B: 75 minutes.

Route C: 90 minutes.

Assessment:

Marks from 1 to 6 where 4 is the standard for a sufficient mark

Present:

Two examiners (pilots) and an observer from the CNB

Module 5. A successfully completed number of assessment voyages with the seagoing ship on the applicable PEC route, whereby the PEC applicant is assessed on the basis of his practical implementation of the knowledge gained from modules 1 to 4.

Exit qualifications:

Candidates must demonstrate that they have a thorough knowledge of the following subjects in relation to the safety of navigation:

- VHF procedures and procedures of Vessel Traffic Services;
- Currents and tides;
- Directions (courses) and fairway depths;
- Courses to steer under various circumstances;
- The location and position of traffic signs, light houses, anchorages and landmarks;
- Navigation equipment to be used;
- Civil engineering structures in or across the fairways;
- Pilot boarding areas, including the areas where shore-based pilotage can be conducted;
- Detailed knowledge of the topography of the PEC route concerned and an outline knowledge (names only) of neighbouring harbour basins - such as oil ports.
Candidates must be able to form a complete picture of the traffic situation and to incorporate this into their sailing plan.

Form: A number of assessment voyages with the seagoing ship on the applicable PEC route, whereby the candidate is assessed by an examining pilot on the basis of his practical implementation of the knowledge gained from modules 1 to 4.

Assessment:

Marks from 1 to 6 are given for the content areas mentioned in the exit qualifications; mark 4 is the standard for a sufficient mark. All content areas must be successfully completed.

Compensation can only take place within a content area.

Present:

The examining pilot, designated by the Regional Maritime Pilots' Association, who has a licence for the applicable PEC route in accordance with the *Bevoegdheidsverordening* (Dutch Pilots Licensing Regulation). An observer of the CNB will be given the opportunity to be present. After the assessment trip, the candidate has the right to inspect the assessment form and is given a copy of the assessment voyage.