

Decree No. 31/2024

Amsterdam, 31 May 2024

Subject: Decree requiring to take a second pilot on board

The Director of the Central Nautical Management, who is also the State Harbour Master, announces the following:

Having regard to:

- Article 16 of the *Loodsplichtbesluit* (Compulsory Pilotage Decree);
- Article 4.03.4 of the *Binnenvaartpolitiereglement* (Inland Navigation Police Regulations - BPR);

Whereas:

- A seagoing ship is required to listen out and communicate on the relevant VTS sector channel;
- The pilot on board a seagoing ship advises the captain on navigation and manoeuvring;
- A pilot on board a seagoing ship listens out on the VHF and takes care of the communication;
- Car carriers, due to their specific construction, have limited visual visibility astern;
- Departing car carriers with a length of more than 180 metres leave the Westhaven stern first to enter the North Sea Canal;
- Departing car carriers with a length more than 180 m, when moving astern, are assisted by tug(s);
- The tug(s) and the departing ship communicate on a different VHF channel than the VTS sector channel;
- In these special circumstances, the pilot carries out a combination of tasks, namely communicating with the tug(s) as well as with the VTS. This combination of tasks means that one pilot is not able to continuously listen out and communicate on the relevant VTS sector channel;

Has decreed the following:

- To require that departing car carriers with a length of more than 180 m which leave stern first from the Westhaven must have a second pilot on board.
- This Decree will come into force on 9 June 2024.

The Director of the Central Nautical Management, who is also the State Harbour Master,

J.H.M. Mateyo

Explanation:

Departing car carriers with a length of more than 180 metres leave the Westhaven stern first to swing on the North Sea Canal. The combination of tasks and the requirement to listen out on the VHF and communicate on the VTS sector channel cannot be performed by one pilot. The presence of a second pilot on board makes sure that these tasks and requirements can be carried out properly, ensuring safety. Similar ships with a length of less than 180 m are able to swing inside the Westhaven and this allows the pilot to timely switch to the VTS sector channel. That is why in these cases an additional pilot is not required.