

**ANNOUNCEMENT TO SHIPPING**  
**IJmond North Sea Canal Area**  
**Central Nautical Management**

Announcement No.: 67/2025

Amsterdam, 25 November 2025

**Subject: Designation Decree combined mooring**

The Director of the Central Nautical Management North Sea Canal Area (hereinafter CNB), who is also State Harbour Master and Harbour Master of Port of Amsterdam, announces the following:

**Background**

The inland shipping sector has reported a regular shortage of designated mooring berths (*kegelwachtplaatsen*). There is a clear demand for either additional waiting berths or greater flexibility in their use, specifically, the introduction of 'combined mooring'.

**Legal framework**

Effective 1 July 2025, amendments to the Inland Navigation Police Regulations (Binnenvaarpolitiereglement, BPR) came into force, notably affecting Articles 6.28 (Transit through locks) and 7.07 (Mooring near vessels carrying certain dangerous substances). These amendments formally incorporate provisions for mixed mooring. Simultaneously, the 'Combined Mooring Regulations' (Regeling gemengd afmeren) were enacted. These updates address the outdated legal framework governing the mooring of inland tankers transporting dangerous substances, which dates back to the 1960s. Since then, the inland fleet has undergone substantial modernisation, resulting in significant safety improvements. Comprehensive risk assessments and supplementary studies conducted by the Dutch Ministry of Infrastructure and Water Management (I&W), the Ports of Rotterdam and Amsterdam, Rijkswaterstaat (RWS), the National Institute for Public Health and the Environment (Rijksinstituut voor Volksgezondheid en Milieu, RIVM), and the inland shipping industry have demonstrated that minimum safe distances can be responsibly adjusted without compromising safety. These studies have further shown that, under specific conditions, it is permissible for inland tankers transporting different classes of dangerous goods - with varying signalling requirements - to be moored side by side. Moreover, such tankers may also be moored alongside vessels that are not certified to transport dangerous substances. This also applies to vessels passing through locks.

**Designation of berths**

In view of the above, the berths at Usselincxhaven Wachtsteiger Oost and Usselincxhaven Wachtsteiger West are hereby designated as locations where combined mooring is permitted. This designation applies only to tankers. Non-tanker vessels are expressly excluded due to the berths' location within the oil terminal area. Such exclusions are permissible under the authority granted to the competent body when designating berths. The authority may exclude certain categories of vessels that would otherwise be eligible for mixed mooring.

The full decree can be accessed through:

<https://www.portofamsterdam.com/en/announcement/decreet-designation-berths-combined-mooring-inland-ships>

The Director of the Central Nautical Management North Sea Canal Area, also State harbour master and harbour master of the Port of Amsterdam,



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