

NON AUTHORITATIVE TRANSLATION

Warning: Notwithstanding great care has been taken in translating the original Dutch legal document into English, differences between the English and Dutch text may occur. In cases of disputes or discrepancies the Dutch text shall prevail.

Decree No. 2026/43

Reporting Regulations for Seagoing Vessels in the North Sea Canal Area 2023

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

having regard to:

- Article 3.10, first paragraph, of the Regional Port Byelaws for the North Sea Canal Area 2023 (hereinafter: RHN), of the municipalities of Amsterdam, Beverwijk, Velsen and Zaanstad, which provides that the master, operator or agent of a seagoing vessel belonging to a category of seagoing vessels designated by the Mayor and Executive Council, and travelling to or from a berth within the municipality, must report to the harbour master the information specified by the Mayor and Executive Council concerning:
 - the vessel's arrival
 - its departure
 - its shifting within the port
 - its position
 - the nautical service providers to be used and the vessel's agent
 - the information relating to the vessel
 - the cargo carried on board, and
 - the intended voyage.
- Directive 2002/59/EC
- the Regulations for the Notification and Communication of Shipping Traffic (Regeling meldingen en communicatie scheepvaart)
- the Decree mandating nautical powers to the Director of the Central Nautical Management for the North Sea Canal Area 2024, issued by the Mayor and Executive Council of the municipality of Amsterdam on 9 July 2024 and published on 17 July 2024, on the basis of which the Director of Central Nautical Management for the North Sea Canal Area (hereinafter: Director of CNB) may exercise powers under mandate on behalf of the Mayor and Executive Council of the municipality of Amsterdam
- the Beverwijk Mandate Decree concerning the Central Nautical Management for the North Sea Canal Area 2023, issued on 16 July 2024 and published on 4 November 2024, on the basis of which the Director of CNB may exercise powers under mandate on behalf of the Mayor and Executive Council of the municipality of Beverwijk
- the Velsen municipality Mandate Decree concerning Central Nautical Management and the Regional Port Byelaws for the North Sea Canal Area 2023, issued on 30 January 2024 and published on 4 November 2024, on the basis of which the Director of CNB may exercise powers under mandate on behalf of the Mayor and Executive Council of the municipality of Velsen, and
- the Zaanstad Mandate Decree concerning Central Nautical Management for the North Sea Canal Area 2023, issued on 7 May 2024 and published on 16 May 2024, on the basis of which the Director of CNB may exercise powers under mandate on behalf of the Mayor and Executive Council of the Municipality of Zaanstad.



having considered that:

- under national and international regulations, seagoing vessels are required to report certain information before entering or leaving a port
- the information required to be reported is insufficient to manage vessel traffic in the port safely and efficiently
- it is therefore desirable to require seagoing vessels to report additional information to the harbour master on arrival, on departure and when shifting within the port
- these Regulations apply in the municipalities of Amsterdam, Beverwijk, Velsen and Zaanstad, and
- the Harbour Master of Amsterdam has been designated as harbour master for the municipality of Amsterdam, while the Director of CNB has been designated as harbour master for the municipalities of Beverwijk, Velsen and Zaanstad.

hereby adopts:

the Reporting Regulations for Seagoing Vessels in the North Sea Canal Area 2023.

Article 1 Definition of terms

In this Regulation, notwithstanding Article 1.1 of the Regional Port Byelaws for the North Sea Canal Area 2023, the following terms mean:

- hazardous substances:
 - substances listed in the IMDG Code
 - liquids listed in Chapter 17 of the IBC Code
 - liquefied gases listed in Chapter 19 of the IGC Code
 - hazardous substances listed in the IMSBC Code
 - solid substances referred to in Appendix B to the BC Code, or
 - substances for whose carriage appropriate conditions have been laid down in accordance with paragraph 1.1.3 of the IBC Code or paragraph 1.1.6 of the IGC Code
- seagoing vessel subject to reporting requirements: a seagoing vessel of 300 gross tonnage or more, or any seagoing vessel carrying a hazardous substance as referred to in Article 3(g), or a harmful substance as referred to in Article 3(h), of Directive 2002/59/EC of the European Parliament and of the Council of the European Union of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJEC 2002, L 131);
- MMSI number: Maritime Mobile Service Identity number
- polluting substances:
 - oils as defined in Annex I to the MARPOL Convention,
 - noxious liquid substances as defined in Annex II to the MARPOL Convention,
 - harmful substances as defined in Annex III to the MARPOL Convention.

Article 2 Reports before the arrival of a seagoing vessel subject to reporting requirements

The following information concerning a seagoing vessel subject to reporting requirements that is travelling to a berth within the municipality must be reported to the Harbour Master of Amsterdam:

- a. entry point from the sea or the hinterland
- b. name of the master
- c. number of the Pilotage Exemption Certificate, if applicable
- d. any relevant particulars concerning the seagoing vessel subject to reporting requirements,



- including defects, damage and restrictions
- e. draught in metres of salt water, accurate to two decimal places
- f. name of the pilotage cooperative to be used, if applicable
- g. name of the tug company to be used, if applicable
- h. number of tugs to be used, if applicable
- i. name of the boatmen's organisation to be used, if applicable
- j. name of the vessel's agent
- k. name of the contact person at the vessel's agent
- l. details of the berth where the vessel will moor
- m. details of the position of the berth where the vessel will moor
- n. for tank vessels with empty cargo tanks:
 - 1°. the correct technical name of the last hazardous or polluting substance carried
 - 2°. UN numbers, where they exist, and
 - 3°. IMO hazard classes in accordance with the IBC and IGC Codes, where they exist
- o. if a space or the cargo has been fumigated with a gas or a gas-releasing substance, the following must also be reported:
 - 1°. the nature of the fumigated cargo
 - 2°. the chemical or technical name of the fumigant used
 - 3°. the method of fumigation, specifying, in the case of phosphine, aluminium phosphide or magnesium phosphide, whether removable enclosures or loose tablets were used
 - 4°. the number of removable enclosures added at the port of loading
 - 5°. the date and port or place of fumigation
 - 6°. the number of removable enclosures containing residues removed at previous ports
 - 7°. the name and contact details of the company of the fumigator in charge who supervises the nautical and operational handling of the vessel
 - 8°. the name and contact details of the company that commissioned the fumigator in charge
 - 9°. the name and contact details of the company responsible for discharging and mixing the cargo, and
- p. the location of the helicopter landing zone on board.

Article 3 Reports when loading or unloading hazardous or polluting substances

The following information concerning a seagoing vessel subject to reporting requirements that is to load or unload hazardous or polluting substances must be reported to the Harbour Master of Amsterdam:

- a. call identification (call reference number)
- b. identification of the vessel:
 - 1°. name;
 - 2°. call sign; and
 - 3°. IMO identification number or MMSI number
- c. berth where the hazardous or polluting substances will be loaded
- d. correct technical name of the hazardous or polluting substances:
 - 1°. UN numbers, where they exist
 - 2°. IMO hazard classes in accordance with the IMDG, IBC and IGC Codes and, where applicable, the vessel's class under the INF Code
 - 3°. for Class 8: the packing group
 - 4°. for Classes 2.1, 2.3, 3, 5.2, 6.1 and 8., whether the substances are carried in tank containers
 - 5°. the gross weights per UN number
 - 6°. for Class 1, the net explosive mass.

Article 4 Reports when shifting a seagoing vessel subject to reporting requirements

The following information concerning a seagoing vessel subject to reporting requirements that is travelling from one berth within the municipality to another berth within the municipality must be reported to the Harbour Master of Amsterdam:

- a. call identification (call reference number)
- b. identification of the seagoing vessel:
 - 1°. name
 - 2°. call sign, and
 - 3°. IMO identification number or MMSI number
- c. name of the master
- d. number of the Pilotage Exemption Certificate, if applicable
- e. any relevant particulars concerning the vessel, including defects, damage and restrictions
- f. number of persons on board
- g. draught in metres of salt water, accurate to two decimal places
- h. name of the pilotage cooperative to be used, if applicable
- i. name of the tug company to be used, if applicable
- j. number of tugs to be used, if applicable
- k. name of the boatmen's organisation to be used, if applicable
- l. name of the vessel's agent
- m. name of the contact person at the vessel's agent
- n. estimated time of departure (ETD) from the berth
- o. details of the berth
- p. details of the position of the berth where the vessel will moor, and
 - for tank vessels with empty cargo tanks:
 - 1°. the correct technical name of the last hazardous or polluting substance carried
 - 2°. UN numbers, where they exist, and
 - 3°. IMO hazard classes in accordance with the IBC and IGC Codes, where they exist.

Article 5 Reports on the departure of a seagoing vessel subject to reporting requirements

The following information concerning a seagoing vessel subject to reporting requirements that is departing from a berth within the municipality for a berth outside the municipality must be reported to the Harbour Master of Amsterdam:

- a. call identification (call reference number)
- b. identification of the seagoing vessel:
 - 1°. name
 - 2°. call sign, and
 - 3°. IMO identification number or MMSI number
- c. exit point towards the sea or the hinterland
- d. name of the master
- e. number of the Pilotage Exemption Certificate, if applicable
- f. any relevant particulars concerning the vessel, including defects, damage and restrictions
- g. number of persons on board
- h. draught in metres of salt water, accurate to two decimal places
- i. name of the pilotage cooperative to be used, if applicable
- j. name of the tug company to be used, if applicable
- k. number of tugs to be used, if applicable
- l. name of the boatmen's organisation to be used, if applicable
- m. name of the vessel's agent
- n. name of the contact person at the vessel's agent
- o. estimated time of departure (ETD) from the berth, and
- p. for tank vessels with empty cargo tanks:

- 1°. the correct technical name of the last hazardous or polluting substance carried
- 2°. UN numbers, where they exist, and
- 3°. IMO hazard classes in accordance with the IBC and IGC Codes, where they exist.

Article 6 Time of reporting

1. The report referred to in Article 2 must be made at least 24 hours before arrival at the berth, unless:
 - a. the destination was known when the vessel departed from the previous port and the voyage takes less than 24 hours, in which case the report must be made no later than when the vessel leaves the previous port
 - b. the destination was not yet known when the vessel departed from the previous port or is changed during the voyage, in which case the report must be made as soon as the destination becomes known, or
 - c. the vessel has a draught of 14.10 metres or more in salt water, in which case the report referred to in Article 2 must be made at least 48 hours before arrival at the berth.
2. The report referred to in Article 3 must be made as soon as possible after arrival, but no later than three hours before loading begins.
3. The report referred to in Article 4 must be made:
 - a. if a pilotage cooperative or tug company is used, at least 12 hours before the ship departs from the berth, or
 - b. in all other cases, at least six hours before the vessel departs from the berth.
4. The report referred to in Article 5 must be made:
 - a. if a pilotage cooperative or tug company is used, at least 12 hours before the vessel departs from the berth
 - b. if the vessel has a draught of 14.10 metres or more in salt water, at least 12 hours before departure from the berth, or
 - c. in all other cases, at least six hours before the vessel departs from the berth.

Article 7 Notifying changes to reported information

Changes to information reported under Articles 2 to 5, and changes of more than 30 minutes to a previously reported arrival or departure time, must be reported immediately up to the time of arrival or departure, respectively.

Article 8 Method of reporting

The reports referred to in Articles 2 to 5 must be submitted electronically, using a form prescribed by the Harbour Master of Amsterdam, through the Harbour Master of Amsterdam's notification portal in the Port Community System.

Article 9 Revocation

The decree of the Director of Central Nautical Management for the North Sea Canal Area dated 3 January 2020, number 2019/69, is revoked.

Article 10 Commencement date

The decree enters into force on 1 October 2026. The decree will be published as an Announcement to Shipping IJmond North Sea Canal Area Central Nautical Management (BASIJN).

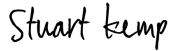


Article 11 Short title

These Regulations will be cited as: Reporting Regulations for Seagoing Vessels in the North Sea Canal Area 2023.

Date: 22 September 2026

The Deputy Director of the public body of Central Nautical Management for the North Sea Canal Area,

DocuSigned by:

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S.C. Kemp

Explanatory note

This decree must be amended to reflect the update to the Action Plan for Seagoing Vessels Whose Solid Bulk Cargo Has Been Fumigated with Phosphine Abroad (hereinafter: Action Plan). The reports previously included in the Action Plan are being transferred to this decree so that all reporting requirements are contained in a single decree and the information is recorded in Portbase/HAMIS.

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