



PORT POLICE REGULATION NORTH SEA PORT Port area of Ghent

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PART 1. General

Section 1. Introduction

This Regulation is a regulation governing a special administrative police division issued by North Sea Port Flanders N.V. This Regulation is intended to ensure proper port management.

The provisions in the Regulation are supplementary with regard to higher regulations and encompass specific provisions concerning goods handling and storage, passenger embarkation and disembarkation, accessibility and traffic handling in the port area, safeguarding of the environment and the security of the port area and regulating the freedom of trade and industry in the area of port-related services.

This Port Police Regulation shall hereinafter be called ‘the Regulation’ for the sake of reading convenience.

Section 2. Abbreviations and definitions

Abbreviations

ADN	European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (Accord européen relatif au transport international des marchandises dangereuses par voies de navigation intérieures);
AIS	Automatic Identification System
ADR	European Agreement concerning the International Carriage of Dangerous Goods by Road (Accord européen relatif au transport international des marchandises dangereuses par voies de navigation intérieures);
CDNI	Convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways
FANC	Federal Agency for Nuclear Control
IBC Code	International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk
IGC Code	International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
IMDG Code	International Maritime Dangerous Goods Code
IMO	International Maritime Organisation
IMSBC Code	International Maritime Solid Bulk Cargoes Code
ISINGTT	International Safety Guide for Inland Navigation Tank Barges and Terminals
ISGOTT	International Safety Guide for Oil Tankers and Terminals
MARPOL	International Convention for the Prevention of Pollution From Ships

Regulation concerning the International Carriage of Dangerous Goods by Rail (Règlement concernant le transport international ferroviaire des marchandises dangereuses)

Definitions

Handling	loading, unloading, stowing, removing, trimming, depositing, storing and all other actions inherent in loading and unloading activities
Order	an instruction, (traffic) direction, task or prohibition, regardless of the manner in which it is given, or conditions imposed in a licence or authorisation issued by Port Operations
Boatman	the person who moors or unmoors a seagoing vessel as part of his/her job
Fire watch	the person who supervises fire safety, takes action to fight fires and has followed the requisite training
Bulk goods	any cargo, be such liquid, gaseous or solid, that is loaded directly into the cargo holds of a vessel without any packaging or casing
Bunkering checklist	the most recent version of the ISGOTT Bunkering Safety Checklist
Bunkering	the supply of solid, liquid or gaseous fuels or any other energy source or carrier, including lubricants and chemicals, that is used to power vessels and for the general or specific energy supply on board of vessels
Bunker vessel	vessel used for bunkering
Coordination point	in accordance with the Work Arrangements of the Integrated Traffic Management, the timeline for assessing the advance notification of inbound voyages and outbound voyages from the port area is defined in relation to the 'Sluis Terneuzen' coordination point. For ship movements within the port area which do not require lockage in the lock, the coordination point shall be the berth at arrival.
Debunkering	the return of solid, liquid or gaseous fuels or any other energy source or carrier, including lubricants and chemicals, that is used to power vessels and for the general or specific energy supply on board of vessels
Service provider	every natural person or legal entity who provides one or more categories of port services in the port area in accordance with the conditions set by North Sea Port
Goods in transit	goods, products or substances that are temporarily stored, either awaiting their shipment or dispatch, or after shipment or dispatch, for a period not exceeding the maximum term for storage in the port area, as stipulated in this Regulation
Transit storage place	storage place in which goods, products or substances are temporarily stored, either awaiting their shipment or dispatch, or after shipment or dispatch, for a period not exceeding the maximum term for storage in the port area, as stipulated in this Regulation

Push-barge

an inland vessel that has been built and is intended to be pushed by another vessel or pusher and does not have any propulsion or steering equipment and therefore does not require a crew while underway

Operator (i)

a party that has one or more sites at its disposal in the port area, whether or not by way of ownership or concession, and uses such site or sites to carry out its business activities, and (ii) a party that carries out those business activities in the port area

Operator of a vessel

a party that operates a vessel at its own expense and risk

Fumigation/gassing

all activities connected with the use of fumigants/gassing agents. These can encompass: supervision of the space to be fumigated, the introduction of a fumigant, the supervision during fumigation, ventilating and releasing the fumigated space

Gas Expert

a person in possession of a Gas Expert Certificate

Dangerous goods/substances

goods/substances that (can) constitute a risk of explosion, fire, corrosion, poisoning, intoxication or radiation as set out in, among others:

- the IMDG Code
- the IBC Code
- the IGC Code
- the IMSBC Code
- the ADN
- the RID
- the ADR

Master

every person who has been charged with control of a vessel or who has de facto control

Port area

port area that is under the management of and is operated by North Sea Port Flanders as marked on the map attached as an annex to this Regulation

Port user

a natural person or legal entity who makes use of the port area or is present in the port area for whatever reason

Port information system

information and communication system for the operational monitoring of all shipping from, to and in the port and which also supports the administrative handling of maritime shipping and inland navigation layovers

Port card

a personal pass issued by Port Operations that gives the relevant person permission to access the quays and the access roads to the quays in the port area

Mooring stern-to

mooring a vessel with the stern perpendicular to the quay

Registrant

the party registering a voyage in the port information system

Short-term storage

storage on the front quay of goods, products or substances shipped or to be shipped via the port, during a period of a maximum of 30 successive calendar days for IMDG goods and during a period for which the maximum duration is determined by the harbour master, for goods other than IMDG goods

Berth category

specific classification of berths for vessels in the port area, using the letters A, B, C or D

Mooring lines	the ropes, steel cables and chains used to keep the vessel at its berth
North Sea Port	North Sea Port Flanders N.V., a public-law limited liability company, registered in the K.B.O. under number 0218.843.678, which manages and operates the port area of Ghent
Degassing	an action intended to reduce the concentration of dangerous gases and vapours in discharged or empty cargo tanks by releasing them to the atmosphere or discharging them to a reception facility
Reception facility	a fixed or mobile facility for the reception of gasses and vapours when degassing empty or unloaded cargo tanks and loading and discharge pipes
Open flame	flame, sparking and any surface within a distance of 25 metres of a dangerous substance that has a temperature equal to or higher than the minimum ignition temperature of that substance
Laying up a vessel	a vessel is laid up when it is not under repair and is not actively in use
Direct transfer	transfer of goods between two means of transport which may or may not be different
Ship-generated waste	all waste generated by the vessel, including cargo residues generated during the operation of a seagoing vessel or during loading, unloading and cleaning operations and falling within the scope of Annexes I, II, IV, V and VI of the MARPOL Convention, as well as passively retrieved waste
Vessel	(i) every floating body that due to its floating capacity is used or intended for the transport by water of persons, merchandise, commodities, products and objects of any kind, whether or not they form one whole with the floating body or (ii) any other floating body or construction, such as a working vessel, patrol ship, work raft and mooring raft, raft, pontoon, wooden raft, elevator, diving bell, sand dredger, dredger, floating equipment, drilling platform
Harmful goods	substances which are designated as such in or pursuant to MARPOL and any other goods that can have a direct or indirect adverse impact on humans or the environment
Spud pole	vertical mooring poles that a vessel is itself equipped with and which it can use to anchor the vessel to the seabed
Tanker berth	a C or D category berth specifically designated for tankers
Safety zone	a zone in which no activity whatsoever may take place
Ventilating	the direct release of vapours from the cargo tank into the atmosphere
Flash point	the lowest temperature of a liquid, where the vapour forms an ignitable mixture with air
Front quay	the operating zone intended for short-term storage that is connected to a quay wall and on which North Sea Port has given a concession, or which is at the operator's disposal, with the goal of only handling goods in transit
Water recreation	recreational use of the water, including sailing and swimming



Section 3. Scope

Geographical scope

This Regulation applies in the port area as illustrated on the map that is attached as an annex to this Regulation.

Personnel scope

Any person who is in the port area shall comply with the provisions of this Regulation that apply to him/her.

Section 4. Processing of personal data

North Sea Port makes use of cameras, VHF radio, radar and other detection systems in the context of exercising its administrative powers concerning the port. It receives, records, processes and manages this data.

If personal data are used in the framework of the detection systems or other systems, North Sea Port shall always do so in compliance with Regulation (EU) 2016/679 of 27 April 2016 of the European Parliament and of the Council on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC and the national legislation implementing the aforementioned regulation.

The information that is required to be provided pursuant to Articles 13 and 14 of Regulation 2016/679 can be found on the North Sea Port website. This information relates to personal data that is processed by North Sea Port in the framework of this Regulation. This concerns data of a data subject that is gathered from this person, as well as data that is not directly obtained from the data subject. In the latter case this concerns, among others, data gathered through detection systems or the systems that are used when exercising the authority of Port Operations.

Port Operations

1. The harbour master, the harbour inspector and the harbour lieutenants together form the harbour master division of North Sea Port Flanders, hereinafter called Port Operations.
2. Port Operations is charged with taking all measures to implement the Regulation and acts independently of North Sea Port in this respect.
3. Port Operations supervises and enforces the Regulation.

Harbour master

1. The harbour master has authority over and is in charge of Port Operations.
2. The harbour master is charged with the enforcement of the Regulation and can with an eye to enforcement, as a judicial police officer, give orders, determine violations and draw up a report.
3. The harbour master can establish regulations for special and/or temporary situations that are issued as as 'harbour master announcement'. These are published on the North Sea Port website.
4. The harbour master can investigate, determine and draw up reports regarding violations of all laws and regulations other than this Regulation, as well as all other offences within the port area.

Harbour inspector

1. The harbour inspector works under the authority of the harbour master.
2. The harbour inspector can, as a judicial police officer, to implement the Regulation, give orders, determine violations and draw up a report.

Harbour lieutenant

1. The harbour lieutenant works under the authority of the harbour master.
2. The harbour lieutenant assists the harbour master in all his official duties.
3. The harbour lieutenant reports to the harbour master regarding all offences determined by him.

PART 2. Access to the port

Article 2.1.1. Port card and temporary access

1. Lawful access to a dock, the quays or the access roads to the quays in the port area can be demonstrated by:
 - a. a valid port card issued by Port Operations;
 - b. temporary authorisation granted by Port Operations;
 - c. any other proof that can demonstrate that the individual's presence is necessary.
2. A person who must be present in the zones referred to in paragraph 1 of this article as part of their work, must be in possession of a port card that has been issued by Port Operations.
3. A person who needs access to the zones referred to in paragraph 1 of this article for a specific or temporary task must possess temporary authorisation issued by Port Operations.

Article 2.1.2. Unauthorised persons

1. The master of a vessel shall ensure that no unauthorised persons have access to concessions or other sites in the port area via his vessel.
2. The operator shall ensure that only authorised persons are granted access to his quays, jetties, transit storage locations or sites that provide direct or indirect access to a vessel's berth.

Article 2.1.3. Accessibility

1. The unique and site-bound identification number that is allocated by North Sea Port shall be displayed at a clearly visible place at the (main) entrance at the operator's expense. The operator shall ensure that the identification number is always clearly visible and legible.
2. The sites shall be closed off, except on the water side, with the boundaries of the sites being clearly marked. Every operator shall inform visitors or whoever wishes access to the site of the applicable access procedure.
3. The quays, jetties and berths must always be directly and safely accessible to authorised persons and their vehicles. Deviations are only possible provided they are authorised by Port Operations.
4. The operator shall promptly inform Port Operations of the access modalities and obligations. Every change or modification shall immediately be reported to Port Operations.
5. The operator shall promptly inform Port Operations of every change in his own contact details for the purpose of emergencies, so that the most recent and accurate information is available in the port information system.



Article 2.1.4. Safe access and use of infrastructure

The operator shall ensure that the infrastructure made available to him or belonging to him:

- a. always is and remains accessible in a safe manner;
- b. is safely used by the party to whom he has granted access; and
- c. the normal functionality that may be expected thereof shall be preserved.

PART 3. Order and safety

Section 1. Order in the port

Article 3.1.1. Fishing in the port

1. Only line fishing is permitted on the Ghent-Terneuzen Canal. Line fishing is only permitted from the banks in the fishing zones designated by the Agency for Nature and Forests.
2. Fishers must always carry their fishing permit on them.

Article 3.1.2. Animals

1. Pet owners are not permitted to let their animals roam free in the port area.
2. Port Operations may allow an exception pursuant to paragraph 1 of this article.

Article 3.1.3. Itinerant trade

Itinerant trade is not permitted in the port area.

Article 3.1.4. Water collection

1. Withdrawing water in the port area is only permitted after receiving a permit or authorisation from the competent authority.
2. The obligation stipulated in paragraph 1 of this article does not apply to ballast water.

Article 3.1.5. Potable water tap

1. A potable water tap may only be used by inland vessels.
2. Anyone collecting water from a water tap shall comply with the instructions stated on or at the tap point.
3. The berth at the location of the tap point may only be occupied for the time it takes to collect the potable water.

Article 3.1.6. Use of onshore power by inland vessels

1. If an inland vessel is occupying a berth with the possibility of making a physical connection to onshore power provided by North Sea Port, the inland vessel may not make use of its own power generator on board to generate power for its own power requirements.
2. Anyone receiving onshore power shall comply with the instructions stated on or at the onshore power cabinet.
3. Seagoing vessels cannot make use of onshore power cabinets for inland vessels.
4. Port Operations may permit a deviation from the obligation laid down in paragraph 1 of this article. An application for the deviation shall be submitted in writing.

Article 3.1.7. Signage

1. Only the competent authorities can display, move or remove navigation aids, buoys, traffic signs and other nautical objects in the framework of markers and signals.
2. In case of work in progress on the water, in the water or on the quays, the party carrying out the work shall display the necessary signage in accordance with the conditions imposed by North Sea Port.

Article 3.1.8. Material, equipment and vehicles on the quay and jetties

1. Material, equipment and vehicles are only permitted on the quay and jetties when all of the following conditions have been satisfied:
 - a. they shall only be used in the execution of or to support loading and unloading activities;
 - b. safety may not be compromised;
 - c. crane rails and connection points for utilities shall remain free so that they can always be deployed and used;
 - d. the smooth passage of authorised persons and emergency services is always guaranteed;
 - e. the normal functionality of the infrastructure is permanently guaranteed.
2. In order to guarantee smooth progress, it shall be possible to immediately clear a stretch of 5 metres, counted from the blue stone. This zone shall be free of obstacles. In special circumstances, Port Operations may permit a deviation.

Article 3.1.9. Water recreation

1. Every form of pleasure craft and water recreation is prohibited in the docks.
2. A deviation from paragraph 1 of this article requires the written authorisation of Port Operations.

Article 3.1.10. Lifeboats in the port area

1. Launching and navigating in lifeboats is not permitted in the port area other than with the written authorisation of Port Operations. The master is responsible for satisfying the conditions of this authorisation.
2. Lifeboats of official emergency services are not covered by this provision.

Article 3.1.11. Organised boat tours in the port area

Organised boat tours in the port area are only permitted with the written authorisation of Port Operations.

Article 3.1.12. Floating implements, vessels used as a workplace or warehouse and houseboats

Only after receiving written authorisation from Port Operations are the following allowed to be present in and sail in the port area:

- a. floating implements;
- b. floating loading and unloading equipment;
- c. vessels used as a workplace;
- d. vessels used as floating warehouses;
- e. houseboats.

Article 3.1.13. Submerged and/or obstructing vessels, gear or objects

1. The master, owner or operator of a submerged vessel and the owner, possessor or custodian of an object that obstructs shipping shall immediately report such an incident to Port Operations. The circumstances and a precise specification of the location of the vessel, gear or object shall be stated.
2. The persons referred to in paragraph 1 of this article shall position, both by day and at night, beacons or safety signals above the submerged vessel or vessel, gear or object that obstructs shipping and guard it in the manner instructed by Port Operations.
3. Dragging for or raising of any submerged objects is only permitted with the written authorisation of Port Operations.
4. Port Operations can impose additional conditions with regard to raising and removing the object.

Section 2. General safety

Article 3.2.1. Notification of operational disruptions, defects or damage

Operational disruptions, defects or damage to or on board of a vessel that can cause danger, damage or nuisance for the vessel or the surrounding area shall be reported to Port Operations immediately.

Article 3.2.2. Experiments, pilot projects and/or innovative systems

1. Experiments or pilot projects with vessels, including the carrying out of trial voyages, whereby use is made of innovative systems, are only permitted with the written authorisation of Port Operations. The conditions to be able to carry out an experiment or pilot project shall be included in the authorisation. The master or the operator of the vessel is responsible for satisfying the conditions of this authorisation.
2. The master or operator of the vessel shall be able to present the authorisation upon Port Operations' request.

PART 4. Shipping

Section 1. Mandatory information and notifications

Article 4.1.1. General

1. Professional shipping shall notify every voyage to, from and in the port area electronically in accordance with the applicable regulations.
2. An electronic notification shall be given in a timely manner, shall be complete and contain correct and the most recent details.
3. Any change in the information referred to in paragraph 2 of this article shall be reported to Port Operations without delay.
4. For seagoing vessels it is up to the master of the vessel or his agent to enter every voyage and all required information in the port information system.
5. With regard to inland vessels, it is up to the master or his representative to notify every voyage and provide all requested information in an electronic notification system designated for inland shipping.
6. The providing of the mandatory information for seagoing voyages shall occur at least 24 hours before the expected arrival in the port area or before the departure from the previous port if the voyage is expected to take less than 24 hours.

Article 4.1.2. Assessment of maritime voyages

1. Port Operations shall make an operational and administrative assessment of every voyage of a seagoing vessel. Upon first request the registrant shall provide all clarification and supplementary information requested by Port Operations.
2. The administrative assessment of an inbound voyage starts as of 24 hours before the originally scheduled arrival at the coordination point. At that time the master of the vessel, or his agent, shall have complied with all formalities and entered all administrative details in the port information system.
3. The operational assessment of an inbound voyage starts as of 12 hours before the originally scheduled arrival at the coordination point. At latest 6 hours before that coordination point, the master of the seagoing vessel, or his agent, shall have entered all relevant operational details, with at least:
 - a. the orders for the nautical service providers;
 - b. applications and/or authorisations for activities on and around the vessel at the berth;
 - c. the vessel's draught in fresh water;
 - d. for an inbound voyage or movements within the port: a clear description of the desired berth.
4. Operational changes less than 6 hours before arrival at the coordination point shall be reported to Port Operations immediately.
5. Port Operations can always request other documents, certificates or administrative details, or permit deviations from the provisions in this article.

Article 4.1.3. Positioning and planning of berths

1. A berth is clearly determined if in addition to the mooring side of a vessel, a position is also provided regarding which there can be no doubt.
2. Port Operations can impose obligations in relation to a berth. Only Port Operations can allocate the definite berth after inspection.

Article 4.1.4. Notification of vessel's movements

1. The master of a vessel that is sailing within or outside of the port area must immediately give notification of these movements on the dedicated VHF channels as laid down in the applicable VHF block schedule and related call procedures or via the electronic notification system specifically designated for inland shipping.
2. The master of a vessel that drops or weighs anchor or moors or casts away, must immediately notify this on the dedicated VHF channels as set out in the applicable VHF block schedule and associated call procedures.
3. The master of a vessel that sails into or out of a dock and/or secondary waterway shall do so with the necessary caution and shall notify nearby shipping.

Article 4.1.5. Notification of occupying of berth

1. The master of a moored seagoing vessel must report to Port Operations on the dedicated VHF channel immediately after his arrival.
2. The master shall inform Port Operations of the name of the seagoing vessel and the occupied berth if it deviates from the mooring instructions.

Article 4.1.6. Notification of departing seagoing vessel

1. The master of a moored seagoing vessel must report to Port Operations before casting off.
2. The master shall inform Port Operations of the name of the seagoing vessel, the draught and the destination.
3. After casting off, a second notification is to be made to announce the participation of the seagoing vessel in shipping traffic.
4. All notifications must be made on the dedicated VHF channel.

Article 4.1.7. Notification - vessel demolition

1. Notification of a vessel intended for demolition shall be made electronically at latest 24 hours before arrival.
2. The applicant shall correctly enter all requested information in the port information system.
3. The demolisher or the agent shall in any event give notice of the start and end of the demolition activity in a timely manner.

Article 4.1.8. Notification of dangerous and/or harmful goods

For notifications in connection with dangerous and/or harmful goods, reference is made to the specific conditions described in part 7 of this Regulation.

Section 2. Navigating in the port

Article 4.2.1. Safe and suitable vessel

1. Every vessel located in the port area shall be suitable, safe and adequately equipped and staffed for its task. The representative of that vessel can present administrative support to prove this.
2. With regard to the obligations set out in paragraph 1 of this article, Port Operations can make the vessel subject to additional conditions that relate to a prohibition on sailing or staying in the port area.

Article 4.2.2. VHF radio

1. Every vessel that is located in the port area must be fitted with a properly functioning VHF radio system that is suitable for ship-ship traffic, for receiving nautical information and to be connected with the services set up for the shipping traffic.
2. A vessel that participates in the traffic in the port area shall have a continuous listening watch on the navigation and safety channel of the part of the port area where the vessel is located.
3. For safety reasons, communication shall always be in either Dutch or English.

Article 4.2.3. AIS

1. The use of AIS is permanently obliged for all professional shipping and for recreational craft greater than 20 metres in length.
2. For vessels that form part of a tow, at least one of the vessels shall make use of a properly functioning AIS system.
3. For vessels in a push-tow combination, the vessel that is primarily providing the propulsion shall make use of a properly functioning AIS installation.
4. The AIS system must be permanently engaged and the entered data must correspond with the actual situation at all times.
5. Any inability to fulfil the AIS obligation set out in this article shall be immediately reported to Port Operations.
6. Port Operations may permit exceptions to the provisions in this article.

Article 4.2.4. Safe speed

1. The master shall arrange the speed of his vessel in such way that waves, suction or any other reason cause no damage to other vessels, their mooring equipment, their cargo, structures, the seabed or other infrastructure.
2. The master shall adhere to the speed restrictions imposed by Port Operations.

Article 4.2.5. Safe navigation

1. There shall at all times be sufficient view in all directions from the bridge or wheelhouse of the vessel for safe navigation.

2. If the view from the bridge or the wheelhouse is limited for whatever reason, the master shall take the necessary measures to always ensure safe navigation.

Article 4.2.6. Protruding parts

1. If a construction or deck cargo on board of a vessel protrudes overboard, the master shall report this to Port Operations via the port information system before arrival, departure or movements in port.
2. The master shall take all measures to ensure that the deck cargo is fastened in accordance with good seamanship and that shifting, coming loose and/or falling overboard is excluded.
3. It is prohibited during sailing to hang lines or other objects overboard, with the exception of fenders, boarding ladders and emergency tow lines.
4. Vessels with constructions or deck cargoes protruding outside the vessel's hull are only permitted to moor with the written authorisation of Port Operations. The master is responsible for satisfying the conditions of this authorisation.

Article 4.2.7. Propulsion and transverse thrust

1. A vessel may not use propellers, bow thrusters or stern thrusters if:
 - a. it is grounded; or
 - b. it is moored, anchored or on spud poles;
 - c. it is kept underway at a short distance from the quay or shore;
 - d. the propellers, bow thrusters or stern thrusters are used to force the vessel against the quay, jetties, dolphins, mooring buoys or the shore, other than directly for mooring or unmooring purposes.
2. The use of propellers for bollard pull trials is not permitted.
3. If propellers, bow thrusters or stern thrusters of a vessel are operational, a person shall be present in the wheelhouse who is familiar with operating these machines.
4. The obligation laid down in paragraph 3 of this article does not apply if on the basis of the requisite valid certificate, the vessel can sail with one crew member.
5. Port Operations may permit deviations from this article. These shall be laid down in writing except in situations of an acute nature, an acute safety risk or in case of force majeure.

Article 4.2.8. Tows

A vessel can only make use within the port area of towing services of a service provider who possesses a valid licence issued by North Sea Port. Towing services refers to towing assistance for inbound or outbound navigation or movements in the port.

Article 4.2.9. Moervaart

1. For a seagoing vessel arriving in, departing from or shifting in the Moervaart, the airdraft of the vessel shall be reported to Port Operations with the notification of its arrival, departure or movement.
2. Seagoing vessels sailing to or from quay numbers 4500, 4510, 4520 or shifting at the same quay numbers with an airdraft > 8.5 metres are required to make use of tug assistance.

A seagoing vessel that is shifting using mooring lines along the same quay numbers without this vessel making use of propulsion is exempt from the aforementioned obligation.

3. If use is made of tug assistance, the use of the tug must be such that damage to the blast furnace gas pipeline due to that use can be avoided at all times.
4. For seagoing vessels sailing in and out of the Moervaart:
 - a. a pilot is mandatory;
 - b. the use of anchors or spud poles is prohibited.

Section 3. Berths and mooring

Article 4.3.1. Occupying a berth

1. The master shall moor at the berth designated to him.
2. The designation of a berth does not discharge the master from the obligation to ascertain that said berth is suitable and safe for his vessel.
3. If the master is of the opinion that the berth is not suitable or safe, he must immediately notify Port Operations.
4. Anyone who occupies a previously allocated berth, and is deemed to be in the way of a vessel, shall leave the berth immediately upon the request of Port Operations.

Article 4.3.2. Boatmen

1. A vessel can only make use within the port area and when sailing to and from the port area, of a boatman organisation that possesses a valid licence issued by North Sea Port.
2. The use of boatmen is in any event mandatory for:
 - a. the mooring and unmooring of seagoing vessels with a length overall (LOA) of 80 metres or more;
 - b. seagoing vessels that have dangerous goods on board shall always make use of boatmen unless paragraph 6a of this article applies.
3. The master or operator of a seagoing vessel is obliged in connection with the length overall (LOA) when mooring and unmooring to at least use the following number of boatmen:

Mooring		Unmooring	
Length of vessel	Number	Length of vessel	Number
< 80 m	0 (A)	< 80 m	0 (A)
between 80 and 120 m	2	between 80 and 120 m	1 (D, E)
between 120 and 180 m	4	between 120 and 180 m	2 (C)
> 180 m	4	> 180 m	4 (B)

A	if the vessel is carrying dangerous goods	1 person
B	with the exception of RoRo vessels	2 persons
C	quays 4680 – 4710	4 persons + 2 punts
D	quays 4680 – 4710	2 persons
E	quays 6900 & 7980, all locations at banks, pontoons and jetties where access is restricted	2 persons

4. The master or operator of a vessel is obliged, regardless of the vessel's length, to deploy at least 1 boatman at the following berths:
 - a. at quays 4500, 4510 and 4520 (Moervaart);
 - b. at quays 2320 to 2380;
 - c. at all locations on banks, pontoons and jetties where access is restricted.
5. With the exception of the locations a, b, c, referred to in paragraph 4, the mandatory use of boatmen does not apply when shifting a seagoing vessel on its own lines. At least one line at the front and one line at the back shall always be on shore.
6. The master or operator of a vessel is obliged, regardless of ship length, to have the assistance of an extra boatman for mooring alongside another vessel.
7. In the following limited cases, Port Operations can, after a written request from the master or operator of a seagoing vessel, allow a deviation from the requirement of using boatmen:
 - a. seagoing vessels with a dual tonnage certificate that:
 - i. have a length of less than 110 metres; and
 - ii. according to their construction are comparable to inland vessels (low freeboard); and
 - iii. are or will be used for sailing on inland waters and in a limited sailing area at sea, in particular the coastal waters.
 - b. the vessels registered in the Netherlands Register of Small Vessels shall present evidence thereof, demonstrating that the seagoing vessel is registered in this register, or if they are not registered in this register, the master or operator shall present the dual tonnage certificate to Port Operations.
 - c. seagoing vessels, equipped with spud poles, that:
 - i. are less than 110 metres in length or, if more than 110 metres in length, are less than 120 metres in length; and
 - ii. only make use of a spud pole instead of mooring lines to remain in place or moor; and
 - iii. have a low freeboard when mooring lines are used; and
 - iv. are or will be used for sailing on inland waters and in a limited sailing area at sea, in particular the coastal waters.
8. For safety reasons, Port Operations can mandate the use of boatmen or revoke the authorisation referred to in paragraph 6 of this article.

Article 4.3.3. Competent mooring and unmooring obligations for vessels

1. The master is obliged to ensure that the vessel, as long as it occupies a berth, is competently moored. The mooring lines shall be sufficiently strong and shall be fastened in such way that they can hold the vessels moored alongside each other.
2. Every vessel must moor using at least 6 mooring lines that are suitable for keeping the vessel moored against the quay in all circumstances, taking account of its water displacement, i.e. 3 lines at the front and 3 lines at the back. All these mooring lines must be fastened in such way that the vessel cannot move either forward or backward, or sideways. The mooring lines must be divided over several mooring poles and evenly tensed in order to proportionately distribute the forces on the vessel. All mooring lines must be hauled taut.

3. If a seagoing vessel is moored longitudinally to another moored vessel, seagoing vessels of the length indicated below must maintain the following distance between the vessels:
 - a. up to and including 120 metres: 0.1 x the length of the seagoing vessel with a minimum of 10 metres; or
 - b. more than 120 metres in length: 0.1 x the length of the seagoing vessel with a minimum of 15 metres and a maximum of 35 metres.
4. Port Operations may permit deviations from the provisions in this article.

Article 4.3.4. Mooring alongside each other

1. A vessel may not moor alongside other vessels without the authorisation of Port Operations. The master shall submit his application via the port information system. The master is responsible for satisfying the conditions of this authorisation.
2. With the exception of crane pontoons, docking stations and other floating devices, when mooring 2 vessels alongside each other, the larger vessel shall moor against the quay. Port Operations may permit deviations from this condition in writing.
3. The master must strictly follow the instructions given by Port Operations with regard to the mooring width and the maximum number of vessels that may be moored next to each other.
4. Vessels that moor alongside each other must take the necessary precautionary measures to safeguard the vessel alongside which they are mooring from damage:
 - a. It is prohibited to cross from any vessel to board another vessel that is not properly moored, with the exception of a police or customs vessel that is hailing or calling out to a vessel underway and comes alongside for inspection while underway.
 - b. Nor does the prohibition set out in paragraph 4.a. of this article apply insofar as it concerns fastening a tug that is to tow the vessel, dropping off or picking up the pilot, approaching the vessel to offer assistance or to carry out similar necessary actions.

Article 4.3.5. Mooring stern-to

A vessel may not moor stern-to without the written authorisation of Port Operations. The master is responsible for satisfying the conditions of this authorisation.

Article 4.3.6. Messenger lines

1. The end of a messenger line may only be made of cordage and may not be additionally weighted.
2. When approaching the berth, there shall be sufficient messenger lines and ropes available, both at the bow and at the stern of the vessel.

Article 4.3.7. Shifting a vessel on its own lines

Shifting a vessel on its own lines is only permitted along a straight quay. At least one line at the front and one line at the back shall also always be on shore.

Article 4.3.8. Use of anchors or spud poles

1. It is prohibited to use anchors or set up spud poles in the port area.

2. Exceptions to the prohibition set out in paragraph 1 of this article are:
 - a. where such is permitted by means of a traffic sign or (nautical) publication;
 - b. the mandatory use of a bow and stern anchor for push-barges in the anchorage areas intended therefore;
 - c. to prevent a collision, drifting or stranding;
 - d. on the pilot's instructions, the use of a dragging anchor is permitted to manoeuvre in the port area, with the exception of locations with soil protection. This must always be reported to Port Operations prior to use.
3. Anchors and spud poles must be used or stored in such way that the use does not or cannot cause damage to other vessels, soil protection, underground cables and pipes.
4. Port Operations may permit deviations from this article in writing. The master shall comply with the conditions imposed in this respect.

Article 4.3.9. Safe access

1. A moored vessel shall provide access on the shore side that cannot cause danger or damage.
2. The following shall be provided at the gangway:
 - a. a lifebuoy with a line of at least 30 metres;
 - b. a safety net between vessel and shore that ends up on the quay at least 3 metres outside of the landing platform; and
 - c. sufficient lighting.
3. The master is obliged to sweep those parts of the quay that give access to the vessel as often as is necessary to keep them clean.
4. An inland vessel does not have to provide access to the shore side if:
 - a. the actual situation makes this impossible as a result of loading or unloading operations; or
 - b. the mooring will be of short duration.
5. If it is not deemed safe to board or disembark the vessel via the shore side access to the vessel, the master or the operator must provide a safe alternative to board or disembark the vessel on the water side. Port Operations can impose an obligation to provide safe access via the water side.

Article 4.3.10. Passenger and crew list

1. Every vessel that is in the port area and has crew or passengers on board shall have a crew and passenger list available by the gangway.
2. The crew and passenger list shall be presented to all agencies charged with safety in the port area upon first request.

Article 4.3.11. Signalling of protruding parts

1. All protruding parts of moored vessels must be lit on the external side with a white light from sundown to sunrise and in case of poor visibility.
2. The lighting used may not cause any hinder to the other port users.

3. The master of a moored vessel that wishes to have deck cargo or hoisting equipment protrude on the water side, may only do so with the written authorisation of Port Operations. The master is responsible for satisfying the conditions of this authorisation.

Article 4.3.12. Additional lighting

1. The master of a moored vessel or of the outer moored vessel of a row of vessels is obliged to ensure that the side of the vessel to the waterway is sufficiently lit from sundown to sunrise or in case of visibility of less than 500 metres, so that the vessel can be clearly seen from the waterway.
2. For unmanned vessels the obligation to display adequate lighting lies with the operator of the relevant vessel.
3. The lighting used may not cause any hinder to the other port users.

Article 4.3.13. Unguarded vessel

1. No vessel whatsoever, with the exception of a push-barge, may be left unguarded in the port, unless Port Operations has granted written authorisation therefore. The master, owner and operator of the vessel shall comply with any conditions laid down in the authorisation in this respect.
2. The master, owner or operator of a push-barge which may remain in the port unguarded, shall ensure that during the time it is in the port there is supervision of the structural integrity of the push-barge and that the position at the occupied berth does not change unintentionally.

Article 4.3.14 Immobilisation of a vessel

The master requires the written authorisation of Port Operations for the immobilisation of vessels for technical reasons. The master, owner or operator of the vessel shall comply with any conditions laid down in the authorisation in this respect.

Article 4.3.15. Laying up a vessel

To lay up a vessel, the master, owner or operator requires the written authorisation of Port Operations. The master, owner or operator of the vessel shall comply with any conditions laid down in the authorisation in this respect.

Section 4. Bunkering

Article 4.4.1. General

A ship can only be bunkered within the port area by a service provider who possesses a valid licence issued by North Sea Port.

Article 4.4.2. Bunkering while underway or at anchor

Bunkering while underway or at anchor is not permitted.

Article 4.4.3. Bunkering checklist

1. Prior to bunkering the bunkering checklist shall be completed fully and truthfully and signed by the parties involved in the bunkering.

2. During bunkering the bunkering checklist shall be on board of the relevant vessels. The bunkering checklist shall remain on board of the vessel until 48 hours after termination of the bunkering.

Article 4.4.4. Specific measures when bunkering (alternative) fuels

1. Fuels or energy sources designated by Port Operations may only be bunkered or debunkered with a licence issued by Port Operations.
2. Port Operations may designate areas or berths where:
 - a. bunkering or debunkering is prohibited;
 - b. bunkering or debunkering is permitted; or
 - c. bunkering or debunkering according to the provisions in paragraph 1 of this article is only permitted for certain fuels or energy sources.
3. Port Operations may designate fuels that may not be debunkered.
4. The start and end of the bunkering must always be reported via the applicable VHF channel.
5. Port Operations may permit deviations from the provisions in this article.

Article 4.4.5. Overflow

1. Port Operations shall be notified immediately of an overflow, with an estimate of the possible impact on the environment and on the surrounding area.
2. In case of an overflow on deck, all possible measures shall be taken to avoid that the overflow ends up in the water.
3. In case of an overflow on the quay, all possible measures shall be taken to avoid that the overflow ends up in the sewers or in the water.
4. In case of an overflow of floating water-polluting substances, the water surface around the bunkering vessel shall be immediately dammed by means of oil barriers that have been fastened in such way that makes the outflow of pollution impossible.

Section 5. Waste from ships

Article 4.5.1. Waste from ships

1. Waste collection during loading, unloading or direct transfer operations of dangerous and/or harmful goods is not permitted.
2. For the delivery of ship-generated waste falling under Marpol Annex V in the port area, a seagoing vessel can only make use of the services of the service provider who was granted the relevant public procurement procedure by North Sea Port.
3. Within the port area, a seagoing vessel can only make use for the delivery of ship-generated waste falling under Marpol Annex I, Annex II, Annex IV and Annex VI of a service provider who possesses a valid licence issued by North Sea Port.

4. The delivery of waste from inland shipping (with the exception of waste from cargo) in the port area must take place at the specific locations set up by North Sea Port, and for oil and grease-containing shipping company waste at a waste receiver authorised by North Sea Port.

Section 6. Maintenance and repair work

Article 4.6.1. General

Every person involved in maintenance and repair work shall take all necessary measures to prevent and mitigate fire where relevant.

Article 4.6.2. Maintenance and repair work on a vessel

1. The written authorisation of Port Operations is required in order to carry out maintenance or repair work from the quay, on board of the vessel or from the water.
2. Specifically for maintenance and repair work on board of a vessel that takes place on or in the vicinity of fuel and oil tanks, or similar tanks containing flammable products, the party carrying out the maintenance or repair work shall, in addition to the provisions under paragraph 1 of this article, present a certificate to Port Operations that has been provided by a certified gas expert, stating that the vessel is gas-free.
3. Repair work may only be carried out at the places and on the conditions instructed by Port Operations.

Article 4.6.3. Sparking and welding work on a vessel

1. The written authorisation of Port Operations is required in order to carry out sparking and welding work on a vessel from the quay, on board of the vessel or from the water.
2. Specifically for sparking and welding work on board of a vessel that takes place on or in the vicinity of fuel and oil tanks, or similar tanks containing flammable products, the party carrying out the sparking and welding work shall, in addition to the provisions under paragraph 1 of this article, present a certificate to Port Operations that has been provided by a certified gas expert, stating that the vessel is gas-free.
3. The person who wishes to carry out the sparking and welding work shall only do so if he is certain that there are no flammable liquids or substances in the vicinity or floating on the water.

Article 4.6.4. Work on board of tankers

1. In order to be able to carry out maintenance or repair work on board of tankers, the party carrying out the maintenance or repair work shall in addition, without prejudice to the provisions under Articles 4.6.2. and 4.6.3. of this section, present a gas-free certificate to Port Operations that has been provided by a certified gas expert.
2. The requirement set out in paragraph 1 of this article does not apply to tankers that:
 - a. are loaded with or empty of and not degassed of a non-toxic product, the flash point of which is higher than 100°C; and
 - b. are without residues of a cargo with a flash point lower than 100°C; and
 - c. where no welding work is to be carried out within the cargo zone.

3. The gas-free certificate referred to in paragraph 1 of this article shall provide a precise description of:
 - a. the results of the inspection: this shall include at least the measurements of oxygen, gas concentration and any concentration of toxic gases or vapours.
 - b. in case of repair work: the nature, location on board and expected duration of the work.

Article 4.6.5. Underwater work on vessels

1. A written authorisation from Port Operations is required in order to be able to carry out underwater work for inspections, maintenance or repairs on vessels.
2. Port Operations can make the authorisation subject to specific conditions. The master and the diving company are responsible for satisfying the conditions of the authorisation.
3. A vessel can only make use within the port area of propeller cleaning services of a service provider who possesses a valid licence issued by the Flemish ports.
4. A vessel can only make use within the port area of hull cleaning services of a service provider who possesses a valid licence issued by the Flemish ports.
5. The start and end of the underwater work shall be reported to Port Operations by telephone or the applicable VHF channel.

Article 4.6.6. Underwater work for inspections of or repairs to port infrastructure

1. A written authorisation from Port Operations is required in order to be able to carry out underwater work for inspections of or repairs to port infrastructure.
2. The written authorisation may be made subject to specific conditions. The operator and the diving company are responsible for satisfying the conditions of the authorisation.
3. The start and end of the work shall be reported to Port Operations by telephone or the applicable VHF channel.

PART 5. Harbour-related services

Section 1. Bunkering

Article 5.1.1. General

1. A service provider who wishes to provide bunkering services in the port area can only do so if he possesses a valid licence issued by North Sea Port.
2. A valid licence issued by North Sea Port is also required for orders for the delivery of bunkers that are not carried out with their own means of transport.

Article 5.1.2. Obligations of the service provider

1. The service provider shall carry out the bunkering operations in accordance with the conditions laid down in the licence granted to him and with the provisions of the Port Police Regulation.
2. The service provider shall promptly inform North Sea Port of every change that can be relevant for the providing of his services. In any event, every change that is connected with the conditions for obtaining a licence is to be deemed relevant.

Article 5.1.3. End of the licence

If the service provider does not comply with the conditions of the licence, the licence can be suspended or revoked by Port Operations after having heard the relevant service provider and after having given the service provider a period of 15 days to comply with the licence.

Section 2. Tows

Article 5.2.1. General

A service provider who wishes to provide towing services in the port area can only do so if he possesses a valid licence issued by North Sea Port.

Article 5.2.2. Obligations of the service provider

1. The service provider shall provide the towing services in accordance with the conditions laid down in the licence granted to him and with the provisions of the Port Police Regulation.
2. The service provider shall promptly inform North Sea Port of every change that can be relevant for the providing of his services. In any event, every change that is connected with the conditions for obtaining a licence is to be deemed relevant.

Article 5.2.3. End of the licence

If the service provider does not comply with the conditions of the licence, the licence can be suspended or revoked by North Sea Port after having heard the relevant service provider and after having given the service provider a period of 15 days to comply with the licence.

Section 3. Boatman services

Article 5.3.1. General

A service provider who wishes to provide boatman services in the port area can only do so if he possesses a valid licence issued by North Sea Port.

Article 5.3.2. Obligations of the service provider

1. The service provider shall provide the boatman services in accordance with the conditions laid down in the licence granted to him and with the provisions of the Port Police Regulation.
2. The service provider shall promptly inform North Sea Port of every change that can be relevant for the providing of his services. In any event, every change that is connected with the conditions for obtaining a licence is to be deemed relevant.

Article 5.3.3. End of the licence

If the service provider does not comply with the conditions of the licence, the licence can be suspended or revoked by North Sea Port after having heard the relevant service provider and after having given the service provider a period of 15 days to comply with the licence.

Section 4. Reception of ship-generated waste of seagoing ships: Marpol Annex V

Article 5.4.1. General

A service provider who wishes to provide reception services for ship-generated waste falling under Marpol Annex V in the port area, can only do so if the service provider was awarded the relevant public procurement contract.

Article 5.4.2. Obligations of the service provider

1. The service provider shall provide the services for reception of ship-generated waste falling under Marpol Annex V in accordance with the conditions laid down in the public procurement procedure and the provisions of the Port Police Regulation.
2. The service provider shall promptly inform North Sea Port of every change that can be relevant for the providing of his services. In any event, every change that is connected with the conditions as laid down in the publication or in the contract documents of the relevant public procurement procedure is to be deemed relevant.

Article 5.4.3. End of service provision

If the service provider does not comply with the modalities of the contract documents, the contract can be terminated by North Sea Port in accordance with the provisions in the contract documents of the public procurement procedure.



Section 5. Reception of ship-generated waste of seagoing ships: Marpol Annex I, Annex II, Annex IV and Annex VI

Article 5.5.1. General

A service provider who wishes to provide services for the reception of ship-generated waste falling under Marpol Annex I, Annex II, Annex IV and Annex VI in the port area can only do so if he possesses a valid licence issued by North Sea Port.

Article 5.5.2. Obligations of the service provider

1. The service provider shall provide the services for reception of ship-generated waste and cargo residues falling under Marpol Annex I, Annex II, Annex IV and Annex VI in accordance with the conditions laid down in the licence granted to him and the provisions of the Port Police Regulation.
2. The service provider shall promptly inform North Sea Port of every change that can be relevant for the providing of his services. In any event, every change that is connected with the conditions for obtaining a licence is to be deemed relevant.

Article 5.5.3. End of the licence

If the service provider does not comply with the conditions of the licence, the licence can be suspended or revoked by North Sea Port after having heard the relevant service provider and after having given the service provider a period of 15 days to comply with the licence.

Section 6. Propeller cleaning

Article 5.6.1. General

A service provider who wishes to provide propeller cleaning services in the port area can only do so if he possesses a valid licence issued by the Flemish ports.

Article 5.6.2. Obligations of the service provider

The service provider shall provide the propeller cleaning services in accordance with the conditions laid down in the licence granted to him and with the provisions of the Port Police Regulation.

Article 5.6.3. End of the licence

If the conditions laid down in the licence have not been satisfied, the licence can be suspended or revoked by one of the Flemish ports.

Section 7. Hull cleaning

Article 5.7.1. General

A service provider who wishes to provide hull cleaning services in the port area can only do so if he possesses a valid licence issued by the Flemish ports.

Article 5.7.2. Obligations of the service provider

The service provider shall provide the hull cleaning services in accordance with the conditions laid down in the licence granted to him and with the provisions of the Port Police Regulation.

Article 5.7.3. End of the licence



If the conditions laid down in the licence have not been satisfied, the licence can be suspended or revoked by one of the Flemish ports.

Section 8. Pilotage services

Article 5.8.1. Pilotage services

Pilotage services in the port area fall under the exclusive authority of DAB Loodswezen.

PART 6. Environmental Matters

Section 1. General

Article 6.1.1. Illegal dumping

Any form of illegal dumping is prohibited in the port area.

Article 6.1.2. Emissions, discharge and materials in the water

1. Any form of emission of steam or gases is prohibited in the port area, unless a licence or written authorisation was provided by North Sea Port or another competent authority.
2. Any form of discharge of liquids or solid substances, whether or not mixed with each other or diluted with water, into the water or on the quay is prohibited in the port area, unless:
 - a. a licence or authorisation was issued by North Sea Port or another competent authority;
 - b. the exceptions set out under Articles 6.2.3, 6.2.4. and 6.2.5 of this Regulation apply.
3. It is prohibited to throw materials into the water in the port area that can cause harm to humans or the environment or that compromise public safety.
4. Without prejudice to the licence or authorisation referred to in paragraphs 1 and 2 of this article, any form of emission or discharge meets the applicable regulations.
5. The person causing the emission or discharge referred to in paragraphs 1 and 2 of this article shall ensure that the emission or discharge does not cause damage to humans, the environment or infrastructure, nor shall such compromise public safety.

Article 6.1.3. Cleaning up water-related emergencies

1. The person who causes an object or substance to end up in the water, which causes or can cause danger, damage or nuisance, shall ensure that:
 - a. Port Operations is informed immediately; and
he takes all mitigating measures to prevent or avoid danger, damage or nuisance;
 - b. the substance or the object is immediately removed, unless this is not reasonably practicable.
2. Port Operations may impose conditions relating to the clean-up and carry out inspections.

Section 2. Vessels

Article 6.2.1. Waste incinerator

It is prohibited to use a waste incinerator on board a vessel in the port.

Article 6.2.2. Nuisance during transfer

Any party transferring goods shall ensure that the transfer of (bulk) goods does not cause any nuisance, such as dust, odour or noise.

Article 6.2.3. Discharge of water from inland vessels

1. Discharges of waters from inland vessels that occur during the washing of broom-clean and vacuum-clean cargo holds are permitted.
2. Delivery is to take place in accordance with the applicable international regulations on unloading standards and the delivery and reception rules.

Article 6.2.4. Discharge of ballast water ‘segregated ballast’

1. Clean ballast water from dedicated ballast tanks may be discharged if it satisfies the conditions imposed by the IMO
2. If the conditions laid down in paragraph 1 of this article cannot be satisfied, Port Operations must be informed beforehand and the ballast water may not be discharged.

Article 6.2.5. Discharge of ballast water – tanks other than the dedicated ballast tanks

1. Discharge from tanks other than the dedicated ballast tanks to the surface water is prohibited, unless:
 - a. written authorisation has been received from Port Operations; and
 - b. a sample and analysis report of an agency accredited by the Flemish Environmental Agency is presented.
2. If the last 25% of a tank is pumped into another tank or tanks, the entire content of such (collection) tank(s) may only be discharged during daylight.
3. If the above-mentioned conditions are not satisfied, the water to be discharged shall be delivered to an accredited processor.

PART 7. Storage and handling of goods

Section 1. Storage and handling of goods

Article 7.1.1. Conditions of direct transfer

Direct ship/ship transfer is possible for non-dangerous solid bulk goods if the master of the receiving vessel possesses the written authorisation of Port Operations.

Article 7.1.2. Notification of direct ship/ship transfer

The vessels in question shall report the following information to Port Operations in the event of direct transfer:

- a. arrival alongside ship;
- b. the start and end of the direct transfer;
- c. departure from alongside ship.

Section 2. Fumigation

Article 7.2.1. Fumigation and degassing of fumigated cargo

1. A vessel that has fumigated cargo on board shall notify Port Operations at least 24 hours in advance.
2. Degassing of vessels and/or cargo units (containers) can only take place in places designated by Port Operations.
3. Prior to the fumigation or degassing, Port Operations shall be informed of:
 - a. the results of the risk analysis and the gassing plan, which must comply with the applicable regulations;
 - b. the contact details of the fumigation supervisor.
4. A start may only be made with unloading the cargo after the holds have been released by the fumigation supervisor. The measurements shall be confirmed in a release certificate, a copy of which must be presented to Port Operations.
5. The fumigation and degassing shall take place in accordance with the applicable regulations.

Article 7.2.2. Decontamination

Decontamination of cargo or vessel can only take place in places designated by Port Operations.

Section 3. Storage and handling of dangerous and/or harmful goods

Section 1. General provisions in the framework of dangerous and/or harmful goods

Article 7.3.1. Berth categories

With an eye to handling dangerous and/or harmful goods, berths in the port area shall be classified into the following berth categories:

- “A” berths within a distance of 100 metres from the nearest built-up area boundary (light blue);
- “B” berths at a distance of between 100 and 300 metres from the nearest built-up area boundary (light blue);
- “C” berths at a distance of between 300 and 500 metres from the nearest built-up area boundary (light blue);
- “D” berths at a distance of between 500 and 1500 metres from the nearest built-up area boundary (light blue);

These berths are attached as an annex ‘Berth Category Map’ to this Regulation.

Article 7.3.2. General conduct rules

1. At places where dangerous and/or harmful goods are located or in the immediate vicinity thereof, it is prohibited:
 - a. to smoke;
 - b. to carry out repair work that can constitute a fire hazard for the packaging of goods;
 - c. to carry out activities that could cause a risk of fire or explosion (welding, cutting, starting fires).
2. In case of incidents or emergencies with dangerous and/or harmful goods, the following matters shall be observed:
 - a. the necessary measures shall be taken in accordance with the internal emergency plan;
 - b. Port Operations shall be notified immediately.

Article 7.3.3. General obligations of the vessel

1. Unless otherwise stipulated in this part of the Regulation, a notification or an application shall be made to Port Operations for every handling involving dangerous and/or harmful goods at latest 24 hours prior to the handling.
2. A vessel that handles dangerous and/or harmful goods shall take account of the specific conditions for occupying a berth.
3. Substances that cause odours or nuisance may only be loaded or unloaded with the authorisation of Port Operations.

Article 7.3.4. General obligations of an operator who handles and/or stores dangerous and/or harmful goods

1. An operator as referred to in this article is responsible for all activities and obligations concerning the handling and storage of these goods on his site.
2. A sign shall be displayed at the entrance to the site, clearly displaying the details of the person or persons in charge, who can be contacted in case of emergencies.
3. An up-to-date inventory of the dangerous and/or harmful goods present on the site shall always be available at the entrance to the site. This shall be presented to Port Operations upon first request.

4. In case of an emergency, an operator as referred to in this article, on the request of Port Operations, shall present (i) all documents or publications that provide information on the dangerous goods present on his site and (ii) the current internal emergency plan.
5. An operator as referred to in this article shall immediately inform Port Operations if he determines that incidents are taking place on his site involving dangerous and/or harmful goods, that have or can have serious consequences for the surrounding area, humans and animals.
6. An operator as referred to in this article shall immediately inform Port Operations if he determines that dangerous and/or harmful goods in packaging are present on his site(s) that are not in good external condition, are not marked and/or labelled.

Article 7.3.5. Degassing tankers

1. The degassing of tankers is only permitted on locations authorised by Port Operations:
 - a. by certified fixed installations especially equipped therefore; or
 - b. by means of a licensed mobile degassing installation.
2. Any other form of degassing or ventilation, other than the degassing authorised pursuant to this article, is prohibited.
3. Both fixed and mobile degassing installations must be certified by the competent authority.
4. Degassing by means of a mobile degassing installation must be reported to Port Operations.

Section 2. Special conditions for the handling of liquid bulk goods

Article 7.3.6. General

1. Every tanker that is loaded or empty and not degassed, shall report to Port Operations before a tanker can occupy a berth.
2. The master of a tanker shall comply with all prescribed safety measures for tankers.

Article 7.3.7. Designation of tanker berth

Port Operations can designate specific parts or berths of the port area as tanker berth and establish additional rules for those parts or berths.

Article 7.3.8. Prohibition on open flame and sparking

1. It is prohibited to use an open flame or engage in activities which cause or can cause sparking to the open air at a tanker berth or on board of a vessel at such berth unless:
 - a. with an eye to the ignition of welding equipment for the purposes of underwater welding or cutting and prior to the ignition it has been demonstrated by means of a measurement that no combustible gas or vapour is present at that location; or
 - b. in a galley, the construction, location in the vessel and the ventilation system of which prevents combustible gas or vapour from penetrating.

2. It is prohibited for a vessel to be located at a tanker berth with a sparking exhaust pipe of a combustion engine.
3. Port Operations can permit a deviation for the prohibition referred to in paragraph 1 of this article.

Article 7.3.9. Prohibition on smoking

1. Smoking is prohibited at a tanker berth or on board of a vessel located there.
2. The prohibition as provided in paragraph 1 of this article does not apply if there is smoking on a vessel in a:
 - a. space designated by the master that:
 - i. is not directly accessible from outside;
 - ii. is closed; and
 - iii. has been clearly identified as a smoking room through signage;
 - b. is the living quarters of an inland vessel that satisfies the provisions of the ADN.

Article 7.3.10. Displaying an information sign

At the access to a vessel that is moored at a tanker berth, a distinct sign in Dutch or English or an appropriate illustration shall make it clear that smoking, open flames and access by unauthorised persons is prohibited.

Article 7.3.11. Mooring of a tanker carrying dangerous goods

1. A tanker that is loaded with dangerous goods shall moor in such way that it can always depart sailing directly ahead from its berth.
2. A tanker that is loaded with dangerous substances shall not comply with the obligation as stipulated in paragraph 1 of this article if:
 - a. mooring is not possible because of draught, nautical circumstances or transhipment of cargo; or
 - b. a berth is occupied at a shipyard or a repair establishment.
3. Port Operations may permit a deviation from the obligation laid down in paragraph 1 of this article.

Article 7.3.12. Conditions for tankers with dangerous goods at non-tanker berths

1. A tanker that has dangerous goods on board as cargo or cargo residue can only be moored at a berth that is not a tanker berth in the following limited number of cases:
 - a. a tanker that is or was loaded with apple juice, clay slurry, coal slurry, glucose solution, hydrogenated starch hydrolysate, kaolin slurry, lecithin, maltitol solution, lub oil, molasses, non noxious liquid (12) n.o.s. (trade name ..., contains ...) cat O.S., sorbitol solution (a), vegetable protein solution (hydrolysed), water, bitumen, plant-based oils and greases; or
 - b. an inland tanker that:
 - i. briefly occupies a berth for the immediate loading or unloading of a car;
 - ii. briefly occupies a berth to take on potable water from a tap point.

2. Without prejudice to paragraph 1 of this article, it is prohibited to be moored with a tanker at a berth of berth category A or B if a tanker is loaded or empty and not degassed of one of the following goods:
 - a. flammable liquid with a flash point $\geq 55^{\circ}\text{C}$;
 - b. potassium hydroxide;
 - c. sodium hydroxide;
 - d. phosphoric acid;
 - e. substances mentioned in the IMDG Code under class 9 without additional danger;
 - f. substances mentioned in the ADN Code under class 9 without additional danger.

3. Without prejudice to paragraphs 1 and 2 of this article, a tanker that is loaded with or empty and not degassed of all products falling under MARPOL Annex I and that are carried under inert gas, may only be moored in the port area if the following conditions have been cumulatively satisfied:
 - a. the vessel is moored at a berth of berth category C or D;
 - b. no activities shall take place on board of the tanker with the cargo, (tank) washing or the degassing of (cargo) tanks;
 - c. no hot work or other work is carried out that can cause sparking, both on board and within a radius of 20 metres around the vessel (land and water side).

4. Without prejudice to paragraphs 1 to 3 of this article, a tanker that is loaded with or empty and not degassed of (i) all products falling under MARPOL Annex I and that are not carried under inert gas and with a flash point $< 55^{\circ}\text{C}$, (ii) products with a flash point $< 55^{\circ}\text{C}$ or (iii) toxic substances, may only be moored in the port area if the following conditions have been cumulatively satisfied:
 - a. the conditions set out in paragraph 3 of this article;
 - b. a safety zone of 20 metres parallel to the vessel (from bow to stern) is to be set up over the quay;
 - c. on the outside of the safety zone warning signs shall be displayed every 50 metres whereby:
 - i. they measure a minimum of 1 metre by 1 metre and have a white background;
 - ii. at least 1 sign shall be displayed on every side of the safety zone;
 - iii. the signs are visible from all directions, both during the day and at night;
 - iv. the following text shall be displayed in black letters with a height of a minimum of 6 centimetres: "No entry. Visitors must report to the fire watch [xxx]", whereby 'xxx' stands for the specific coordinates of the fire watch.
 - d. all traffic involving combustion engines and trains is prohibited within the safety zone;
 - e. the safety zone shall be empty during the entire stay of the tanker and there may not be any activity, with the exception of activities required for mooring and unmooring the vessel;
 - f. the crew must also keep a continuous fire watch, who shall immediately notify Port Operations at the slightest incidence of fire.

5. Bunkering is only permitted with the written authorisation of Port Operations.

6. Direct transfer of cargo with other tanker ships or tanker trucks is prohibited.

7. Gas tanker ships which are loaded with or empty and not degassed of:
 - a. goods mentioned in Section 19 of the IGC Code; or

b. goods referred to in Table C of the ADN and which must be transported in a type G (gas tanker) vessel
may only occupy a berth and be handled at a berth designated as a gas terminal.

8. Port Operations can permit deviations from the conditions set out in paragraph 1 to 6 of this article.

Article 7.3.13. Obligations relating to transfer

1. Prior to the transfer of dangerous and/or harmful goods of a seagoing vessel, all parts of the safety checklists, as referred to in the ISGOTT, are to have been completed fully and truthfully and signed by the responsible persons.
2. Prior to the transfer of dangerous and/or harmful goods between seagoing tankers, all parts of the safety *Pre-Transfer* and *During Transfer Check-List* of the *Ship to Ship Transfer Guide* are to have been completed fully and truthfully and been signed by the responsible persons.
3. Prior to the transfer of dangerous and/or harmful goods between a seagoing tanker and an inland tanker, or between inland tankers, all parts of the safety checklists, as referred to in the ISGINTT, are to have been completed fully and truthfully and been signed by the responsible persons.
4. During the transfer of dangerous and/or harmful goods and as long as the tanker involved occupies the relevant berth:
 - a. what is stated in the safety checklists shall be strictly complied with;
 - b. the transfer shall be stopped immediately as soon as an actor involved in the transfer is not in compliance with the obligations to which he is subject under the safety checklists.
5. During the direct transfer of dangerous and/or harmful substances between tankers, use shall be made of a vapour return line connected between the cargo tanks involved, if the matter concerns the transfer of:
 - a. a dangerous and/or harmful substance that pursuant to the IBC Code or the ADN must be transported in a tank with a connection facility for a vapour return line or must be transported with the hatches closed;
 - b. a substance that causes odour or nuisance;
 - c. a volatile organic substance;
 - d. another liquid than that referred to under a, b or c, that is loaded in a cargo tank that is empty and not cleaned of a substance as referred to under a, b or c.
6. If the cargo tanks, as referred to in paragraph 5 of this article, of the unloading vessel are to be inert according to legislation, this order also applies to the cargo tanks of the loading vessel.
7. Transfer of a gas as referred to in the IGC Code or the ADN between two tankers is prohibited.
8. The fixed connection points for cargo hoses of a vessel involved in the transfer of a dangerous substance shall be connected to each other over the shortest possible distance.
9. When handling dangerous and/or harmful substances it shall always be possible to immediately intervene, whether or not simultaneously with the cleaning of cargo tanks.

10. A dangerous substance may only:
 - a. be handled if the vessel's fixed cargo loading line is used;
 - b. be unloaded from a vessel if the vessel's fixed discharge pump is used.

11. A vessel cannot occupy a berth or moor alongside a vessel that is involved in the transshipment of a gas as referred to in the IGC Code or the ADN.

12. Port Operations may permit deviations from this article.

Article 7.3.14. Washing and cleaning cargo tanks

Washing tanks on board of tankers may only take place in a fully closed circuit at tanker berths where they may occupy a waiting berth or at terminals that possess an environmental permit that permits this activity.

Section 3. Special conditions for the handling of solid bulk goods

Article 7.3.15. Specific conditions for vessels

1. It is prohibited for a vessel loaded with solid dangerous and/or harmful bulk goods with UN numbers as included in the IMSBC Code to occupy a berth in the berth category A or B.

2. For vessels that hold technically pure ammonium nitrate and equivalent mixtures and/or granulated fertiliser based on ammonium nitrate on board or are to unload or load such, reference is made to the specific conditions in this Regulation.

Article 7.3.16. Specific conditions for powdery substances in establishments

1. The authorisation of Port Operations is required for handling solid bulk goods in establishments (i) where such goods are handled on a non-recurring basis and (ii) that are not subject to the requirement to have an environmental permit.

2. The authorisation can only be granted on condition that the operator of the aforementioned establishment demonstrates that:
 - a. he takes the necessary measures to keep dust emissions that originate from the storage of powdery substances and of installations whereby powdery substances are transported or handled, as low as possible.

The measures shall take account of:

- the type and characteristics of the powdery substances or their components,
- the loading installation and method,
- the mass flow,
- the meteorological circumstances,
- malfunctions in installations, and
- the location of the loading location.

Safety aspects shall also be taken into account here.

- b. the technical installations that can cause dust emissions and the installations for the reduction of the dust emissions are maintained in a timely manner in accordance with the time periods prescribed by the manufacturer. Dust filters shall be replaced in accordance with the time schedule prescribed by the manufacturer to ensure the proper working.

- c. he has the procedures and instructions for the management of the non-guided dust emissions available for his own personnel and for the personnel of third parties who carry out activities on the site with a potential impact on the dust emissions.
 - d. he guarantees that spilled substances that can give rise to dust forming shall be removed as quickly as possible after the termination of the handling.
 - e. the powdery substances of dust category SC1 are stored in a closed storage place or covered with fine-mesh nets or tarpaulin. In case the material is covered, appropriate measures shall be taken to counter dust emissions when filling and excavating the storage heap. The number of openings in a closed storage place shall be as low as possible. The openings shall be as small as possible. Non-functional openings shall be closed. Functional openings in the closed storage place shall be kept closed as much as possible. When filling or emptying a closed storage area, the transfer points shall be positioned as far away from the openings as possible.
3. The operator shall fully satisfy the conditions laid down in his authorisation.

Section 4. Special conditions for packaged dangerous goods

Article 7.3.17. Mandatory notifications to Port Operations

1. Without prejudice to the general notification obligation laid down in Article 7.3.3., all packaged dangerous goods that are on board shall be reported to Port Operations at latest 24 hours before arrival.
2. Radioactive goods (class 7) shall be reported to Port Operations at least 48 hours before the time they are to be handled.
3. An operator shall immediately inform Port Operations when he determines that:
 - a. dangerous and/or harmful goods that must be handled immediately, are at the transit storage place for more than one day;
 - b. dangerous and/or harmful goods that may be in the port area for a maximum of 30 consecutive calendar days, remain at the transit storage place for a longer period of time.

Article 7.3.18. Periods of stay

1. The maximum period of stay for dangerous goods in transit storage sites is 30 calendar days.
2. Shorter periods of stay apply for class 1 explosives and explosives of other classes, radioactive goods (class 7) and ammonium nitrate. Port Operations shall determine the period of stay in such cases.

Article 7.3.19. Precautionary and safety measures

Port Operations can always impose additional precautionary and safety measures in relation to packaged dangerous goods.

Article 7.3.20. Segregation requirements

When placing packaged dangerous goods at transit locations, the segregation rules described in the IMDG Code shall apply.

Article 7.3.21. Damaged packaging or container

1. If damage to packages or containers is determined, which packages or containers contain dangerous goods and there is an outflow or a real risk of outflow of the dangerous goods, the fire department and Port Operations shall be immediately notified.
2. If damage to a container is determined and is expected to affect the solidity thereof, this container may no longer be handled.
3. Any further handling of packaging and/or containers as referred to in this article requires the authorisation of Port Operations. The operator of the site where the goods are located is responsible for compliance with the conditions in this authorisation.

Section 5. Special conditions for the handling of fertilisers

Article 7.3.22. Notification

1. Vessels carrying fertilisers on board may only enter the port area or sail through the port area if the vessel possesses the permits relating to fertilisers that have been issued by the competent authority. The permits must be presented upon Port Operations' request.
2. Vessels with fertilisers on board shall notify Port Operations at least 24 hours before arrival in or passage through the port area.
3. If the vessel will be mooring at different berths during its stay in the port area, Port Operations shall be notified of every berth occupation at least 24 hours beforehand.

Article 7.3.23. Berths

The following restrictions apply with regard to permitted berths and quays for the handling of fertilisers:

1. When keeping it on board:
 - a. If packed in metal drums: there is no restriction.
 - b. If packed in another permitted packaging:
 - i. up to a maximum of 20 kg: there is no restriction;
 - ii. more than 20 kg: only permitted at quays with berth category D.
 - c. If in bulk: only permitted at quays with berth category D for seagoing vessels with a maximum quantity of 3000 tons and for inland vessels with a maximum quantity of 1000 tons,
2. When unloading/loading:
 - a. If packed in metal drums: there is no restriction.
 - b. If packed in other permitted packaging: only permitted at quays with berth category D.
 - c. If in bulk: only permitted for a maximum quantity of 3000 tons for seagoing vessels and 1000 tons for individual inland vessels, not in a group, at quays with berth category D. The total handling duration may not be more than 4 days.

Article 7.3.24. Handling of fertilisers

The handling of fertilisers is only permitted if the following conditions have been cumulatively satisfied:

1. The loading and unloading from vessels of unpackaged technically pure ammonium nitrate and/or equivalent mixtures is only permitted at installations or terminals that possess the necessary environmental and explosive permits.
2. Technically pure ammonium nitrate and/or equivalent mixtures (even in metal drums) may only be directly unloaded or loaded, without being placed on the quay, in trains or trucks.
3. Port Operations shall lay down the periods of stay in writing if fertilisers packed in a container are handled at a container terminal.
4. The cargo shall be taken on board at the last moment before the departure of the vessel.
5. A fire watch shall be continuously present during the stay in the port area.
6. On every vessel carrying ammonium nitrate, every precaution shall be taken to effectively fight fire with water.
7. Any start of a fire must be put out with water.
8. When handling ammonium nitrate it is prohibited to:
 - a. smoke;
 - b. work with open flames, or use open flames for lighting or heating;
 - c. carry out welding and cutting work.
9. It is prohibited to use docker hooks when handling sacks.
10. Bunkering is only permitted after all holds holding ammonium nitrate have been made sea tight.
11. Bunkering is not permitted during loading and/or unloading operations.

Section 6. Special conditions for radioactive substances

Article 7.3.25. Notification

1. At latest 48 hours before entry, transit or transport of radioactive substances in the port area, the forwarding agent or the shipping agent shall report this to Port Operations electronically.
2. The proof of the permit provided by the FANC shall be attached with the notification.

Article 7.3.26. Handling radioactive substances

Radioactive substances may only be directly loaded or unloaded, without being placed on the quay, in trains or trucks.

Section 7. Special conditions for the handling of explosives

Article 7.3.27. Notification

1. Explosives may only be handled in the port area if they were reported to Port Operations at latest 24 hours before the time of handling, whereby a copy of the permit issued by the competent agency was attached.
2. For vessels that have explosives on board and are only passing through or occupying a berth in the port area and are keeping the explosives on board, the same obligation applies as set out in paragraph 1 of this article.

Article 7.3.28. Maximum permitted quantities of explosives

1. A vessel may never have more explosives on board than the maximum quantities permitted by law during the total time of its stay.
2. If a shipment of explosives consists of various categories, the maximum permitted quantity shall be that of the category for which, taken individually, the maximum permitted quantity is the lowest.

Article 7.3.29. Direct handling

1. Explosives may only be directly loaded or unloaded without being placed on the quay, in trains or trucks.
2. Exceptions to the direct handling requirement are possible for explosives with UN numbers 0431, 0432, 0503 and 3268 and can only be handled directly after authorisation by Port Operations.

PART 8. Drones – unmanned aircraft, vessels and vehicles

Article 8.1. Geographical UAS zone EBR55 Ghent Harbour

Port Operations is the manager of the geographical UAS zone of the restricted area EBR55 Ghent Harbour as defined in the Ministerial Decree establishing fixed geographical UAS zones and access conditions for fixed geographical UAS zones.

Article 8.2. Unmanned flights in the geographical UAS zone EBR55 Ghent Harbour

1. Access for unmanned flights to the geographical UAS zone as referred to in Article 8.1. is subject to a prior flight permit issued by Port Operations.
2. The conditions attached to the unmanned flights are laid down in the flight permit. These shall be strictly complied with by the person to whom the flight permit is issued.

PART 9. Enforcement

Article 9.1. Obligation to comply with rules

1. Everyone who is in the port area is obliged to comply with and strictly follow rules, regulations, restrictions or orders. The violation thereof or failure to comply therewith shall constitute a violation that is subject to penalties.
2. If a person, acting on instructions, is made subject to an obligation or a prohibition pursuant to one or more rules of this Regulation, his principals are also liable for compliance with the obligation or the prohibition.
3. The holder of a written authorisation, permit or licence is obliged to present this to Port Operations upon request.
4. The authorisation relating to a vessel shall be kept on board the vessel. This obligation shall not apply to push-barges.

Article 9.2. Penalties

1. Penalties for violations of the Regulation.

A police report may be made when determining there has been a violation of this Regulation. A violation of the provisions of this Regulation shall be penalised.

The following penalties are possible per type of violation, without prejudice to criminal prosecution:

Category	Type of violation
1	Breach of a purely administrative obligation
2	Ignoring an express order of the harbour master or harbour inspector
3	Intentional conduct or careless or negligent conduct that is contrary to the Regulation.
4	Conduct as referred to under 1 to 3 that compromises or can compromise safety, the environment or the operations of the port.

Category 1:

The following provisions of this Regulation encompass **an administrative obligation**:

PART 2 - Access to the port

Art. 2.1.1. - Art. 2.1.3., para. 1 - Art. 2.1.3., para. 4 - Art. 2.1.3., para. 5

PART 3 – Order and safety

Section 1: Order in the port

Art. 3.1.1. - Art. 3.1.2., para. 2 - Art. 3.1.6., para. 4 - Art. 3.1.9., para. 2 - Art. 3.1.10., para. 1 - Art. 3.1.11. - Art. 3.1.12. - Art. 3.1.13., para. 3

Section 2: General safety

Art. 3.2.2.

PART 4 – Shipping

Section 1: Mandatory information and notifications

Art. 4.1.1. - Art. 4.1.2. - Art. 4.1.3. - Art. 4.1.4., para. 1 - Art. 4.1.4., para. 2 - Art. 4.1.5. - Art. 4.1.6., para. 1 - Art. 4.1.6., para. 2 - Art. 4.1.7

Section 2: Navigating in the port

Art. 4.2.1., para. 1 - Art. 4.2.3., para. 5 - Art. 4.2.3., para. 6 - Art. 4.2.6., para. 1 - Art. 4.2.7, para. 4 - Art. 4.2.7., para. 5 - Art. 4.2.9., para. 1

Section 3: Berths and mooring

Art. 4.3.2., para. 7 - Art. 4.3.3., para. 4 - Art. 4.3.8., para. 4 - Art. 4.3.10. - Art. 4.3.11., para. 3 - Art. 4.3.14. - Art. 4.3.15.

Section 4: Bunkering

Art. 4.4.3. - Art. 4.4.4., para. 1 - Art. 4.4.4., para. 4 - Art. 4.4.4., para. 5

Section 6: Maintenance and repair work

Art. 4.6.2, para. 1; Art. 4.6.2, para. 2; Art. 4.6.3, para. 1; Art. 4.6.3, para. 2; Art. 4.6.4, para. 1; Art. 4.6.4, para. 3; Art. 4.6.5, para. 1; Art. 4.6.5, para. 5; Art. 4.6.6, para. 1; Art. 4.6.6, para. 3

PART 5 – Port-related services Section 1:

Bunkering

Art. 5.1.1. - 5.1.2., para. 2

Section 2: Tows

Art. 5.2.1; Art. 5.2.2, paragraph 2

Section 3: Boatman services

Art. 5.3.1. - Art. 5.3.2., para. 2

Section 4: Reception of ship-generated waste of seagoing ships: Marpol Annex V

Art. 5.4.1; Art. 5.4.2, paragraph 2

Section 5: Reception of ship-generated waste of seagoing ships: Marpol Annex I, Annex II, Annex IV and Annex VI

Art. 5.5.1. - Art. 5.5.2., para. 2

Section 6: Propeller cleaning

Art. 5.6.1.

Section 7: Hull cleaning

Art. 5.7.1.

PART 6 – Environmental matters

Section 2: Vessels

Art. 6.2.5., para. 1

PART 7 – Storage and handling of goods Section 1:

Storage and handling of goods

Art. 7.1.1. - Art. 7.1.2.

Section 2: Fumigation



Art. 7.2.1, para. 1; Art. 7.2.1, para. 3, Art. 7.2.1., para. 4

Section 3: Storage and handling of dangerous and/or harmful goods

Art. 7.3.3., para. 1 - Art. 7.3.4., para. 2 - Art. 7.3.4., para. 3 - Art. 7.3.4., para. 4 - Art. 7.3.4., para. 6 - Art. 7.3.5., para. 3 - Art. 7.3.5., para. 4 - Art. 7.3.6., para. 1 - Art. 7.3.8., para. 3 - Art. 7.3.10. - Art. 7.3.11., para. 3 - Art. 7.3.12., para. 8 - Art. 7.3.13., para. 12 - Art. 7.3.16., para. 1 - Art. 7.3.16., para. 2 - Art. 7.3.17., para. 1 - Art. 7.3.17., para. 2 - Art. 7.3.21., para. 3 - Art. 7.3.22. - Art. 7.3.25. - Art. 7.3.27. - Art. 7.3.29., para. 2

PART 8 – Drones – unmanned aircraft, vessels and vehicles:

Art. 8.2., para. 1

PART 9 – Enforcement

Art. 9.1., para. 3 - Art. 9.1., para. 4

Category 2:

The following provisions of this Regulation concern **the express ignoring of an order:**

PART 2 - Access to the port

Art. 2.1.3., para. 3

PART 3 – Order and safety

Section 1: Order in the port

Art. 3.1.2., para. 1 - Art. 3.1.3. - Art. 3.1.5. - Art. 3.1.6., para. 1 - Art. 3.1.6., para. 2 - Art. 3.1.6., para. 3 - Art. 3.1.7., para. 2

- Art. 3.1.8. - Art. 3.1.9., para. 1 - Art. 3.1.13., para. 2 - Art. 3.1.13., para. 4

PART 4 - Shipping Section 2:

Navigating in the port

Art. 4.2.1., para. 2 - Art. 4.2.6., para. 4 – Art. 4.2.8. - Art. 4.2.9., para. 2 - Art. 4.2.9., para. 4

Section 3: Berths and mooring

Art. 4.3.1., para. 1 - Art. 4.3.1., para. 4 - Art. 4.3.2., para. 1 - Art. 4.3.2., para. 2 - Art. 4.3.2., para. 3 - Art. 4.3.2., para. 4 - Art. 4.3.2., para. 5 - Art. 4.3.2., para. 6 - Art. 4.3.2., para. 8 - Art. 4.3.3., para. 1 - Art. 4.3.3., para. 2 - Art. 4.3.3., para. 3 - Art. 4.3.4.

- Art. 4.3.5. - Art. 4.3.6., para. 1 - Art. 4.3.8., para. 1 - Art. 4.3.9., para. 3 - Art. 4.3.9., para. 4 - Art. 4.3.9., para. 5 - Art. 4.3.13., para. 1

Section 4: Bunkering

Art. 4.4.1. - Art. 4.4.4., para. 2 - Art. 4.4.4., para. 3

Section 5: Waste from ships

Art. 4.5.1.

Section 6: Maintenance and repair work

Art. 4.6.2., para. 3 - Art. 4.6.4., para. 2 - Art. 4.6.5., para. 2 - Art. 4.6.5., para. 3 - Art. 4.6.5., para. 4 - Art. 4.6.6., para. 2

PART 5 – Port-related services Section 1:

Bunkering

Art. 5.1.2., para. 1 - Art. 5.1.3.

Section 2: Tows

Art. 5.2.2, para. 1; Art. 5.2.3.

Section 3: Boatman services

Art. 5.3.2., para. 1 - Art. 5.3.3.

Section 4: Reception of ship-generated waste of seagoing ships: Marpol Annex V

Art. 5.4.2., para. 1 - Art. 5.4.3.

Section 5: Reception of ship-generated waste of seagoing ships: Marpol Annex I, Annex II, Annex IV and Annex VI

Art. 5.5.2., para. 1 - Art. 5.5.3.

Section 6: Propeller cleaning

Art. 5.6.2. - Art. 5.6.3.

Section 7: Hull cleaning

Art. 5.7.2. - Art. 5.7.3.

PART 6- Environmental matters

Section 1: General

Art. 6.1.1. - Art. 6.1.3., para. 2

PART 7 – Storage and handling of goods

Section 2: Fumigation

Art. 7.2.1., para. 2 - Art. 7.2.2.

Section 3: Storage and handling of dangerous and/or harmful goods

Art. 7.3.3., para. 2 - Art. 7.3.3., para. 3 - Art. 7.3.5., para. 1 - Art. 7.3.5., para. 2 - Art. 7.3.7. - Art. 7.3.8., para. 1 - Art. 7.3.8., para. 2 - Art. 7.3.9. - Art. 7.3.11., para. 1 - Art. 7.3.12., para. 1 - Art. 7.3.12., para. 2 - Art. 7.3.12., para. 3 - Art. 7.3.12., para. 4 - Art. 7.3.12., para. 5 - Art. 7.3.12., para. 6 - Art. 7.3.12., para. 7 - Art. 7.3.13., para. 11 - Art. 7.3.15., para. 1 - Art. 7.3.16., para. 3 - Art. 7.3.17., para. 3 - Art. 7.3.18. - Art. 7.3.19. - Art. 7.3.23. - Art. 7.3.26. - Art. 7.3.29., para. 1

PART 8 – Drones – unmanned aircraft, vessels and vehicles

Art. 8.2., para. 2

Category 3:

‘Intentional conduct or careless or negligent conduct that is contrary to the Regulation’ includes: *all articles that are not stated in Category 1 and Category 2.*

Category 4:

The following conduct can:

- compromise safety: *taking actions whereby safety regulations and authorisation and licensing conditions are not or are insufficiently complied with and in consequence of which emergencies or incidents can occur that constitute a safety risk for humans and the surrounding area or can entail a security risk;*
- compromise the environment: *taking actions whereby substances, micro-organisms, noise and other vibrations or radiations are introduced or spread in or on the water, seabed or atmosphere and in consequence of which emergencies or incidents can occur that constitute a health risk for humans and the environment;*

- compromise the operations of the port: *taking actions whereby the requirements, conditions or instructions are not complied with or are insufficiently complied with and in consequence of which damage can be caused to vessels or vehicles, port facilities, port infrastructure or port users, or the access to and the use of the port can be impeded.*

2. Immediate collection

When a category 1 (violation of a purely administrative obligation) or a category 2 (ignoring an express order of the harbour master or harbour inspector) violation has been determined, a proposal for payment can be presented to the person in violation. The amounts are determined as follows and can be found under [Annex 'Penalty Catalogue' of this Regulation](#).

3. Amicable settlement

The harbour master can determine the amount of the financial penalty for:

- a category 3 violation (intentional or careless or negligent conduct that is contrary to the Regulation);
- a category 4 violation (conduct that comprises or can compromise safety, the environment or the operations of the port); or
- a violation or concurrence of violations for which immediate collection cannot be proposed.

This financial penalty shall be no more than the aforementioned maximum amount of 25,000 euros for category 3 and 50,000 euros for category 4, increased by surcharges.



PART 10. Transitional arrangement and final provisions

Article 10.1. Transitional arrangement

1. Authorisations and licences that were granted by or pursuant to the previous regulation and that are in effect at the time this Regulation enters into force shall be deemed authorisations and licences by or pursuant to this Regulation.
2. If an application for an authorisation of licence based on the regulation referred to in Article 10.1.1 was submitted prior to the time this Regulation entered into force and a decision has not yet been made on such an application, this Regulation shall apply to such an application.

Article 10.2. Repeal of previous Regulation

'The Port Police Regulation North Sea Port Ghent - Decision of the Flemish government encompassing approval of the port police regulation: 27/10/2023 - Effective as of: 01/01/2024' is repealed and replaced by this Regulation.

Article 10.3. Approval

This Regulation was approved by the Flemish Government on 12/12/2025.

Article 10.4. Entry into force

This Regulation enters into force as of the day of publication in the Belgian Official Gazette.



ANNEX – PENALTY CATALOGUE

CATEGORY 1

I. Basic penalty amounts

1. Notification – reporting

Violation		Sum to be collected
1.a	Notification – reporting did not occur	€ 75
1.b	Notification – reporting occurred but cannot be presented	€ 50
1.c	Notification – reporting was late	€ 50
1.d	Notification – reporting is incomplete, contains incorrect statements, was not submitted via prescribed procedures or systems	€ 50

2. Permit – recognition – authorisation

Violation		Sum to be collected
2.a	No application was made for a permit – recognition - authorisation	€ 200
2.b	An application was made for a permit – recognition - authorisation, but cannot be presented	€ 50
2.c	Permit – recognition - authorisation is no longer valid	€ 150
2.d	Permit – recognition - authorisation: statements are not legible or are insufficiently legible	€ 50

3. Documentation

Violation		Sum to be collected
3.a	Document was not drawn up	€ 75
3.b	Document was drawn up but cannot be presented	€ 50
3.c	Document is incomplete, contains erroneous statements or does not correspond with the actual situation	€ 50

4) Other breaches of administrative obligations

Violation		Sum to be collected
4.a	Other breaches of administrative obligations	€ 50

II. Circumstances that can give rise to a percentage increase in the basic penalty amount

The basic penalty amount referred to under I shall always be [increased for maritime shipping by 65%](#).

Depending on (a) the [nature of the cargo](#), on board of an inland vessel or seagoing vessel, or on site, and (b) [the tonnage of dangerous cargo](#), insofar as relevant for the violation, a cumulative increase shall be applied with the following percentages (this is on top of the 65% supplement for maritime shipping):

(a) cargo	
<ul style="list-style-type: none"> • other IMDG goods • second-hand vehicles 	+20%
<ul style="list-style-type: none"> • dry dangerous goods in bulk 	+30%
<ul style="list-style-type: none"> • liquid dangerous goods in bulk 	+40%
<ul style="list-style-type: none"> • LPG/LNG • passengers 	+50%
<ul style="list-style-type: none"> • explosives • toxic gasses • radioactive substances • ammonium nitrate 	+60%

(b) tonnage	
➤ 25 tons ≤ 100 tons	+80%
➤ 250 tons ≤ 1,000 tons	+250%
➤ 1,000 tons ≤ 10,000 tons	+300%
➤ 10,000 tons	+335%

CATEGORY 2 - Ignoring an order

I. Basic penalty amounts

Violation	Sum to be collected
1.a Ignoring an order with impact on shipping	€ 200
1.b Ignoring an order when handling goods	€ 100
1.c Ignoring an order when carrying out work	€ 125
1.d Ignoring an order when using port facilities	€ 250
1.e Ignoring an order other than stated under 1.a to 1.d	€ 175

II. Circumstances that can give rise to a percentage increase in the basic penalty amount

The basic penalty amount referred to under I shall always be [increased for maritime shipping by 65%](#).

Depending on (a) the [nature of the cargo](#), on board of an inland vessel or seagoing vessel, or on site, and (b) [the tonnage of dangerous cargo](#), insofar as relevant for the violation, a cumulative increase shall be applied with the following percentages (this is on top of the 65% supplement for maritime shipping):

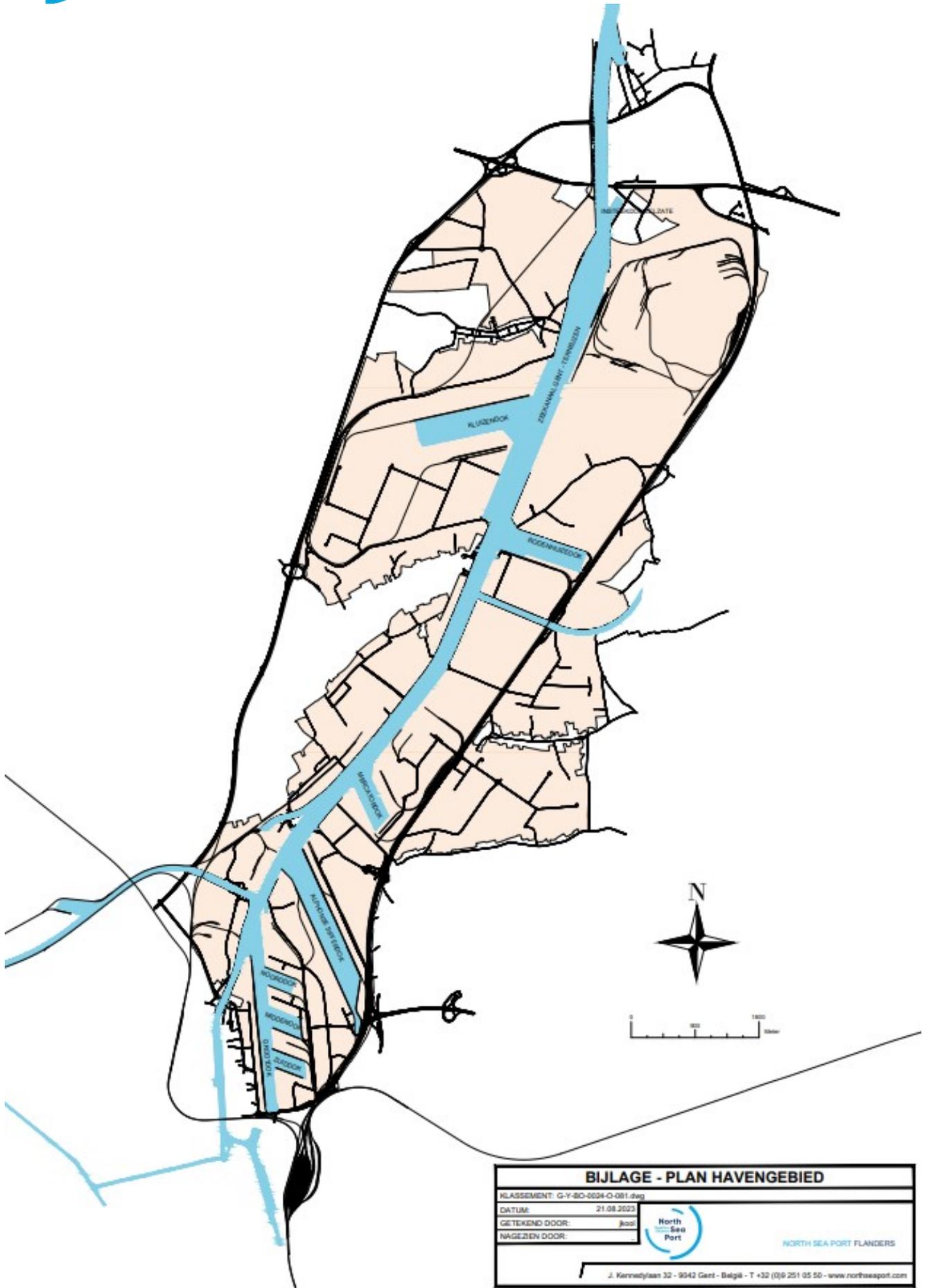
(a) cargo	
<ul style="list-style-type: none"> • other IMDG goods • second-hand vehicles 	+20%

<ul style="list-style-type: none"> • dry dangerous goods in bulk 	+30%
<ul style="list-style-type: none"> • liquid dangerous goods in bulk 	+40%
<ul style="list-style-type: none"> • LPG/LNG • passengers 	+50%
<ul style="list-style-type: none"> • explosives • highly toxic gasses • radioactive substances • ammonium nitrate 	+60%

(b) tonnage	
➤ 25 tons ≤ 100 tons	+80%
➤ 100 tons ≤ 250 tons	+150%
➤ 250 tons ≤ 1,000 tons	+250%
➤ 1,000 tons ≤ 10,000 tons	+300%
➤ 10,000 tons	+335%



ANNEX - PORT AREA MAP



BIJLAGE - PLAN HAVENGEBIED	
KLASSIFICATIE:	G-Y-80-0024-O-081.dwg
DATUM:	21.08.2023
GETEKEND DOOR:	Jkool
NAGEZEN DOOR:	
 NORTH SEA PORT FLANDERS	
J. Kennedylaan 32 - 9042 Gent - België - T +32 (0)9 251 05 50 - www.northseaport.com	



ANNEX - BERTH CATEGORY MAP

