



## **PORT POLICE REGULATION NORTH SEA PORT Port area of Ghent**

Decision of the Flemish government approving the Port Police Regulation: 12/12/2025 Effective as of:

01/01/2026



## CONTACT DETAILS

### **North Sea Port Flanders**

Haven 3000 A  
John Kennedylaan 32  
B-9042 Ghent  
Belgium

### **Port Operations – 24/7**

+32 9 251 56 39  
[1hlt@northseaport.com](mailto:1hlt@northseaport.com)

### **Geozone manager**

Harbour Master  
[geozone@northseaport.com](mailto:geozone@northseaport.com)

### **Emergency Services – 24/7**

112



PART 1. General .....	5
Section 1. Introduction .....	5
Section 2. Abbreviations and definitions .....	5
Section 3. Scope .....	9
Section 4. Processing of personal data .....	10
Section 5. Port Operations.....	11
PART 2. Access to the port .....	12
PART 3. Order and safety .....	15
Section 1. Order in the port .....	15
Section 2. General safety.....	20
PART 4. Shipping .....	22
Section 1. Mandatory information and notifications .....	22
Section 2. Navigating in the port .....	25
Section 3. Berths and mooring.....	29
Section 4. Bunkering.....	36
Section 5. Waste from ships .....	38
Section 6. Maintenance and repair work .....	38
PART 5. Harbour-related services .....	43
Section 1. Bunkering.....	43
Section 2. Tows .....	44
Section 3. Boatman services.....	45
Section 4. Reception of ship-generated waste and cargo residues of seagoing vessels .....	45
Section 6. Propeller cleaning .....	47
Section 7. Hull cleaning .....	47
Section 8. Pilotage services.....	48
PART 6. Environmental Matters.....	49
Section 1. General .....	49
Section 2. Vessels .....	50
PART 7. Storage and handling of goods .....	52
Section 1. Storage and handling of goods .....	52
Section 2. Fumigation.....	52
Section 3. Storage and handling of dangerous and/or harmful goods .....	53
PART 8. Drones – unmanned aircraft, vessels and vehicles .....	69
PART 9. Enforcement .....	70
PART 10. Transitional arrangement and final provisions.....	75
ANNEX – PENALTY CATALOGUE .....	76
ANNEX - PORT AREA MAP .....	80
ANNEX - BERTH CATEGORY MAP .....	82

## 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 of this Regulation shall apply in addition to higher-ranking legislation 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

#### **Explanatory note**

*The abbreviations set out in this section are already included in other and higher-ranking regulations, but have nevertheless been included in this Regulation for the sake of reading convenience.*

#### 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
ISGINTT	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

RID

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

## Definitions

### **Explanatory note**

*This section defines a number of terms that are used in this Regulation. To the extent possible, the definitions correspond with the definition of the relevant terms in other regulations of the Flemish Region and the European Union. In certain cases definitions have been included that are already defined in other legislation. This is with an eye to reading convenience of this Regulation. If a term is not defined, the term is to be given its usual meaning.*

*North Sea Port has opted to lay down definitions as generally and broadly as possible. For example, the definition of vessel has been elaborated to such degree that it includes all vessels and all other floating bodies. This makes the Regulation easier to read, while at the same time establishing uniform and transparent rules and avoiding ambiguity regarding whether or not something falls under a particular rule. If rules apply to specific vessels, this will be indicated in the article in question.*

<b>Handling</b>	loading, unloading, stowing, removing, trimming, depositing, storing and all other actions inherent in loading and unloading activities
<b>Order</b>	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
<b>Boatman</b>	the person who moors or unmoors a seagoing vessel as part of his/her job
<b>Fire watch</b>	the person who supervises fire safety, takes action to fight fires and has followed the requisite training
<b>Bulk goods</b>	any cargo, be such liquid, gaseous or solid, that is loaded directly into the cargo holds of a vessel without any packaging or casing
<b>Bunkering checklist</b>	the most recent version of the ISGOTT Bunkering Safety Checklist
<b>Bunkering</b>	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
<b>Bunker vessel</b>	vessel used for bunkering
<b>Coordination point</b>	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



<b>Port information system</b>	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
<b>Port card</b>	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
<b>Mooring stern-to</b>	mooring a vessel with the stern perpendicular to the quay
<b>Registrant</b>	the party registering a voyage in the port information system
<b>Short-term storage</b>	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
<b>Berth category</b>	specific classification of berths for vessels in the port area, using the letters A, B, C or D
<b>Mooring lines</b>	the ropes, steel cables and chains used to keep the vessel at its berth
<b>North Sea Port</b>	North Sea Port Flanders n.v., a public limited company, registered in the K.B.O. under number 0218.843.678, which manages and operates the port area of Ghent
<b>Degassing</b>	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
<b>Reception facility</b>	a fixed or mobile facility for the reception of gasses and vapours when degassing empty or unloaded cargo tanks and loading and discharge pipes
<b>Open flame</b>	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
<b>Laying up a vessel</b>	a vessel is laid up when it is not under repair and is not actively in use
<b>Direct transfer</b>	transfer of goods between two means of transport which may or may not be different
<b>Ship-generated waste</b>	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
<b>Vessel</b>	(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

<b>Harmful goods</b>	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
<b>Spud pole</b>	vertical mooring poles that a vessel is itself equipped with and which it can use to anchor the vessel to the seabed
<b>Tanker berth</b>	a C or D category berth specifically designated for tankers
<b>Safety zone</b>	a zone in which no activity whatsoever may take place
<b>Ventilating</b>	the direct release of vapours from the cargo tank into the atmosphere
<b>Flash point</b>	the lowest temperature of a liquid, where the vapour forms an ignitable mixture with air
<b>Front quay</b>	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
<b>Water recreation</b>	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.

#### **Explanatory note**

*Anyone arriving in, passing through or staying in the port is a port user and shall comply with the (specific) rules that apply within the port area and are applicable to him. Port areas can be divided into sub-groups, such as the master of a vessel, operator of a vessel, ... Where necessary the Regulation shall clarify to whom specific provisions apply, in view of the legality principle.*

*Every port user is expected to act like a **reasonable and prudent person** in the port.*

*'A reasonable and prudent person in the port' means in this respect a person who:*

- *does not compromise the safety of any other port user, shipping traffic, the port or himself;*
- *immediately reports matters to Port Operations that constitute or could constitute a breach of the peace, safety and security in the port area;*
- *does not cause damage, pollution or littering in the private or public domain. Naturally this also includes the infrastructure;*
- *takes mitigating measures in the event of pollution, littering or damage in the port;*
- *when accessing the quays, jetties, berths, companies, terminals and port facilities, complies with the safety rules established by the company, the terminal or the port facility.*

*The violations laid down in this Regulation naturally are without prejudice to the claims that North Sea Port can bring in case of damage that is caused by persons in the port area.*

***Matters that are or can be a breach of the peace, safety and security of the port area shall immediately be reported to Port Operations by telephone or the dedicated VHF channel.***

***For matters that require immediate assistance of the emergency services, please call:***

- 101: for urgent police assistance***
- 112: for fire services and ambulance***

***Suspicious situations can be reported completely anonymously via [PortWatch](#).***

#### 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 is processed 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.

#### **Explanatory note**

*An application for a port card or temporary authorisation can be submitted at any time.*

#### **Port card**

*Anyone who wishes to receive a port card shall submit a form via the North Sea Port website "[Port Card application form](#)".*

*The port card has a period of validity of 2 years, but can also be granted for a shorter period of time.*

*The price of a port card is set out in the [Tariff Regulations](#) of North Sea Port.*

*The port card and valid ID shall be presented upon Port Operations' request.*

*Expired port cards and port cards of persons who are no longer an employee must be returned to the Port Operations administrative office.*

*For the purpose of the provisions in paragraph 2 of this article, i.e. 'A person who must be present in the zones referred to in paragraph 1 of this article as part of their work', specific services or persons are exempt from the requirement of having a port card. These services or persons must always have access to the port area. For the purpose of this article, specific persons or services means emergency services such as police, fire department and medical services and Port Operations staff.*

#### **Temporary authorisation**

*Anyone who wishes to be granted temporary authorisation shall submit a form via the North Sea Port website "[Port Card application form](#)".*

*Temporary authorisation can be granted for a maximum of 1 year.*

*The temporary authorisation and valid ID shall be presented upon Port Operations' request.*

### 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.

**Explanatory note**

**Controlled access to the port area**

*Operators shall be familiar with and acknowledge the specific environment of a port area. Arranging access to the port area in a controlled and structured manner contributes to the safety and integrity of anyone who is located in the port area. This responsibility is not only found in the area of erecting physical barriers, but also that only authorised persons have access to crucial locations in the port area. It is important in this respect that the access from land to water and vice versa takes place in a controlled and monitored manner.*

**Authorised persons**

*For the purpose of this article 'authorised persons' includes those persons who due to the nature of their work must have access to the specific infrastructure. This can be: qualified personnel of the operator, persons carrying out port-related activities, persons providing port services in the performance of their job, persons whose job is connected with ensuring safety, in the framework of law enforcement services or emergency services (among others, police department, fire department, medical services,...) or personnel of the Port Authority (among others, asset managers, supervisors, harbour lieutenants, harbour master,...).*

**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.

**Explanatory note**

**Port number**

*An application for a port number can be submitted at any time.*

*Anyone who wishes to receive a port number shall submit a form via the North Sea Port website "[Port number application](#)".*

*The application for and awarding of a port number is free of charge.*

### **Accessibility**

*The quays, jetties and berths must always be directly and safely accessible to authorised persons and their vehicles. Smooth passage of the emergency services must be ensured in order to guarantee safety.*

*An application, with the reasons for the application, for a deviation from this requirement can be submitted to Port Operations: 1hlt@northseaport.com. The applicant shall provide the information that is relevant to assess the application for deviation, such as why the deviation is necessary, when the deviation is scheduled, what material will restrict accessibility, dimensions (length over the quay), how long it will last, the alternative route for the (emergency) services, if any vessels are expected to call during the period of the deviation, ...*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

### **Access modalities & contact details in connection with emergencies of the operator**

*For the purpose of this article, 'access modalities and obligations' means, among other things, any access codes, protocols, specific notifications, ...*

*Every change or modification of access modalities and obligations and/or contact details in connection with emergencies shall be notified to Port Operations immediately: 1hlt@northseaport.com.*

### **Authorised persons**

*For the purpose of this article 'authorised persons' includes those persons who due to the nature of their work must have access to the specific infrastructure. This can be to carry out port-related activities, provide port services (e.g. boatmen,...) with an eye to guaranteeing safety, in the framework of law enforcement services or emergency services and/or assistance (i.e. police assistance, fire department, medical assistance,...) or personnel of North Sea Port (including asset managers, supervisors, harbour lieutenants, harbour master, ...).*

## **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.

### **Explanatory note**

*'Infrastructure' means, among others, access roads, tracks, quays, parts of quays, berths, jetties, mooring poles, walkways, ...*

*This article entails that every operator shall ensure that waste, packaging, snow, ice, equipment, other materials and/or obstacles are removed preventively or immediately as the presence thereof cannot guarantee the normal use of the infrastructure or can compromise safety.*

*Such clean-up/removal shall take place at the expense and the risk of the relevant operator.*

*This article also entails that every operator shall ensure that the infrastructure is used in such a way that normal functionality is not compromised.*

*It is pointed out in this framework that it is, in particular, prohibited to burden infrastructure like bollards, quick release hooks, quay constructions, jetties and mooring poles with a load that is higher than that prescribed for that location by North Sea Port or that corresponds with the normal use thereof.*

## 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.

#### **Explanatory note**

##### **Fishing zones**

Fishing in the port area is only permitted in the [authorised fishing zones](#). See the [full info](#) on the Agency for Nature and Forests website.

In the fishing zones in the port area it is only permitted to fish from the banks. Fishing from quays, jetties or the water is not permitted.

##### **Fishing permit**

A permit is required to fish in public waters in Flanders: [fishing permit](#). The Agency for Nature and Forests is authorised to issue fishing permits.

Port Operations can always request presentation of the fishing permit.

#### 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.

#### **Explanatory note**

An application, with reasons, for deviation from the prohibition on letting animals roam freely in the port area can be submitted to Port Operations: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide information that is relevant to assess the application for deviation, such as why the deviation is necessary, when and where the deviation has been planned, how long the deviation will last, ...

The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.

#### Article 3.1.3. Itinerant trade

Itinerant trade is not permitted in the port area.

#### **Explanatory note**

'Itinerant trade' means door-to-door sales, sale on the public road, at public markets or at other places such as on the quay or on board of vessels.

#### 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.

**Explanatory note**

*This article is geared to business activities carried out by operators in the port area. This provision does not apply to vessels and in particular the aspects relating to ballast water and segregated ballast water.*

*As regards water collection, the Flemish government is the competent authority for the Ghent-Terneuzen Canal and the North Sea Port is the competent authority in the docks.*

**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.

**Explanatory note**

*Inland vessels can bunker potable water at a fixed tap point by quay 1065.*

*The cost of potable water supplied through a tap point is set out in the [Tariff Regulations](#) of North Sea Port.*

**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.

**Explanatory note**

***Onshore power facilities***

*Inland vessels can make use of onshore power facilities in a number of places.*

*At these locations it is not permitted for an inland vessel to make use of its own power generator on board to generate its own electricity requirements.*

*The onshore power facilities are provided by North Sea Port and Connect4Shore. All practical [information](#) and an [overview of the onshore electrical cabinets](#) can be found on the Connect4Shore website.*

***Deviation from prohibition of generators at onshore berths***

*If it can be demonstrated that an inland vessel does not generate any local emissions due to use of battery packs or 100% CO<sub>2</sub> neutral fuels, said vessel may apply to Port Operations for a deviation: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. In such case the inland vessel therefore does not have to connect to the onshore facilities.*

#### 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.

##### **Explanatory note**

*For works whereby the public road is occupied, the implementing party is responsible for setting up the necessary signage in accordance with the conditions laid down in the signage permit.*

*If the implementing party fails in the performance of the signage obligations, Port Operations can set up the signage. North Sea Port shall invoice the associated costs to the operator of the works.*

*The conditions referred to in paragraph 2 of this article can, in principle, always be found in the contract documents linked to the specific works. If the works do not form the subject of a public procurement contract, the person who wishes to carry out the works or the principal of the works shall obtain the specific conditions from 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.

##### **Explanation note**

###### **Material**

*For the purpose of this article, 'material' is to be understood to mean both loading and unloading materials and goods that have been or are to be loaded, if they are not immediately handled outside of the 5-metre zone.*

###### **Smooth passage**

*Smooth passage requires a free zone of 5 metres counted from the blue stone. Other conditions may apply with regard to dangerous goods. Specifically with regard to dangerous goods, reference is made to the provisions under part 7 of this Regulation.*

*In special circumstances, Port Operations can permit a deviation from the obligation to always guarantee smooth passage. An application shall be made to Port Operations for such a deviation at least 72 hours before the intended event: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide the information that is relevant to assess the application for deviation, such as why the deviation is necessary, when the deviation is scheduled, what material will restrict accessibility, dimensions (length over the quay), how long it will last, the alternative route for the (emergency) services, if any vessels are expected to call during the period of the deviation, ...*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**Competent persons and emergency services**

*For the purpose of this article, ‘competent persons and services’ include the persons and services that must be available at that location to carry out port-related activities, provide port services (e.g. boatmen, ...), with an eye to guaranteeing safety, in the framework of law enforcement services or emergency services and/or assistance (including police department, fire department, ambulances, ...) or personnel of North Sea Port (including asset managers, supervisors, harbour lieutenants, harbour master, ...).*

**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.

**Explanatory note**

An application can be submitted to deviate from the prohibition on pleasure craft and water recreation in the docks via the North Sea Port website by submitting an [“Application for recreational sailing” form](#).

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**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.

**Explanatory note**

**Authorisation**

*An application can be submitted to launch a lifeboat and navigate in a lifeboat in the port area via the port information system.*

*This article also applies to lifeboats that are launched from the quay. If the applicant does not have access to the port information system, the application for authorisation can be submitted via [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide information that is relevant to assess the application, such as why a launch is being requested, when and where the event will occur, how many persons are on board, how long it will take, ...*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**Notification obligation of start and end of boat drill**

*The start and the end of the launch and navigating with the lifeboats shall be reported to Port Operations by telephone or the applicable VHF channel.*

**Listening watch duty**

*When launching and navigating life boats, a continuous listening watch shall be maintained of the*

### 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.

#### **Explanatory note**

*An application for organised boat tours in the port area shall be submitted to Port Operations at least 72 hours in advance: 1hlt@northseaport.com. The applicant shall provide information that is relevant to assess the application, such as what organised boat tour(s) are being requested, when and where the event will occur, how many persons are on board, how long it will take, ...*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

### 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.

#### **Explanatory note**

##### ***Navigating with floating implements, vessels used as a workplace or warehouse and houseboats***

*An application to navigate in the port area with floating implements, vessels used as a workplace and houseboats shall be submitted to Port Operations at least 72 hours in advance: 1hlt@northseaport.com.*

##### ***Presence of vessels used as a workplace or warehouse and houseboats***

*An application to have vessels used as a workplace and houseboats present in the port area shall be submitted to Port Operations at least 72 hours in advance: 1hlt@northseaport.com.*

*The applicant shall provide information that is relevant to assess the above-mentioned application, such as what vessels are concerned, when and where the event will occur, how many persons are on board, how long it will take, ...*

##### ***Presence of floating implements***

*An application to have floating implements present in the port area shall be submitted to Port Operations at least 72 hours in advance via the port information system.*

*The application shall in all cases be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

### 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.

#### **Explanatory note**

##### **Reporting of incidents**

*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 by telephone or the dedicated VHF channel. Information shall be provided to assess the incident and the further necessary measures, such as at least the circumstances, a precise specification of the location of the vessel, gear or object, information on any victims and/or environmental damage, whether the emergency services have already been notified, any impact for shipping and the contact person.*

##### **Dragging for or raising submerged objects**

*An application shall be submitted to Port Operations for dragging or raising any submerged objects beforehand: telephone or [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide information that is relevant for assessing the application, such as what object(s) are concerned, when the event is to take place, contact details of the person(s) carrying out the work and the person(s) legally responsible, where the event will occur, how long it will take, impact on shipping, ...*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

## 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.

#### **Explanatory note**

*Operational disruptions, defects or damage to or on board of a vessel that can cause danger, damage or obstruction for the vessel or the surrounding area, shall be reported to Port Operations immediately by telephone or the dedicated VHF channel. Information shall be provided to assess the incident and the further necessary measures, such as at least the circumstances, a precise specification of the location of the incident, information on any victims and/or environmental damage, whether the emergency services have already been notified, any impact for shipping and the contact person.*

### 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.

**Explanatory note**

*The innovative systems include automated systems on vessels or on shore, such as to steer unmanned vessels.*

*An application for experiments or pilot projects with vessels in the port area shall be submitted to Port Operations at least 1 month in advance: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide information that is relevant for assessing the application, such as what experiment or pilot project is concerned, information on the relevant vessels, when and where the event is to take place, contact details of the person(s) carrying out the work and the person(s) legally responsible, how many persons are on board of the vessels in question, how long it will take, impact on shipping,*

*...*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

*Deviations may be permitted from regulations in relation to (i) the crew and steering of the vessel, (ii) the technical features or equipment of the vessel, (iii) the regulation of shipping traffic, (iv) the rules relating to the activities on board and on shore and the accompanying documents.*

*The validity period is 1 year and can be renewed if such is necessary, whereby the total validity period of a deviation is a maximum of five years.*

## PART 4. Shipping

### Section 1. Mandatory information and notifications

#### **Explanatory note**

*The notifications set out under this section are notifications that apply to all professional shipping within the port area and are without prejudice to any higher regulations that apply.*

*Specific notifications and if they apply in special cases shall be included in the specific articles.*

*On the one part, this concerns the reporting of mandatory administrative information linked to the vessel. On the other, this is the information that is always reported to Port Operations or other waterway users in connection with nautical safety.*

#### 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.

#### **Explanatory note**

##### **Mandatory information and notifications - general**

*'Professional shipping' means all seagoing vessels, all inland vessels and vessels with the exception of recreational craft and law enforcement vessels. They shall enter all requested information in the port information system. All requested information means at least that information that is mandated by higher-ranking regulations.*

*'Timely' means that the notification must have been made at least 24 hours before the actual voyage. Additional administrative references specifically apply to the seagoing voyages.*

*Port Operations shall be immediately notified of any change to the information referred to in paragraph 2 via the port information system or the electronic notification system and/or by telephone.*

##### **Maritime shipping**

*All vessels arriving in or departing from the port area must notify their arrival or departure in the ENIGMA+ port information system. Electronic notifications can be made via the website [www.enigmaplus.eu](http://www.enigmaplus.eu).*

*Further information on electronic notification can be found on the North Sea Port website.*

### **Inland shipping**

Skippers shall give notification of their voyage at the start of a new voyage. Various software options are available for electronic notification. Registration is possible via, among others:

- [RiverGuide](#)
- [BICS \(Inland Shipping Information and Communication System\)](#)
- [ContainerPlanner \(Autena Software\)](#)
- [Navigis \(Tresco\)](#)
- [Periskal Inland ECDIS Viewer](#)
- [UAB-Online](#)
- [Vermasys \(Blue Century\)](#)

Further [info](#) and [frequently asked questions](#) regarding electronic notification can be found on the North Sea Port website.

#### 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.

#### **Explanatory note**

*The Regulation makes an express distinction here between inland voyages and maritime voyages, to which other conditions apply. The assessment of a registration by Port Operations relates to maritime voyages.*

*The conditions reflect the new working method since April 2022 for the registration of sea voyages. This encompasses an administrative and operational phase, each defined by a time period in relation to the term 'coordination point'.*

*In the event the requisite administrative information is not provided, Port Operations can impose an implementation modality on the registrant, up and including a prohibition on access to the port area.*

*Deviations in positioning and in the foreseen time window for the clear specification of a berth are only possible based on a prior work arrangement between the applicant for the berth and Port Operations.*

*Operational changes less than 6 hours before arrival at the coordination point shall be notified to Port Operations immediately via the port information system and/or by telephone.*

#### 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.

##### **Explanatory note**

*A clearly specified berth is an exact mooring instruction for a vessel and shall state, for example, from bollard to bollard, which part of the vessel is to be positioned by which bollard, vis-a-vis which fixed installation a vessel is to be moored, etc.*

*Deviations in positioning and in the foreseen time window for the clear specification of a berth are only possible based on a prior work arrangement between the applicant for the berth and Port Operations.*

#### 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.

##### **Explanatory note**

*The master of a vessel that is navigating 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.*

#### 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.

##### **Explanatory note**

###### **Maritime traffic**

*The master of a moored seagoing vessel must report to Port Operations on the dedicated VHF channel immediately after his arrival.*

*He shall at least state the name of the seagoing vessel, the draught and the berth that is occupied (by stating the mooring side of the vessel and a position regarding which there can be no doubt, if this*

### **Inland shipping**

*Skippers can report to Port Operations for berth registration via the dedicated VHF channel.*

#### 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.

#### **Explanatory note**

*The master of a moored seagoing vessel must report to Port Operations on the dedicated VHF channel before casting off. He shall at least provide the name of the seagoing vessel, the draught and the destination of the vessel.*

*After casting off, the master shall make a (second) notification to announce participation of the seagoing vessel in shipping traffic, 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.

#### **Explanatory note**

*For the purpose of this article, 'applicant' means the party that submits an application for the demolition of a vessel in the port information system.*

*A vessel intended for demolition shall notify Port Operations at least 24 hours before arrival via the port information system.*

#### 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 navigating 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 maintain 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.

#### **Explanatory note**

*Any inability to fulfil the AIS obligation set out in this article shall be immediately reported to Port Operations by telephone or the dedicated VHF channel.*

#### 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.

**Explanatory note**

*'The necessary measures' includes, among others: the use of one or more tugs, the use of radar and/or cameras or the removal of the objects that obstruct the view.*

**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.

**Explanatory note**

*If a construction or deck cargo on board of a vessel protrudes overboard, the master shall report this to Port Operations at latest 24 hours before arrival and in a timely manner in case of departure or movements in the port via the port information system.*

*The notification shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**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 operational 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.

**Explanatory note**

*The master can submit an application for a deviation from the prohibition of using propellers, bow thrusters or stern thrusters as provided in paragraph 1 of this article via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

*The deviation that may be granted by Port Operations is only valid if it has been laid down in writing. The requirement that the deviation is laid down in writing may be excepted in situations of an acute nature, an acute safety risk or force majeure.*

*Such authorisations do not entail that the party using propulsion and transverse thrust is no longer liable for damage caused by the aforementioned use to infrastructure, other vessels or own vessels.*

**Notification obligation of the start and end of propulsion testing**

*The start and end of propulsion testing shall be reported to Port Operations by telephone or the dedicated VHF channel.*

#### 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.

**Explanatory note**

*Only service providers who possess a licence issued by North Sea Port may provide towing services in the port area. The rules and conditions that apply to services providers who wish to provide towing services within the port area are set out in Part 5 of this Regulation and in the [Port Services Framework North Sea Port Flanders](#), which can be viewed on the North Sea Port website.*

#### 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.

**Explanatory note**

*Under paragraph 1 of this article, ‘with the notification’ is to be understood to mean that this must be entered in the port information system. This information cannot be provided to Port Operations verbally.*

## 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.

#### **Explanatory note**

##### ***Berths and mooring***

*The berth allocated to him shall be allocated via the port information system.*

*If the master is of the opinion that the allocated berth is not suitable or safe, he must immediately notify Port Operations by telephone or the dedicated VHF channel.*

##### ***Public quays***

*An application shall be made for the use of a public quay at least 2 working days in advance via the North Sea Port website by submitting a [“Use of public quay application form”](#).*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

*North Sea Port’s prior written consent is required before any use of the public quay/quay site.*

*The instructions and conditions imposed by Port Operations shall be respected during the entire term of use.*

*The charges connected with the use of a public quay are set out in the [Tariff Regulations](#) of North Sea Port. The charges are owed by the party that signed the application form or the party that acts as owner, consignor, consignee, or as agent or as representative of one of them with regard to the loaded or unloaded goods.*

### Article 4.3.2. Boatmen

1. A vessel can only make use within the port area and when navigating 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

Length of vessel	Number
< 80 m	0 (A)
between 80 and 120 m	2
between 120 and 180 m	4
> 180 m	4

Unmooring

Length of vessel	Number
< 80 m	0 (A)
between 80 and 120 m	1 (D, E)
between 120 and 180 m	2 (C)
> 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 to 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.

**Explanatory note**

**Port service boatman services**

Only service providers who possess a licence issued by North Sea Port may provide boatman services in the port area. The rules and conditions that apply to services providers who wish to provide boatman services within the port area are set out in Part 5 of this Regulation and in the [Port Services Framework North Sea Port Flanders](#), which can be viewed on the North Sea Port website.

**Deviation from obligation to use boatmen**

An application to deviate from the obligation to use boatmen can, in a limited number of cases as provided for in paragraph 6, be presented by the master or the operator of a seagoing vessel to Port Operations at latest 24 hours before arrival: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide the information that is relevant to assess the application for deviation. Further [info](#) can also be viewed on the North Sea Port website.

The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.

**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 grant a derogation from the provisions of this Article.

**Article 4.3.4. Mooring alongside each other**

1. A vessel may not moor alongside other vessels without the written 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 deviation from this condition.
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.

**Explanatory note**

**Authorisation**

*The master shall submit an application for authorisation to moor alongside another vessel in a timely manner via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**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.

**Explanatory note**

*To moor a vessel stern-to in port, the master, owner or operator shall request authorisation therefore from Port Operations: 1hlt@northseaport.com. The applicant shall provide the information that is relevant to assess the application.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**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.

**Explanatory note**

*When shifting a vessel on its own lines, the vessel shall shift along a straight quay using the vessel's lines. During shifting at least 1 bow line and 1 stern line shall be secured to a shore bollard, enabling the vessel to be shifted along the quay in a controlled manner. Extra attention is required for shifting with an offshore wind in relation to the side wind surface of the vessel, whereby the number of lines used in the shifting operation must be increased accordingly.*

**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.

**Explanatory note**

*For the purpose of this article, the term 'spud poles' is also to be understood to mean jack-up spud poles.*

*The master can apply for a deviation from the prohibition on the use of anchors or spud poles via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

*The deviation that may be granted by Port Operations is only valid if it has been laid down in writing. The requirement that the deviation is laid down in writing may be excepted in situations of an acute nature, an acute safety risk or force majeure.*

*Such authorisations do not entail that the party using anchors or spud poles is no longer liable for damage caused by the aforementioned use to infrastructure, other vessels or own vessels.*

***Notification obligation of time of start and end of dropped anchor or spud poles***

*The start and the end of the use of anchor or spud poles shall be reported to Port Operations by telephone or the applicable VHF channel.*

**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 on 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.

**Explanatory note**

*'Short duration' means, for example, offloading a car on shore and immediately continuing the voyage.*

**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.

**Explanatory note**

*The master of a moored vessel that wishes to have deck cargo or hoisting equipment protrude on the water side shall request Port Operations for authorisation to do so via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**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 or 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.

**Explanatory note**

*In order to leave a vessel in port unguarded, the master, owner or operator shall request authorisation therefore from Port Operations via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**Notification obligation of the start and end of leaving a vessel unguarded**

*The effective start and the effective end of leaving a vessel unguarded shall be notified to Port Operations in writing: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

**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.

**Explanatory note**

*In order to immobilise a vessel for technical reasons, the master, owner or operator shall request authorisation therefore from Port Operations via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**Notification obligation of the start and end of immobilisation of the vessel**

*The effective start and the effective end of the immobilisation of the vessel shall be reported to Port Operations by telephone or the applicable VHF channel.*

**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.

**Explanatory note**

*To lay up a vessel in port, the master, owner or operator shall request authorisation therefore from Port Operations: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide the information that is relevant to assess the application.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**Notification obligation of the start and end of laying up of the vessel**

*The effective start and the effective end of the laying up of a vessel shall be notified to Port Operations in writing: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

## Section 4. Bunkering

### **Explanatory note**

*The following provisions also apply to debunkering.*

*North Sea Port has opted to divide the aspects of bunkering into the obligations that are related to the vessel and the safety aspects of the bunkering itself. These latter obligations are part of this section. In Part 5 of this Regulation, the focus is on the obligations of those parties that wish to offer bunkering as a service.*

*Further information on the conditions regarding bunkering as a port service provider can be found on the [North Sea Port website](#).*

#### 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.

### **Explanatory note**

*Only service providers who possess a licence issued by North Sea Port may carry out bunkering operations in the port area. The rules and conditions that apply to services providers who wish to carry out bunkering operations within the port area are set out in Part 5 of this Regulation and in the Port Services Framework North Sea Port Flanders, which can be viewed on the North Sea Port website.*

#### 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.

### **Explanatory note**

*Prior to bunkering the bunkering checklist shall be completed fully and truthfully and signed by the parties involved in the bunkering. The 'parties involved' are: the party bunkering and the party that wishes to bunker its vessel. The latter can be the master, operator or owner of the vessel. All said parties therefore have the responsibility of ensuring that the bunkering checklist complies with the requirements laid down in this Regulation.*

*In case of an inspection by Port Operations, a copy of the completed bunkering checklist shall be presented.*

#### 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 grant a derogation from the provisions of this Article.

**Explanatory note**

***Notification obligation of start and end of bunkering operations***

*The start and end of every bunkering operation shall be reported to Port Operations via the dedicated VHF channel. At least the following information must be provided: the names of the vessels and/or licence plates of the vehicles involved, the details of the parties involved in the bunkering operation, the specifications and quantities of the bunkered products, arrival alongside/at the vessel, start and end of the bunkering operation and departure of (alongside) vessel.*

***Deviations***

*An application can be submitted to Port Operations for a deviation from the provisions concerning the bunkering of (alternative) fuels: 1hlt@northseaport.com. The applicant shall provide the information that is relevant to assess the application for deviation.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

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.

**Explanatory note**

*An overflow shall be reported to Port Operations immediately by telephone or the dedicated VHF channel. Information shall be provided to assess the incident and the further necessary measures, such as at least the names of the vessels and/or licence plates of the vehicles involved, the details of the parties involved in the (bunkering) operation, the specifications of the (bunkered) product, information on any victims and/or environmental damage, whether the emergency services have already been notified, any impact for shipping and the contact person.*

## 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 waste from ships falling under MARPOL Annex V within the port area, a seagoing vessel may only make use of the services of the service provider that has been awarded the relevant public procurement contract by North Sea Port.
3. Within the port area, a seagoing vessel may only use a service provider holding a valid licence issued by North Sea Port for the delivery of waste from ships falling under MARPOL Annex I, II, IV and VI.
4. The delivery of waste from inland shipping (excluding cargo-related waste) within the port area shall take place at the designated locations established by North Sea Port, and for oil and grease-containing shipping company waste at a waste receiver authorised by North Sea Port.

#### **Explanatory note**

##### ***Port Service Reception of ship-generated waste of seagoing vessels: Marpol Annex V***

*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.*

##### ***Port service Reception of ship-generated waste of seagoing vessels: Marpol Annex I, Annex II, Annex IV and Annex VI***

*Only service providers holding a valid licence issued by North Sea Port may provide waste reception services for ship-generated waste falling under Marpol Annex I, Annex II, Annex IV and Annex VI in the port area. The rules and conditions that apply to services providers who wish to carry out such activities within the port area are set out in Part 5 of this Regulation and in the [Port Services Framework North Sea Port Flanders](#), which can be viewed on the North Sea Port website.*

##### ***Waste from maritime shipping***

*The master shall provide North Sea Port with all information regarding waste from ships via the port information system.*

*All information on the waste collection process within the port area can be found in the [Port Waste Handling and Processing Plan](#), that can be viewed together with further information on the North Sea Port [website](#).*

##### ***Inland shipping waste***

*There are various options for delivering household waste in the port area. This waste can be separated (residual waste / plastic, metal, beverage cartons (PMD) / paper / glass). PMD and residual waste must be delivered in transparent garbage bags.*

*All further information on the delivery of household waste from inland shipping can be found on the [Connect4Shore](#) website.*

## 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. Written authorisation from Port Operations shall be 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.

##### **Explanatory note**

*In order to carry out maintenance or repair work on a vessel from the quay, on board of the vessel or from the water, the master, operator or the party carrying out the maintenance or repair works shall request authorisation from Port Operations for such at least 24 hours in advance via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

*Specifically for maintenance and repair work on board of a vessel that takes place on or in the vicinity of fuel and oil tanks, 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. This certificate shall be provided to Port Operations by e-mail: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

*Specifically for maintenance and repair work on board of a vessel that is carried out in confined spaces, the party carrying out the maintenance or repair work shall present a certificate to Port Operations that has been provided by a certified expert stating that persons can safely enter the spaces. This certificate shall be provided to Port Operations by e-mail: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

##### **Notification obligation of start and end of the work**

*The start and end of the work shall be reported to Port Operations by telephone or the applicable VHF channel.*

#### 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.

**Explanatory note**

*‘Sparking work’ means work that can cause sparking. This includes grinding and cutting.*

**Authorisation**

*In order to carry out sparking and welding work on a vessel from the quay, on board of the vessel or from the water, the master, operator, owner or the party carrying out the sparking or welding work shall request authorisation from Port Operations for such at least 24 hours in advance via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**Notification obligation of start and end of the work**

*The start and end of the work shall be reported to Port Operations by telephone or the applicable VHF channel.*

**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.

**Explanatory note**

*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 to the provisions in Articles 4.6.2. and 4.6.3., present a certificate to Port Operations that has been provided by a certified gas expert stating that the vessel is gas-free. This certificate shall be provided to Port Operations by e-mail: 1hlt@northseaport.com.*

**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.

#### **Explanatory note**

##### **Underwater work**

*'Underwater work' includes inspections, hull and propeller cleaning.*

##### **Port Service Propeller cleaning**

*Only service providers who possess a licence issued by the Flemish ports may provide propeller cleaning services in the port area. The rules and conditions that apply to services providers who wish to provide propeller cleaning services within the port area are set out in Part 5 of this Regulation and in the [Port Services Framework North Sea Port Flanders](#), which can be viewed on the North Sea Port website.*

##### **Port service Hull cleaning**

*Only service providers who possess a licence issued by the Flemish ports may provide hull cleaning services in the port area. The rules and conditions that apply to services providers who wish to provide hull cleaning services within the port area are set out in Part 5 of this Regulation and in the [Port Services Framework North Sea Port Flanders](#), which can be viewed on the North Sea Port website.*

##### **Authorisation**

*In order to carry out underwater work for inspections of or maintenance or repairs on vessels, the master, operator, owner or the party carrying out the underwater work shall request authorisation from Port Operations for such at least 24 hours in advance via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

##### **Notification obligation of start and end of the work**

*The start and end of the work shall be reported to Port Operations by telephone or the applicable VHF channel.*

##### **Listening watch duty**

*During the work, a continuous listening watch shall be maintained of the navigation and safety channel of the part of the port area where the vessel is located.*

#### **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.

### **Explanatory note**

#### **Port infrastructure**

*'Port infrastructure' means all real property of an enduring or permanent nature that is used for the functioning of the port. For example, jetties, quays, parts of quays, berths, mooring poles, ... No distinction is made regarding who is the owner of the port infrastructure.*

#### **Authorisation**

*In order to carry out underwater work for inspections of or repairs to port infrastructure, the party that wishes to have the underwater work carried out or the party that carries out the underwater work shall, in principle, request authorisation from Port Operations for such at least two weeks in advance: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

*It is possible to deviate from this time period in the event of ad hoc work, incidents and/or emergencies and the work must be reported to Port Operations as soon as possible: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

#### **Notification obligation of start and end of the work**

*The start and end of the work shall be reported to Port Operations by telephone or the dedicated VHF channel.*

## PART 5. Harbour-related services

### **Explanatory note**

*This part of the Regulation implements Regulation (EU) 2017/352 of 15 February 2017 of the European Parliament and of the Council establishing a framework for the provision of port services and common rules on the the financial transparency of ports. This part of the Regulation lays down the principles relating to the port services that are provided within the port area.*

*The conditions are without prejudice to (i) the other statutory obligations that apply to the service providers, (ii) the powers belonging to other public authorities and (iii) the specific provisions of this Regulation.*

*North Sea Port opts to issue a licence for bunkering, towing and boatman services to any candidate service provider who satisfies the conditions set by North Sea Port.*

*A public procurement contract shall be put out to tender for the reception of waste and cargo residues from seagoing vessels. The conditions in relation to the reception of waste and cargo residues from seagoing vessels shall be published in a transparent manner in accordance with the applicable regulations.*

*Pursuant to the Decree of 19 April 1995 on the organisation and the functioning of pilotage services of the Flemish Region and on the certificates of harbour pilot and boatman and deep-sea pilot, the harbour pilotage services fall under the exclusive authority of DAB Loodswezen.*

*North Sea Port publishes the specific conditions linked to the relevant port services on its website so that they can be easily consulted and are transparent for the entire sector: see [‘Port Services Framework -](#)*

### Section 1. Bunkering

#### **Explanatory note**

*In view of safety and protection of the environment, only professional parties may carry out bunkering operations. In order to continually assure quality, service providers who wish to carry out bunkering operations require a licence. The licence shall set out the requirements for the availability and competence of the personnel put to work by the organisation.*

*The conditions laid down in the licence can be viewed on the North Sea Port website: see [‘Port Services Framework - North Sea Port Flanders’](#).*

*A service provider who wishes to provide bunkering services in the port area shall submit an application via the North Sea Port website [“Application for bunkering licence”](#).*

*A candidate service provider can submit a licence application at any time.*

*If the candidate service provider satisfies the conditions, a licence shall be granted.*

*The current list of all licensed service providers can be consulted on the North Sea Port website.*

#### Article 5.1.1. General

1. A service provider who wishes to provide bunkering services in the port area may only do so if it holds 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 of the licence and the provisions of the Port Police Regulation.
2. The service provider shall promptly inform North Sea Port of any change that may be relevant to the provision of its 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 modalities 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

##### ***Explanatory note***

*In view of safety and protection of the environment, only professional parties may carry out towing operations. In order to continually assure quality, service providers who wish to carry out towing operations require a licence. The licence shall set out the requirements for the availability and competence of the personnel put to work by the organisation.*

*The conditions laid down in the licence can be viewed on the North Sea Port website: see [‘Port Services Framework - North Sea Port Flanders’](#).*

*A service provider who wishes to provide towing services in the port area shall submit an application via the North Sea Port website [“Application for towing services licence”](#).*

*A candidate service provider can submit a licence application at any time.*

*If the candidate service provider satisfies the conditions, a licence shall be granted.*

*The current list of all licensed service providers can be consulted on the North Sea Port website.*

#### 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 modalities 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

#### **Explanatory note**

*In view of safety, this Regulation requires that fastening and unfastening vessels is carried out by professional parties. These shall be boatmen. In order to continually assure quality, boatmen organisations require a licence. The licence shall set out the requirements for the availability and competence of the personnel put to work by the organisation.*

*The conditions laid down in the licence can be viewed on the North Sea Port website: see '[Port Services Framework - North Sea Port Flanders](#)'.*

*A service provider who wishes to provide boatman services in the port area shall submit an application on the North Sea Port website "[Application for boatman services licence](#)".*

*A candidate service provider can submit a licence application at any time.*

*The current list of all licensed service providers can be consulted on the North Sea Port website.*

#### 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 may be suspended or revoked by North Sea Port after the service provider has been heard and has been given a period of 15 days to comply.

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

#### **Explanatory note**

*North Sea Port shall put out a public procurement procedure for the reception of ship-generated waste falling under Marpol Annex V.*

*The conditions for the reception of ship-generated waste falling under Marpol Annex V shall be included in the contract documents. These can be consulted in accordance with the specific regulations that apply to public procurement contracts.*

#### 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 contract 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 contract 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 contract.

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

#### **Explanatory note**

*In view of safety and safeguarding of the environment, the reception of ship-generated waste falling under Marpol Annex I, Annex II, Annex IV and Annex VI is reserved for professional parties. In order to continually assure quality, service providers who wish to carry out activities require a licence. The licence shall set out the requirements for the availability and competence of the personnel put to work by the organisation.*

*The conditions laid down in the licence can be viewed on the North Sea Port website: see [‘Port Services Framework - North Sea Port Flanders’](#).*

*A service provider who wishes to provide services for the reception of ship-generated waste and cargo residues falling under Marpol Annex I, Annex II, Annex IV and Annex VI in the port area, shall submit an “Application for a licence for the reception of waste from seagoing vessels” on the North Sea Port website.*

*A candidate service provider can submit a licence application at any time.*

*The current list of all licensed service providers can be consulted on the North Sea Port website.*

#### 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 modalities 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

#### **Explanatory note**

*The principles for propeller cleaning have been collectively elaborated by Port of Antwerp-Bruges, Port of Oostende and North Sea Port; this means that the same set of rules applies in the port areas of Antwerp, Zeebrugge, Oostende and Ghent.*

*Companies that want to engage in propeller cleaning must, before carrying out the activity in the Flemish ports, demonstrate that they provide adequate services and that no pollution will be spread to the water environment.*

*The conditions laid down in the licence can be viewed on the North Sea Port website: see [‘Port Services Framework - North Sea Port Flanders’](#).*

*Anyone who wishes to carry out propeller cleaning within the port area of North Sea Port Ghent shall submit an application form on the [North Sea Port website](#) “Application for propeller cleaning licence”.*

*A candidate service provider can submit a licence application at any time.*

*The current list of all licensed service providers can be viewed on the Port of Antwerp-Bruges [website](#).*

#### 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

#### **Explanatory note**

*The principles for propeller cleaning have been collectively elaborated by Port of Antwerp-Bruges, Port of Oostende and North Sea Port; this means that the same set of rules applies in the port areas of Antwerp, Zeebrugge, Oostende and Ghent.*

*Companies that want to engage in hull cleaning must, before carrying out this activity in the Flemish ports, demonstrate that they provide adequate services and that no pollution will be spread to the water environment.*

*The conditions laid down in the licence can be viewed on the North Sea Port website: see [‘Port Services Framework - North Sea Port Flanders’](#).*

*Anyone who wishes to carry out hull cleaning within the port area of Ghent shall submit an application via the Port of Antwerp-Bruges website [“Application for hull cleaning licence”](#).*

*A candidate service provider can submit a licence application at any time.*

*The current list of all licensed service providers can be viewed on the Port of Antwerp-Bruges [website](#).*

#### 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.

#### **Explanatory note**

##### **General**

*Emphasis is placed on the words 'any form of'. This means that this article is to be interpreted very broadly.*

*This article applies to all natural persons and legal entities who carry out commercial activities in the port area. In specific this concerns owners or concession holders of sites in the port area and masters and operators of vessels.*

*In the event a licence or authorisation is issued by another competent authority, the owner or the concession holder of a site shall be able to present such on the request of Port Operations.*

*For vessels it is relevant to indicate that these provisions apply without prejudice to the criteria described in the applicable international regulations..*

##### **Throwing materials into the water is prohibited**

*For paragraph 3 of this article it is important that the owner or concession holder of a site that borders on a quay and that generates throughput for his business activities, ensures that no spillage ends up in the water. The (maintenance) work that has to be organised by North Sea Port as a result of such a spillage shall be considered part of the damage.*

#### 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

- b. 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.

**Explanatory note**

*A person who has caused an object or substance to end up in the water, that causes or can cause danger, damage or nuisance, must immediately report such an incident to Port Operations by telephone or the dedicated VHF channel. The information necessary to assess the incident and the further necessary measures shall be provided, such as at least the nature of the emergency, the circumstances, the vessels involved, a precise specification of the location of the incident, information on any victims and/or environmental damage, whether the emergency services have already been notified, any impact for shipping and the contact person.*

## Section 2. Vessels

### Article 6.2.1. Waste incinerator

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

**Explanatory note**

*This article is included in the framework of making a contribution to improving (local) noise and air quality in the port. The use of waste incinerators on board of vessels is prohibited in order to prevent danger, damage and nuisance of the waste incinerators for the environment. Any waste on board can be delivered to the appropriate waste collectors.*

### 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.

**Explanatory note**

*A port user shall comply with the applicable regulations and among other things shall apply reduction techniques. These shall be based on guidelines of VITO (Flemish Institute for Technology) and the Flemish government.*

### 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.

**Explanatory note**

*For the purpose of paragraph 1 of this article, this also includes ballast water and rainwater that comes from these cargo holds or cargo tanks.*

#### Article 6.2.4. Discharge of ballast water ‘segregated ballast’

1. Ballast water clean ballast 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.

##### **Explanatory note**

*If the conditions laid down in paragraph 1 of this article cannot be satisfied, Port Operations must be informed beforehand: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

#### 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.

##### **Explanatory note**

*An application for a deviation from the prohibition on discharge to surface water from tanks other than the dedicated ballast tanks, stating the reasons for the application, can be presented to Port Operations: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide information that is relevant to assess the application for deviation, including at least why the deviation is necessary and a sample and analysis report of an agency recognised by the Flemish Environmental Agency.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

## 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.

##### **Explanatory note**

*An application for authorisation for ship/ship transfer for non-dangerous solid bulk goods shall be submitted to Port Operations at least 24 hours in advance: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

#### 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.

##### **Explanatory note**

*The start and end of the direct transfer shall be reported to Port Operations by telephone or the dedicated VHF channel. Information shall be provided with regard to at least the names of the vessels involved, what solid bulk goods are being transferred, arrival alongside ship, start and end of the direct transfer and departure 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.

**Explanatory note**

*A vessel that has fumigated cargo on board shall notify Port Operations at least 24 hours in advance via the port information system.*

*Degassing of vessels and/or cargo units (containers) can only take place in places designated by Port Operations.*

*The berth application shall be assessed by Port Operations. Only after a positive assessment shall a berth be designated where the degassing can take place.*

*Prior to fumigation or degassing, the results of the risk analysis, the degassing plan and the contact details of the fumigation supervisor shall be provided to Port Operations: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

**Article 7.2.2. Decontamination**

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

**Explanatory note**

*If there is a vermin problem on board of a vessel that is a risk to public health, the [Saniport](#) team shall be notified.*

*The berth application shall be assessed by Port Operations. Only after a positive assessment shall a berth be designated where the decontamination can take place.*

*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**

**Explanatory note**

*This part of the Regulation applies to the handling of dangerous and/or harmful goods.*

*The provisions in this part also apply in full to the applicable international, European and national regulations. Anyone who handles dangerous and/or harmful goods shall be familiar with the specific regulations and apply them correctly.*

*The provisions in this part apply in addition to the other provisions of this Regulation. If provisions in this part deviate from the other provisions in this Regulation, the provisions provided for in this part of the Regulation have priority.*

*The provisions relate to the storage and handling of dangerous and/or harmful goods. For the purpose of this part of the Regulation, handling means delivery, removal, loading, unloading, transfer by pumping, storage and throughput and keeping on board of dangerous and/or harmful goods. Processing of dangerous and/or harmful goods fall outside of this scope.*

**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.

##### **Explanatory note**

*Incidents or emergencies with dangerous and/or harmful goods shall be immediately reported to Port Operations by telephone. The information shall be provided that is necessary to assess the incident or the emergency and the further necessary measures, such as at least the circumstances, a precise specification of the location of the incident or emergency, information on any victims and/or environmental damage, whether the emergency services have already been notified, any impact for shipping and the contact person.*

#### 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.

##### **Explanatory note**

##### ***Handling of dangerous and/or harmful goods***

*Unless otherwise stipulated in this part of the Regulation, an application shall be made to Port Operations for the handling of dangerous and/or harmful goods at latest 24 hours prior to the handling: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions*

### **Loading/unloading of substances causing odours or nuisance**

*'Substances causing odours or nuisance' include:*

- benzene	1114
- benzene-containing mixtures containing more than 10% benzene several UN numbers are possible	
- ethyl acrylate	1917
- formaldehyde solution	1198 or 2209
- isobutyl acrylate	2527
- isobutyl acrylate	2045
- isobutyraldehyde	1221
- isopropylamine	1919
- methyl acrylate	2348
- n-butyl acrylate	1129

*An application for authorisation to load or unload substances that cause odours or nuisance shall be submitted to Port Operations at latest 24 hours in advance: [1hlt@northseaport.com](mailto:1hlt@northseaport.com).*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

#### **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.

#### **Explanatory note**

*'Incident that can have serious consequences' in any event includes: fire, accident, leaking drum or IMDG goods in damaged packaging.*

*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.*

*The information shall be provided that is necessary to assess the incident and the further necessary measures, such as at least the circumstances, a precise specification of the location of the incident, information on any victims and/or environmental damage, whether the emergency services have already been notified, any impact for shipping and contact person.*

*An operator as referred to in this article shall immediately inform Port Operations by telephone 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. Information shall be provided that is necessary to assess the situation and any further necessary measures, such as the nature of the packaging and the*

#### 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.

#### **Explanatory note**

*'Degassing tankers' means degassing cargo tanks of the seagoing and inland tankers in question.*

*Degassing of tankers is only permitted at the locations where this is permitted by Port Operations.*

*Degassing by means of a mobile degassing installations must be reported to Port Operations:  
1hlt@northseaport.com.*

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

#### **Explanatory note**

*When the term 'tanker' is used, the provision applies both to seagoing tankers and inland tankers, unless otherwise stated.*

#### 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.

**Explanatory note**

*This article provides Port Operations with the possibility of designating tanker berths. Tankers with dangerous and/or harmful goods must moor at these berths. A stricter regime applies at these berths than in the other parts of the port area.*

**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.

**Explanatory note**

*The master, operator, owner or the party carrying out activities which can cause sparking to the open air can apply for a deviation from the prohibition laid down in paragraph 1 of this article via the port information system. Such application must be made at least 24 hours in advance.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**Notification obligation of start and end of the work**

*The start and end of the work shall be reported to Port Operations by telephone or the applicable VHF channel.*

**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.

**Explanatory note**

*Smoking at a tanker berth – in view of the risks – is prohibited for everyone, unless they are on board of a vessel in a smoking room designated by the master. This smoking room shall satisfy the following conditions: (i) The smoking room may not be directly accessible from outside, (ii) must be closed if someone is smoking and (iii) must be noted as a smoking room by a clear sign.*

*The smoking prohibition includes electronic cigarettes and similar devices.*

#### 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.

##### **Explanatory note**

*At the access to a vessel that is moored at a tanker, a sign shall be displayed that indicates that smoking, open flames and access by unauthorised persons is prohibited.*

*'Unauthorised persons' shall be understood to mean: the crew, persons who are normally on board and persons who must be on board for a specific reason.*

#### 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.

##### **Explanatory note**

*In case of a raging fire on a site, with an eye to safety it may be necessary to quickly shift tankers moored there. For that reason it is necessary that tankers moor "with the bow turned outward". In case of an emergency the tanker can sail away from the area of danger alongside a tanker berth on its own power and as quickly as possible, without extensive manoeuvres. Failure to comply with the requirement to sail straight ahead directly from the berth or dock has been expanded in this article with the circumstances that this is not possible in connection with the transhipment of cargo or if a berth is occupied at a shipyard or a repair establishment.*

*An application can be submitted to Port Operations, with reasons for the application, for a deviation from the prohibition set out in paragraph 1: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide the information that is relevant to assess the application for a deviation, such as why the deviation is necessary.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive*

#### 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.

**Explanatory note**

**General**

*This article arranges on what conditions tankers with dangerous goods may be berthed at the berth designated and provided by Port Operations.*

*Tankers can have large quantities of dangerous substances (including gaseous cargo residues) on board and for that reason can also entail large risks. In principle, these vessels can only occupy a berth at the berths specifically intended therefore. A number of listed exceptions are possible in this respect (see flowchart).*

*An application can be submitted to Port Operations, with reasons for the application, for a deviation from the prohibition set out in paragraphs 1, 2, 3, 4 and 6 of this article: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide the information that is relevant to assess the application for a deviation, such as why the deviation is necessary.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**Bunkering**

*An application for authorisation to bunker a tanker carrying dangerous goods at a non-tanker berth shall be submitted in due time via the port information system.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**Notification obligation of beginning and end of bunkering**

*The start and the end of the bunkering shall be reported to Port Operations by telephone or the applicable VHF channel.*

**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.

**Explanatory note**

*An application can be submitted to Port Operations, with reasons for the application, for an exception from the prohibitions as provided for in this article: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide the information that is relevant to assess the application for a deviation, such as why the deviation is necessary.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive*

**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 awaiting 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.

**Explanatory note**

*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.*

*An operator can present a reasoned application for this authorisation to Port Operations: 1hlt@northseaport.com. The applicant shall demonstrate that he satisfies the conditions and shall provide any further information that is relevant to assess the application.*

*The application shall be assessed by Port Operations. Port Operations shall, at its discretion, assess the aspects that the operator sets out in his application. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

**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.

**Explanatory note**

***Notification obligation for dangerous goods that remain on board***

*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: for maritime shipping via the port information system and for inland shipping via an electronic reporting system.*

***Notification obligation for handling of radioactive goods (class 7)***

*Radioactive goods (class 7) shall be reported to Port Operations at least 48 hours before the handling time: for maritime shipping via the port information system and for inland shipping via an electronic registration system.*

***Notification obligation exceeding the period of stay at transit storage sites***

*An operator as referred to in this article shall immediately inform Port Operations by telephone when he determines that:*

- *dangerous and/or harmful goods that must be handled immediately, are at the transit storage place for more than one day;*
- *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.*

*Information shall be provided that is necessary to assess the situation and any further necessary measures, such as the specifications of the goods and a precise specification of the location.*

#### 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.

##### **Explanatory note**

*The authorisation of Port Operations is required for the presence of class 1 explosives and explosives of other classes, radioactive goods (class 7) and ammonium nitrate in transit storage sites.*

*An operator can present a reasoned application for this authorisation to Port Operations: 1hlt@northseaport.com. The operator shall provide the information that is relevant to assess the application.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions, including in particular the period of stay, and any restrictions.*

#### 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 regulations

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.

##### **Explanatory note**

*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. The information shall be provided that is necessary to assess the situation and the further necessary measures, such as at least the circumstances, a precise specification of the location of the incident, information on any victims and/or environmental damage, whether the emergency services have already been notified, any impact for shipping and contact person.*

*Any further handling of packaging and/or containers as referred to in this article requires the authorisation of Port Operations.*

An operator can present a reasoned application for this authorisation to Port Operations: 1hlt@northseaport.com. The applicant shall provide the information that is relevant to assess the application.

The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.

## Section 5. Special conditions for the handling of fertilisers

### **Explanatory note**

With an eye to legibility, 'fertilisers' means technically pure ammonium nitrate and equivalent mixtures. This means:

1. Ammonium nitrate fertilisers that contain between 80 and 100 mass % ammonium nitrate. (34.5% IMO 5.1, UN 1942)<sup>1</sup>
2. Equivalent mixtures (IMO 5.1, UN 2067<sup>2</sup>, UN 2426<sup>3</sup>, IMO 9, UN 2071<sup>4</sup>):
  - a. mixtures of ammonium sulfate + ammonium nitrate, if the mixture in weight contains more than 40 mass % ammonium nitrate (or more than 43 mass % for the double salt ammonium sulfate nitrate that does not contain free nitrate);
  - b. mixtures of ammonium nitrate with substances without an effect on the explosiveness of these mixtures, that contain more than 65 mass % ammonium nitrate in weight.<sup>5</sup>

However, every product may not contain more than 0.4 mass % combustible substances.

Ammonium nitrate compounds and mixtures with UN numbers <1000 (0082, 0222, 0331) fall under the explosives and are therefore not subject to these provisions of the Regulation.

<sup>1</sup> UN 1942 for technical ammonium nitrate

<sup>2</sup> UN 2067 for fertilisers

<sup>3</sup> UN 2426 for the warm solutions of ammonium nitrate

<sup>4</sup> UN 2071 for the compound fertilisers (NPK) sensitive to a self-sustaining decomposition

<sup>5</sup> These substances do not fall under the Belgian legislation on explosives, but do fall under the general conditions.

### 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.

### **Explanatory note**

Vessels that have fertilisers on board shall notify Port Operations thereof at least 24 hours before arrival: for maritime traffic via the port information system and for inland shipping via an electronic notification.

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 via the port information system.

#### 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.

**Explanatory note**

***Fertilisers packed in containers that are handled at a container terminal***

*An authorisation from Port Operations is required if fertilisers packed in a container are handled at a container terminal.*

*An operator can present a reasoned application for this authorisation to Port Operations: 1hlt@northseaport.com. The operator shall provide the information that is relevant to assess the application.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions, including in particular the period of stay, and any restrictions.*

***Measures for fire fighting with water***

*For the purpose of paragraph 6 of this article, 'measures' includes: fire hydrants under pressure, operational hoses, etc.*

**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.

**Explanatory note**

*The entry, transit or the transport of radioactive substances in the port area shall be reported to Port Operations by the forwarder or the shipping agent at latest 48 hours in advance: for maritime traffic via the port information system and for inland shipping via an electronic registration system.*

*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.

**Explanatory note**

*Vessels that have explosives on board and are only passing through the port area or occupying a berth and keeping the explosives on board, shall notify Port Operations at least 24 hours before arrival: for maritime traffic via the port information system and for inland shipping via an electronic registration system.*

*A copy of the permit issued by the competent agency shall be attached with the notification.*

**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.

**Explanatory note**

*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.*

*Explosives with UN numbers 0431, 0432, 0503 and 3268 can stay up to a maximum of 10 calendar days on the front quay if the goods are loaded in a container. The term of 10 days cannot be extended.*

*An application for an exception to the direct handling requirement of explosives can be submitted, along with the reasons for the application, to Port Operations with regard to explosives with UN numbers 0431, 0432, 0503 and 3268: [1hlt@northseaport.com](mailto:1hlt@northseaport.com). The applicant shall provide the information that is relevant to assess the application.*

*The application shall be assessed by Port Operations. Authorisation shall only be granted after a positive assessment. The authorisation shall include conditions and any restrictions.*

## PART 8. Drones – unmanned aircraft, vessels and vehicles

### **Explanatory note**

*The presence of drones in the port area for industrial/commercial, government and recreational purposes gives rise to specific risks. The port area is a place where exceptional activities are carried out on industrial sites and that contains critical infrastructures which entail a number of greater risks to humans, the environment and society. Protection is therefore of paramount importance, including with regard to potential threats from the air.*

*Consequently, a geographical UAS zone has been established above the port area: the geographical UAS zone EBR55 Ghent Harbour. A number of measures apply in this zone for the operating of drone flights. These measures take account of the nature of the application and the proportionality of the UAS operation and the associated risk on the ground.*

*The operational requirements and practical information for everyone who is directly or indirectly involved in carrying out drone operations in and around the port area are collected in the Geographical UAS Zone Regulations - Geozone EBR55 Ghent Harbour. These regulations can be viewed on the North Sea Port [website](#).*

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

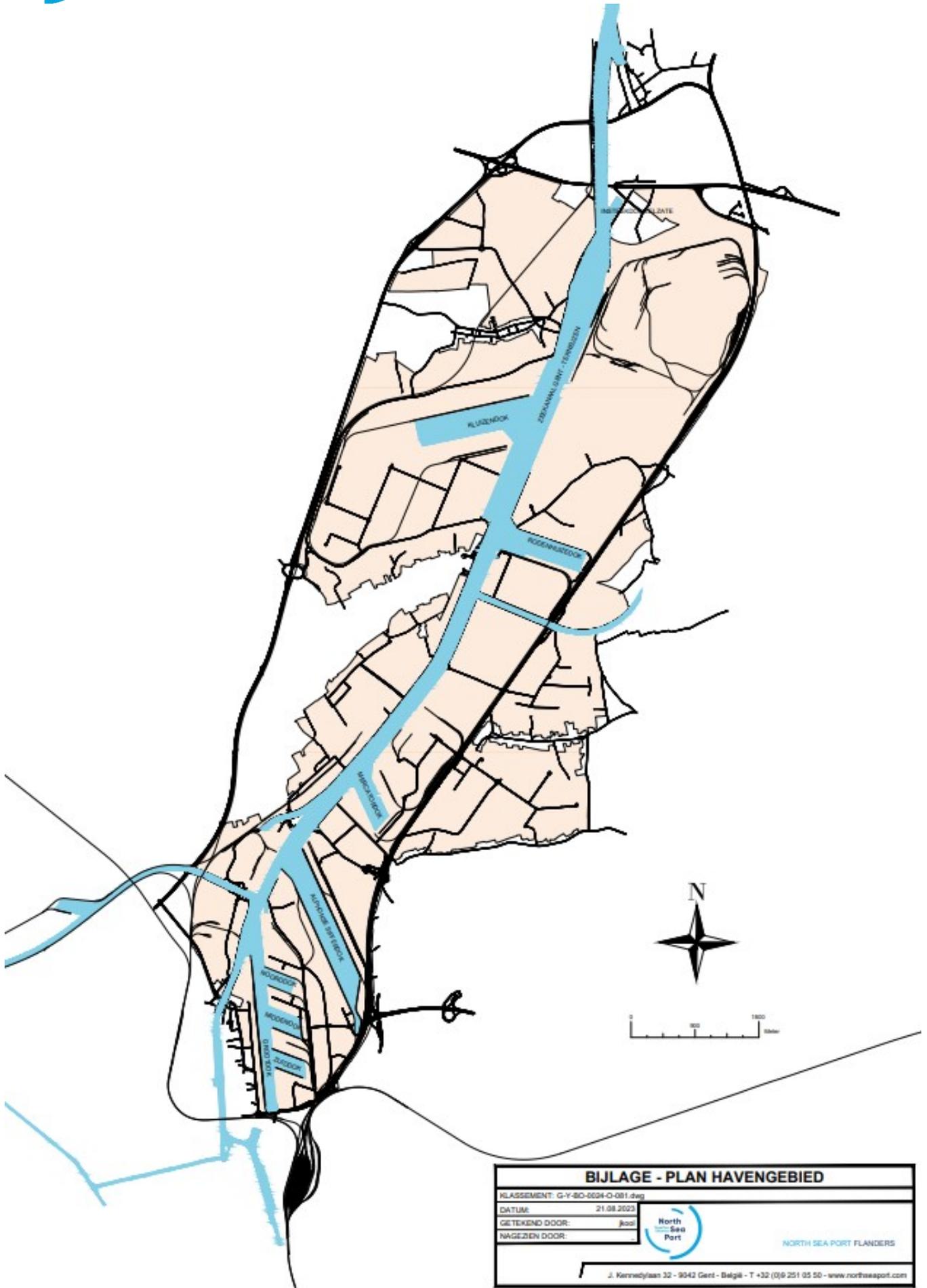
(a) cargo	
<ul style="list-style-type: none"> <li>• other IMDG goods</li> <li>• second-hand vehicles</li> </ul>	+20%
<ul style="list-style-type: none"> <li>• dry dangerous goods in bulk</li> </ul>	+30%

<ul style="list-style-type: none"> <li>• liquid dangerous goods in bulk</li> </ul>	+40%
<ul style="list-style-type: none"> <li>• LPG/LNG</li> <li>• passengers</li> </ul>	+50%
<ul style="list-style-type: none"> <li>• explosives</li> <li>• highly toxic gasses</li> <li>• radioactive substances</li> <li>• ammonium nitrate</li> </ul>	+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	
KLASSEMENT:	G-Y-80-0024-O-081.dwg
DATUM:	21-08-2023
GETEKEND DOOR:	Jkool
NAGEZEN DOOR:	
 NORTH SEA PORT FLANDERS	
<small>J. Kennedylaan 32 - 9042 Gent - België - T +32 (0)9 251 05 50 - www.northseaport.com</small>	



## ANNEX - BERTH CATEGORY MAP

